

7
10-17-15

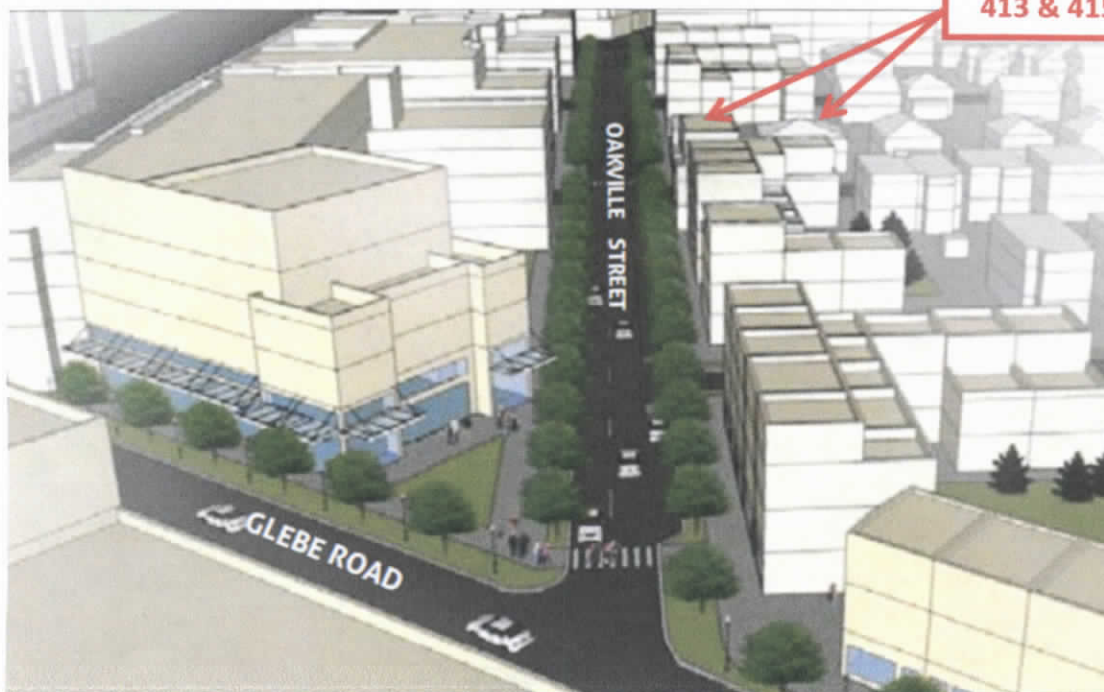
Edward & Bridget Wendling & family of 413 Hume Ave. and Heather Martin & family of 415 Hume Ave. request that our properties be included in the commercial redevelopment zone for the Oakville Triangle/Route 1 redevelopment plan.

Our properties extend into the current redevelopment zone with proposed 45' development in front and behind our properties (see image 1 below). We are very concerned about being surrounded by construction, having 45' townhomes with rooftop decks behind us (see image 2 below), and living directly across a small street from 55' to 65' office/retail/residential buildings (see image 2 below). In light of this we would like to be included in the redevelopment so we have the option of selling our properties.

Image 1: Pg. 53 of Revised Draft Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Guidelines & Standards



Image 1: Pg. 33 of Revised Draft Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Guidelines & Standards



Mayor, Vice Mayor, Councilors,

My name is Stephen Koenig. I live on East Spring Street and currently serve on the Planning Commission.

Thank you for the opportunity to go on record in this forum **in support of this plan.**

I have a few observations concerning Density + Height, Public Benefits, and the Engagement Process.

DENSITY + HEIGHT

Concentrating mixed use density along Route One in buildings of substantial height will take advantage of the immediately adjacent elements of a multifaceted transport network. It will simultaneously contribute to the physical and perceptual definition of this gateway passage into the city.

Variable heights throughout the site, and lower limits with transition requirements at the periphery, will facilitate visual interest while respecting the smaller scale of the existing neighborhoods.

PUBLIC BENEFITS

Of the array of public benefits, I feel two are worthy of specific celebration and a third is a cause for continuous careful attention.

The long, narrow, public green space that is Mt. Jefferson Park is a wonderful idiosyncrasy strategically located in this plan area. It's creative rejuvenation will benefit current residents of Del Ray as well as our imminent new neighbors in Oakville Triangle.

Second, considerable new affordable housing in the triangle will be a significant achievement in one of our critical ongoing challenges.

Third is Glebe Road at Route One, the pinch point of this plan. It illustrates both the difficulty of achieving discernible improvement in such a tight spot, and the larger issue of balancing overall buildout with capacity of the transportation system. Timely execution of the proposed improvements to the intersection, diligent attention to the traffic implications of each project, and coordination with the actual timeline of the new metro station would all seem necessary to prevent this situation from compromising the success of the plan.

ENGAGEMENT PROCESS

In my observation, many citizens and affected property owners participated in this process. They did so vigorously and knowledgeably, from diverse points of view. To me it is significant that elements suggested in the public discourse, such as townhomes facing Mt. Jefferson Park and neighborhood serving retail on Calvert Street, have been incorporated and are directly informing design of the proposed architecture. It is my hope that the plan succeeds in some ways in ameliorating the concerns of those who remain unconvinced of its merits.

The work of City staff has been consistently thorough, responsive and well coordinated across multiple departments. In my view Mr. Farner and his colleagues organized the exploration of issues efficiently and contributed a fundamentally important dimension to the dialogue in an impeccably professional way.

The advisory group under Commissioner Wasowski's leadership has done serious and effective work. Members consistently contributed a range of informed perspectives, the tenor of meetings was invariably inclusive and civilized, and the whole process moved productively to a workable conclusion.

I believe this is an excellent plan that has resulted from an exemplary process. I encourage you to approve it. Thank you.

OAKVILLE

Please do not vote in favor of the Oakville Plan. The current zoning allows only light industrial and commercial up to roughly 1.6 times as much square footage as is there now. These changes would allow a switch from job providing business to mainly service needing residences of more than 3.3 times as much square footage as there is now. Oakville, Potomac Yard and other approved developments include only retail and apartments/townhouses. No libraries, no community centers, no churches, no nonprofits and as yet no schools. The stonecutter, nursery and auto repair businesses presently there will not fit into "maker spaces" inside residential buildings. We will be trading local employers for several thousand more service needing residents and that is not smart development. Already approved development has increased demand on city infrastructure and we should stop adding population in the hopes that someday the next development will pay for the last one and also itself because they don't. We are in a hole of limited infrastructure with deferred maintenance and we should at least not add to our own problems.

As for revenue from Oakville, office vacancies exist near king street metro and other metro stops. We had to give immense tax breaks to TSA and other recent large organizations to get them to come fill space.

Finally we are supposed to be following our Eco city charter and if you look at the details of this plan you can see that this plan does not.

.Thanks. Pam Smith

Plan Summary points

Should not have the Ruby Tucker park expansion be in 12 to 16 years. It's not even that expensive according to your chart of costs.

General design of big blockish buildings very similar to other infill which has already created a glut of this type.

Having a 25 ft street scape which doesn't include a real bike lane for route 1. Route 1 is already so congested it would be very unsafe for bikes. Having bikes share Mt. Jeff, may create a hazard to pedestrians.

Buildings are not compatible with local neighborhood. No one wants a building 14 ft taller than their house blocking the sun

No hardscape plaza, that creates stormwater and urban heat problems, and is poor for recreation. There is no reason that concerts or lunch eating needs lots of hardscape.

Allowing concrete with just grooves terrible for stormwater and not a high quality finish.

Define play areas.

No min. height requirements. Massive brick faced boxes with various bumps and indentations to try unsuccessfully to disguise the largeness and FAR maximization. "liner townhouses" seem to be homes attached to parking structures in the back side? Can that be healthy

Non compliant LEED certification, or living buildings, or passive house. Example they have specified streetlights that are the least efficient, most light polluting kind, despite having this drawn to their attention and Dominion having several alternative types, too much turf instead of native plants, small broken up open spaces that can't fit in active recreation and way too much hardscape.

Also metro as a whole is struggling and very unclear that it can handle a big additional load..

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Gloria Sitton

From: ecresqr@gmail.com
Sent: Thursday, October 15, 2015 3:35 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82966: Mayor, Vice Mayor, City Council As a long time occupant of Rosemont/Alex

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82966.

Request Details:

- Name: Marsha Wallace
 - Approximate Address: No Address Specified
 - Phone Number: 7035487641
 - Email: ecresqr@gmail.com
 - Service Type: Mayor, Vice Mayor, City Council
 - Request Description: As a long time occupant of Rosemont/Alexandria, I would like to voice my concern about the development of Oakville Triangle I AM for affordable housing, but am NOT for overdevelopment of this area. I also am against buildings whose height is an aberrancy in a residential area.
- The overdevelopment of our area is why I did not and will not support Mr Euille in his race for Mayor.
- Expected Response Date: Thursday, October 22

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

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Gloria Sitton

From: kaj2600@yahoo.com
Sent: Thursday, October 15, 2015 10:24 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82980: Mayor, Vice Mayor, City Council I am writing to express my concerns over

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82980.

Request Details:

- Name: karen johnson
- Approximate Address: No Address Specified
- Phone Number: 703 362 7582
- Email: kaj2600@yahoo.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I am writing to express my concerns over the Oakville Triangle Development. I believe the development is too dense for the Route 1 corridor that has already seen significant growth and traffic. I believe it will be an encroachment on the Del Ray neighborhood. I am concerned about City services and infrastructure supporting the development. I don't disagree with redeveloping the area, but I would prefer more green space, smaller buildings and a little more thought into the planning. I oppose the current plan.
- Expected Response Date: Thursday, October 22

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

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Gloria Sitton

From: mway44@gmail.com
Sent: Thursday, October 15, 2015 10:52 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82982: Mayor, Vice Mayor, City Council City Council-Oakville Triangle I am un

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82982.

Request Details:

- Name: Marsha Way
- Approximate Address: No Address Specified
- Phone Number: 7039275233
- Email: mway44@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: City Council-Oakville Triangle
I am unable to attend the Council meeting Oct. 17 but I wanted the Council to know that I DO NOT support the density that is being planned for the area. The area is already over built due to Potomac Yards. The road ways can't keep up with the traffic that is already present.
Marsha Way
205 E. Raymond Ave.
- Expected Response Date: Thursday, October 22

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

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Gloria Sitton

From: keating.kaeli@gmail.com
Sent: Friday, October 16, 2015 8:46 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82999: Mayor, Vice Mayor, City Council October 17th city council meeting - I wo

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82999.

Request Details:

- Name: kathleen keating
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: keating.kaeli@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: October 17th city council meeting - I would like to express concern about the impact of the planned extensive development in the Oakville Triangle Plan along Route 1 on school capacity, Traffic & Parking, and density of buildings. I ask that the city council re-evaluate and downsize the scale of the planned development to include a more scaled approach to assess impact along the way so that modifications can be made as appropriate. thank you
- Expected Response Date: Friday, October 23

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

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Gloria Sitton

From: reardon_brian@hotmail.com
Sent: Friday, October 16, 2015 10:00 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83008: Mayor, Vice Mayor, City Council Dear City Mayor Euille and City Council

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 83008.

Request Details:

- Name: Brian Reardon
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: reardon_brian@hotmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear City Mayor Euille and City Council Members,

I am writing to provide input on the Oakville Triangle Plan that is being presented for discussion before the City Council on Saturday, October 17th.

We live on the 100 block of Stewart Avenue, three blocks west of the proposed development, and have multiple concerns with the current plan and how poorly it fits into the existing Del Ray neighborhood.

Density: There needs to be more green space and recreational space! Counting rooftops as green space is a badly flawed concept and cannot be taken seriously. Both Oakville and the Potomac Yard development suffer from too dense residential development coupled with insufficient green and recreational space.

Traffic: Existing Del Ray streets are not designed for smooth traffic flow. With the exceptions of Reed, Glebe, Mt. Vernon and Monroe, you cannot pass another car on our streets without one car pulling to the side. The development of Route 1 has already made the traffic flow in Del Ray worse by blocking northbound access from Hume and Raymond (thank you very much). The commute from Del Ray has already been adversely affected by the Potomac Yard development -- it takes longer to get to work! At the least, the City needs to ensure that the dense development of Oakville does not direct additional traffic into the Del Ray side streets.

The developer wants to sell Oakville as an extension of Del Ray, but they have proposed a plan that has no connection to Del Ray save its location. Ten story buildings, high density residential and commercial space, and ridiculously little real green space are not Del Ray.

Please take steps to ensure the Oakville development does not unnecessarily undermine the existing Del Ray neighborhood. Increasing the property value of Oakville by reducing the quality of life for the existing Del Ray residents is not an acceptable trade off.

Sincerely,

Brian Reardon

- Expected Response Date: Friday, October 23

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From: 8davism@gmail.com
Sent: Friday, October 16, 2015 11:42 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83075: Mayor, Vice Mayor, City Council RE: Oct 17 City Council Hearing, docket

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 83075.

Request Details:

- Name: Martha Bodden
- Approximate Address: No Address Specified
- Phone Number: 703-568-8557
- Email: 8davism@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: RE: Oct 17 City Council Hearing, docket #14-4533, Oakville Triangle/Rte1 Corridor Draft Plan

In the City's original draft of the Oakville Triangle plan, the City proposed to open Stewart/Swann Ave (in District 2) to Jeff Davis/Rte 1, presumably to alleviate some of the increase in traffic that will come with the proposed significant increases in density.

This change was subsequently removed from the plan, in response to pressure from District 2 residents in the Oakville Triangle. However, this major change in the plan was made with no consideration for the resulting impact on increased traffic in adjacent Districts 1 and 3. Traffic has already increased in District 1 due in part to the significant development in the Potomac Yard area. However, most streets in District 2 do not access Rte 1, so there has been little increase in traffic on District 2 streets. Now the City's plan is to continue cloistering District 2 from traffic, and let District 1 (and possibly District 3) carry additional burden.

As a result of the City's decision to not open Swann/Stewart to Rte 1, any traffic coming or going through District 2 will have to use streets in District 1 (as well as Mt. Vernon Ave) in order to access Rte 1, and points west and south, while District 2/Oakville Triangle will see little increase in traffic with no direct access to Route 1 between Raymond and E Custis. This is not good city planning, nor equitable to adjacent Districts in the study area.

Also, it does not appear that the Multimodal Transportation Study was reviewed and revised to determine the effects on traffic in other neighborhood streets, after the plan was changed to remove the proposal to connect Swann and Stewart Avenues to Route 1. Again, this is poor assessment and planning.

- Expected Response Date: Friday, October 23

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From: paul2ndst@yahoo.com
Sent: Friday, October 16, 2015 11:07 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83074: Mayor, Vice Mayor, City Council Dear Honorable Mayor and Members of Coun

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 83074.

Request Details:

- Name: Paul Linehan
- Approximate Address: No Address Specified
- Phone Number: 571-309-1879
- Email: paul2ndst@yahoo.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Honorable Mayor and Members of Council:

If you approve this development with this density, then you must consider opening a rear vehicular entrance/exit which would likely include linking vehicular access between Swan and Stewart Avenues

Although there is a bicycle and walk through way between these streets, a grid pattern throughout will provide access options that will permit an equitable distribution of vehicular passage which can be mitigated by an "S" turn or "country bridge point"; i.e., only one car can pass at a time.

This would allow safe access and mitigate speeding through traffic, while permitting reasonable access. This would also be important for fire, EMT, and police access to Oakville via the rear (west side of the development).

I realize this is a difficult choice and many friends live there, but we are in a growing urban environment that necessitate reasonable acceptance of vehicular traffic albeit with reasonable safety mitigation measures.

Thank you for your kind consideration and equitable decision that will provide the greatest benefit to create safe access and connectivity throughout our city.

Respectfully,

Paul Linehan
East Monroe Ave

- Expected Response Date: Friday, October 23

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From: nickdeuva@gmail.com
Sent: Friday, October 16, 2015 10:28 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83072: Mayor, Vice Mayor, City Council I'm writing to comment on Oakville Trian

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 83072.

Request Details:

- Name: Nicholas Partee
- Approximate Address: No Address Specified
- Phone Number: 571-969-2433
- Email: nickdeuva@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I'm writing to comment on Oakville Triangle redevelopment. Overall, I am very pleased with the plan. The primary complaint I have with the plan is the lack of connectivity to neighborhoods and the lack of consideration given to Glebe and Reed. The expected traffic conditions in Del Ray are excellent with or without the plan. The expected conditions in Arlandria (Reed and Glebe) are horrible and expected to get worse. There needs to be a vehicular connection to Del Ray and multiple vehicular connections to Potomac Yards from the plan area.

The study shows that funneling traffic to Glebe and the overflow to Reed will create a level of service of D and F going forward. The opportunity for development proffers should be utilized to attempt to purchase the land to complete an E/W road between Commonwealth and Rt. 1 just north of Jack Taylor (see attached PDF). The only way to fix the traffic on Reed and Glebe is to provide additional relief valves between Arlandria, Del Ray, Rt. 1, and Potomac Yards.

Adding an E/W vehicular connection into Del Ray would be another improvement on the plan area. Alexandria's history of building closed off developments to avoid riling the neighbors should not continue. Interconnectivity in the street grid is worth fighting for.

I am a homeowner in Hume Springs. I've seen proffers for development in Potomac Yards go toward traffic mitigation in Del Ray, but nothing has been done to help the E/W traffic flow problems on Glebe and Reed near Rt. 1. It's time to acknowledge the facts found in the Multimodal Transportation Study: traffic conditions in Arlandria are the problem. Del Ray is doing fine and could absorb more cars into its grid.

So to repeat: good plan overall, but there should be an E/W vehicular connection to Del Ray (full of speed bumps, traffic circles, or any other means to calm traffic) and development proffers should go toward building an e/w connection between Commonwealth and Rt. 1 by the Jack Taylor site. Study these changes and I'm sure you'd see an improvement in traffic conditions on Glebe and Reed--the only streets that have a real traffic problem at Rt 1.

Thank you,
Nick Partee

- Attachment: [Jack Taylor Rd.pdf](#)
- Expected Response Date: Friday, October 23

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Gloria Sitton

From: babyington@gmail.com
Sent: Friday, October 16, 2015 8:28 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83067: Mayor, Vice Mayor, City Council Oakville Triangle- as a long time Alexan

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 83067.

Request Details:

- Name: Barbra Byington
- Approximate Address: No Address Specified
- Phone Number: No Phone
- Email: babyington@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Oakville Triangle- as a long time Alexandria resident (of both Old Town (15+ years) and Del Ray (6+ years)) I am very concerned about the level of density being proposed for the Oakville Triangle area. I attended several of the Advisory Committee meetings and while it appeared that many other residents share my concerns, very few changes were made to the developer's plans to address those concerns. The only significant changes to building heights in the Plan area were made farther along the corridor without the Oakville triangle developer having to concede anything. The proposed development is not in character with Del Ray and it is also denser than the Potomac Yards development across Route One and the building heights are higher. I understand the desire to focus density near transit stops, but Swann Avenue has only a bus stop - not a metro stop - and even the developer acknowledged few retail shoppers and hotel guests will use the bus. Additionally, it is my understanding that Alexandria has relatively high office and apartment vacancy rates. Why build all of this new square footage when so much space is still vacant? Many of us are also concerned that the existing light industrial businesses will not be able to afford the new rents and be pushed out of Alexandria. The tax base needs more businesses rather than more service requiring residents. On the positive side, I am in favor of the rehabilitation of Mount Jefferson park and the ideas to improve the Glebe/Route One intersection and city staff did listen to the community with regard to connectivity. In summary, I hope Mayor Euille and the City Council don't simply rubber stamp the Plan and that they question the advisability of creating such a dense, tall and highly residential new community in an already congested area.
- Expected Response Date: Friday, October 23

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From: Idyoungdesign@verizon.net
Sent: Friday, October 16, 2015 2:55 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83043: Mayor, Vice Mayor, City Council Dear City Council Members,I writing

Follow Up Flag: Flag for follow up
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Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 83043.

Request Details:

- Name: Laurie Young
- Approximate Address: No Address Specified
- Phone Number: 703-519-8386
- Email: Idyoungdesign@verizon.net
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear City Council Members,

I writing to request that you do not pass the Oakville Triangle plan as proposed. I am concerned about the density and the overall impact on my neighborhood. As it stands, traffic is already horrible. I can hardly get out of Ashby Street onto East Glebe during rush hour and on the weekends. Potomac Yard and development outside the city have already worsened the situation. Plus, Metroway bus line has eliminated former alternatives to get home. Many commuters cut through our little section of the neighborhood to avoid the intersection. It has become an enormous challenge to drive in and near Del Ray during rush hour and the weekends, and Oakville's dense plan will make congestion much worse.

I wish I had perfect suggestions for traffic, but I do not. I recognize that the Metroway Bus line is intended to eliminate cars on the road, but it is under utilized, and I believe the proposed metro stop will not offer much of an improvement. Why would people choose public transportation if they didn't have to? Public transportation is only \$5.00 a day less expensive than my DC parking garage, and it more than triples my commuting time from 25 minutes to 90. My time is more valuable than \$5.00 an hour. People will want their cars, and they will drive them. Have you tried Route 1 on a daily basis? As I sit in traffic, I notice that I am surrounded by as many cars with Maryland plates that drive through our city as those from Virginia. We simply should not add more traffic to Route 1.

I could walk to Giant from my house, but it is dangerous and challenging to get across Route 1, therefore not an option. Once again, I point out the existing traffic problem, and my fear for the future congestion.

So, are we getting more lights? Longer cycles? How will Oakville Residents and shoppers move about. Please do not make cut-throughs in Del Ray and option, and please add a requirement to the plan that the City cannot place future roads through Mt. Jefferson Park to alleviate traffic concerns within the Triangle.

The tall red brick box-style of the building design in Potomac Yard and the Oakville Triangle plan do not match the neighborhood feel of Del Ray or Old Town. This saddens me. I feel like the same developer is building a look crawling across the DC area like a mold on bread. We are loosing the diversity and charm of the neighborhoods that Alexandria a desirable to live. The plans for the average Oakville building heights are much too high and should be adjusted downward. I hate the sunless gully that Route 1 is becoming. In addition, I request that you enforce a clear mix between Commercial and Residential Mix, this needs to hold firm for all future development.

A range of City services will be required to support this new development and it needs to be in writing that any

increase in services will be divided among future Oakville residents and business owners only, not those who already live in Alexandria.

No hotels.

Recently I attended TEDx talks, and heard Wendell Pierce speak. Wendell is a native of New Orleans, and has worked to rebuild the neighborhood in which he was raised. His key message was "build the community that you want to live in." I don't believe the Oakville Triangle development plan creates the kind of community that any of us want. I request that you postpone any approval until we can find solutions for height, light, density and traffic that does.

Sincerely,
Laurie Young
317 Ashby Street

- Expected Response Date: Friday, October 23

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From: kirkh1@msn.com
Sent: Friday, October 16, 2015 2:34 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83039: Mayor, Vice Mayor, City Council Oakville Triangle Density Opposition. I

Follow Up Flag: Flag for follow up
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Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 83039.

Request Details:

- Name: Kirk Hansen
- Approximate Address: No Address Specified
- Phone Number: 703-836-5590
- Email: kirkh1@msn.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Oakville Triangle Density Opposition. I am a resident of the Del Ray neighborhood. Over the past year I have participated in the many planning meetings related to the Oakville Triangle development. I writing to share my concern and opposition to this plan. I feel the development is far too dense for the already expanded route 1 development. Despite the potential proposed metro station, this places a far too great of demand on traffic. (There is already extreme frustration with the planning commission who approved the condo development on the corner of Reed Ave and RT 1 based on assurances that a south bound right turn lane would be included in the development. Despite the city's assurances, that was not done). Continuing to add this level of density proposed in the Oakville Triangle will be a significant burden on the community, traffic and quality of life. I am not opposed to development but I am opposed to this level of density. In a few of the planning meetings it was stated that the reason for the density is that the city needs the tax revenue. I feel this is extremely short sighted as a key reason for the development. Additionally, the planning meetings have not been forthcoming in the costs/demands for required city services this new development will place on the city and local community. Again, I reiterate my lack of support for this current plan.
- Expected Response Date: Friday, October 23

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

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Gloria Sitton

From: kd@rebuildingtogetheralex.org
Sent: Tuesday, October 13, 2015 11:31 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82781: Mayor, Vice Mayor, City Council October 13, 2015The Alexandria Housi

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82781.

Request Details:

- Name: katharine Dixon
- Approximate Address: No Address Specified
- Phone Number: 7038361021
- Email: kd@rebuildingtogetheralex.org
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: October 13, 2015

The Alexandria Housing Affordability Advisory Committee (AHAAC) wishes to express its full support of the Eisenhower West Small Area Plan that will be considered by Planning Commission and City Council during upcoming fall meetings. AHAAC has followed this planning initiative closely over the past 19 months, thanks to regular presentations from planning and housing staff as well as AHAAC members' attendance at some of the community meetings. On October 1, the Committee voted unanimously to endorse the Plan.

Through provision of increased density and height and future redevelopment opportunities in transit-oriented locations, like the Van Dorn Metro station (which is also a terminal of the future West End Corridor BRT), through the Eisenhower West Small Area Plan, the City will achieve a number of key community benefits, including enhanced open and green space, expanded connectivity, and new affordable housing options. We note and applaud the Plan's consistency with the policies and goals of the Housing Master Plan and with AHAAC's ongoing efforts to link housing affordability to Alexandria's economic development. We are especially pleased with the Plan's recommendations to explore opportunities to co-locate affordable housing (including senior housing or mixed income - affordable assisted living) with other municipal uses, permit bonus densities of 30% or more, and encourage universal design to allow residents to age-in place.

We are also glad to see the opportunity for future housing contributions (on-site units and/or trust fund dollars), and look forward to reviewing specific affordable housing plans for Eisenhower West as new developments come forward in the future. We ask the Planning Commission and City Council to approve the Eisenhower West Small Area Plan.

Please contact me if you have any questions about AHAAC's action regarding this Plan.

Sincerely,

Katharine Dixon
Chair

- Expected Response Date: Tuesday, October 20

Please take the necessary actions in responding, handling and/or updating this request at [the **Call.Click.Connect.** staff interface.](#)

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

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Jackie Henderson

From: website <webmaster@alexandriava.gov>
Sent: Friday, October 09, 2015 3:56 PM
To: Jackie Henderson; Gloria Sitton
Subject: City Council speaker's form submission received

Meeting Date: 10/13/2015
Docket Item# 7

Speaker's Name: Duncan Blair
Phone #: 703-836-1000
Email: dblair@landcarroll.com
Address: 524 King Street, Alexandria, VA 22314

Representing self? No
If representing other: Stonebridge Carras

Position on the item: For

Nature of interest: Attorney

Are you being compensated? Yes

Gloria Sitton

From: website <webmaster@alexandriava.gov>
Sent: Tuesday, October 13, 2015 12:33 PM
To: Jackie Henderson; Gloria Sitton
Subject: City Council speaker's form submission received

Meeting Date: 10/17/2015
Docket Item# 7

Speaker's Name: Doug Firstenberg
Phone #: 301-913-9610
Email: firstenberg@stonebridgecarras.com
Address: 4733 Bethesda Ave # 800, Bethesda, MD 20814

Representing self? No
If representing other: Stonebridge Carras

Position on the item: For

Nature of interest: Founding Principal, Stonebridge Carras

Are you being compensated? Yes

7
10-17-15

Gloria Sitton

From: jmancias@ix.netcom.com
Sent: Friday, October 16, 2015 10:12 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83071: Mayor, Vice Mayor, City Council Please see attached letter re: File#14-4

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 83071.

Request Details:

- Name: Joseph & Edna Mancias
- Approximate Address: No Address Specified
- Phone Number: 703-549-5743
- Email: jmancias@ix.netcom.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Please see attached letter re: File#14-4541, City Council Public Hearing
Thank you
- Expected Response Date: Friday, October 23

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

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SPEAKER'S FORM

DOCKET ITEM NO. 7

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

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Mary Catherine Gibbs
2. ADDRESS: 307 N. Washington St
- TELEPHONE NO. 703 836 5757 E-MAIL ADDRESS: mcg hgh@verizon.net
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Property owners at Farmer and Route One
4. WHAT IS YOUR POSITION ON THE ITEM?
 FOR: X AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
 YES X NO _____

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

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

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

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

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

Guidelines for the Public Discussion Period

(a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.

(b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.

(c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.

(d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.

(e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.