

Jackie Henderson

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4-16-16

From: website <webmaster@alexandriava.gov>
Sent: Friday, April 15, 2016 2:28 PM
To: Jackie Henderson; Gloria Sitton
Subject: City Council speaker's form submission received

Meeting Date: 04/16/2016
Docket Item# 9

Speaker's Name: Mary Catherine Gibbs
Phone #: 703-836-5757
Email: mcg.hcgk@verizon.net
Address: 307 N. Washington St.

Representing self? No
If representing other: the Applicant

Position on the item: For

Nature of interest: Attorney

Are you being compensated? Yes

Jackie Henderson

9
4-16-16

From: Leslie Zupan via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Friday, April 15, 2016 1:07 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #94414: Mayor, Vice Mayor, City Council WOTCA Comments for April 16 Public Heari

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 94414.

Request Details:

- Name: Leslie Zupan
- Approximate Address: No Address Specified
- Phone Number: 7039802733
- Email: missz@aol.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: WOTCA Comments for April 16 Public Hearing on Docket Item #9
- Attachment: [Letter to Council re Jaguar CDD.docx](#)
- Expected Response Date: Friday, April 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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Dear Mayor Silberberg and Members of Council:

Regarding the CDD for the Jaguar project (#2015-0005), which you will be voting on at Saturday's public hearing --

Staff and Planning Commission have put the cart before the horse. They are granting the Jaguar owners an "incentive" by connecting Fayette Street to Slater's Lane as part of their CDD amendments without reviewing the past history of Fayette Street and Route 1 overflow, without conducting any technical and engineering feasibility studies, and without having even begun negotiations with ACPS for a land swap. The latter issue just came to light and was confirmed by staff after yesterday's Braddock Implementation Advisory Group meeting. Yet Council and the ACPS board are only going to start discussing a land swap at their next bimonthly meeting, after these amendments are presumably approved?

In February I wrote Karl Moritz about the impact of connecting Fayette to Slater's Lane, knowing that spillover traffic from Route 1 was a historically documented fact, which only community action at the time was able to curb. The letter was not included in the Planning Commission docket.

However, in the course of the April Planning Commission hearing community concerns about the linkup were alluded to briefly, and it transpired that a traffic study had been commissioned in March. The study was not provided at the hearing and was barely mentioned in the staff report, but having now secured a copy, I can say that it is clearly a typical developer-paid study that was conducted in a silo, lacking context and failing to ask the right questions. Among other things, the study doesn't address the issue of left turns from southbound Fayette. It also states the current intersection of Fayette and N. Henry Street is already graded F and will remain at F with the proposed new signal, just as it was a decade earlier when the community dealt with Fayette Street overflow from Route 1. And what about the 2006 study City-sponsored traffic study that called for improving the percentage of local residents riding Metro instead of driving? Is this a transit-oriented project or not?

The Jaguar project continues to falter years after the Great Recession ended, but for reasons that have nothing to do with Fayette and Slater's Lane, or Complete Streets (the City's current fad). It has everything to do with the site's context, and the upcoming Carpenter's Shelter proposal will undoubtedly drive another stake into its faintly beating heart.

The absence of rigorous analysis and the failure of staff to develop sound recommendations based on such analysis suggests a serious erosion of process at City Hall. It would be best if Council rejects the CDD amendments until all of the technical, land use and historical issues have been examined and thoroughly vetted, or at a minimum delay the vote until all issues are resolved.

Thank you.

Leslie Zupan, President
West Old Town Citizens Association
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