

STAND UP AND SAY NO!!!!

Alfred Street Baptist Church is proposing an expansion of their current community church in to a 275,000 square foot mega complex campus in a strictly residential section of Old Town Alexandria.

22 affordable housing units would be demolished in the City of Alexandria by the Alfred Street Baptist Church to build their desired campus and the **residing families would be displaced** out of their homes, schools and community. YES! This is part of the plan! Do not allow this to happen to our neighbors!

Out of the proposed 275,000 square foot structure, only 24,225 square feet would be used for the actual sanctuary. That is **less than 10%** of the total area of the complex.

A bookstore and café seating 600 people would be included in the proposed Alfred Street Baptist Church complex, making it **THE LARGEST RESTAURANT IN OLD TOWN.**

Also included in this proposed expansion would be a fellowship hall with 630 seats, an auditorium with 225 seats, a music hall, 2 robing rooms, a library, a studio and a GREEN ROOM, a kitchen and an infirmary, 11 classrooms, 12 meeting rooms and 5 offices. This is a campus and not a community church fit for a residential area of Old Town Alexandria.

The church is located at the intersection of Duke Street and Route 1, which is one of the most congested areas in Alexandria. Residents of the City of Alexandria use this gateway to access their homes, jobs, and family activities and would be put under an undue burden should this already heavily trafficked area become a campus for the Alfred Street Baptist Church.

The traffic studies provided by the Alfred Street Baptist Church have only taken in to consideration the number of people who could use the sanctuary at one time (over 2,000 people!), but do not include the number of people who would be in the bookstore and café, classrooms or fellowship hall at the same time a church service would take place.

The church has doubled its membership of the last decade to now over 7,000 members. If the growth continues at the present rate, the proposed sanctuary of approximately 2300 seats would be too small when the proposed campus would be completed.

The majority of the attendees of the Alfred Street Baptist Church are not residents of the City of Alexandria. While it may suit their desires to have a new and expansive campus, it does not suit the needs of the residents of the City of Alexandria.

The Alexandria City Council is set to vote on the approval of the Alfred Street Baptist Church expansion as early as May 2017. Contact your City of Alexandria Council Members to let them know you do not approve of this expansion before it is too late!

703-746-4500

Mayor Allison Silberberg, Vice Mayor Justin Wilson, Councilman Willie F. Bailey Sr., Councilman John T. Chapman, Councilman Timothy B. Lovain, Councilwoman Del Pepper, Councilman Paul C. Smedberg

Bert Ely

A statement by Bert Ely to the Alexandria City Council regarding the 72-hour parking rule

January 28, 2017

Madam Mayor and members of Council I am Bert Ely. I am here today to speak about proposals to amend or repeal the City's 72-parking rule. I live at 200 South Pitt Street and am speaking only for myself.

The 72-hour rule is a misnomer; as a practical matter, it is a 144-hour rule, if not even longer, for this reason: Enforcement of the rule cannot commence until after a vehicle already has been parked in one place for at least 72 hours; that is, the 72-hour clock for the purpose of enforcing the rule cannot begin to tick until the 73rd hour that a vehicle has been parked in a particular place. Therefore, a vehicle will not be ticketed until the seventh day it has been parked in a particular spot.

With its perpetual shortage of parking spaces for residents and visitors, the 72-hour rule is crucial to preventing Old Town streets from becoming a free, long-term parking lot for cars with the appropriate residential parking permit. But this is a citywide issue.

Attached to my statement is a map City staff presented to the Traffic and Parking Board showing the geographical distribution of reports of vehicles parked more than 72 hours in one place. As you will see, these reports spread across the city, with concentrations in Del Ray and the West End in addition to Old Town.

Vehicle owners who will be away from Alexandria for more than six days have reasonable options for avoiding a parking ticket, including arranging for a family member or neighbor to periodically move the vehicle or parking it off a city street. That arrangement may entail paying a parking fee, but that is preferable to the City providing free long-term parking on city streets.

One positive impact of the 72-hour rule is the extent to which the rule deters the ownership of multiple vehicles by residents who do not have access to free off-street parking. With the rule in place, those residents who own vehicles they seldom drive have to find possibly costly off-street parking for those vehicles or they need to move the vehicle at least once every six days in order to avoid a parking ticket. Some will find it worthwhile to sell the vehicle.

Repeal of the 72-hour rule or creating exceptions to it almost certainly will increase the number of cars competing for parking spaces on the city's streets because that repeal will create a free good, that is, free long-term, on-street parking, where that good does not exist today. Creating that free good will be very troublesome in areas of the city where there already is an insufficient supply of on-street parking. As trite as this may seem, for many Alexandrians increased competition for scarce parking spaces will represent a significant deterioration in their quality of living.

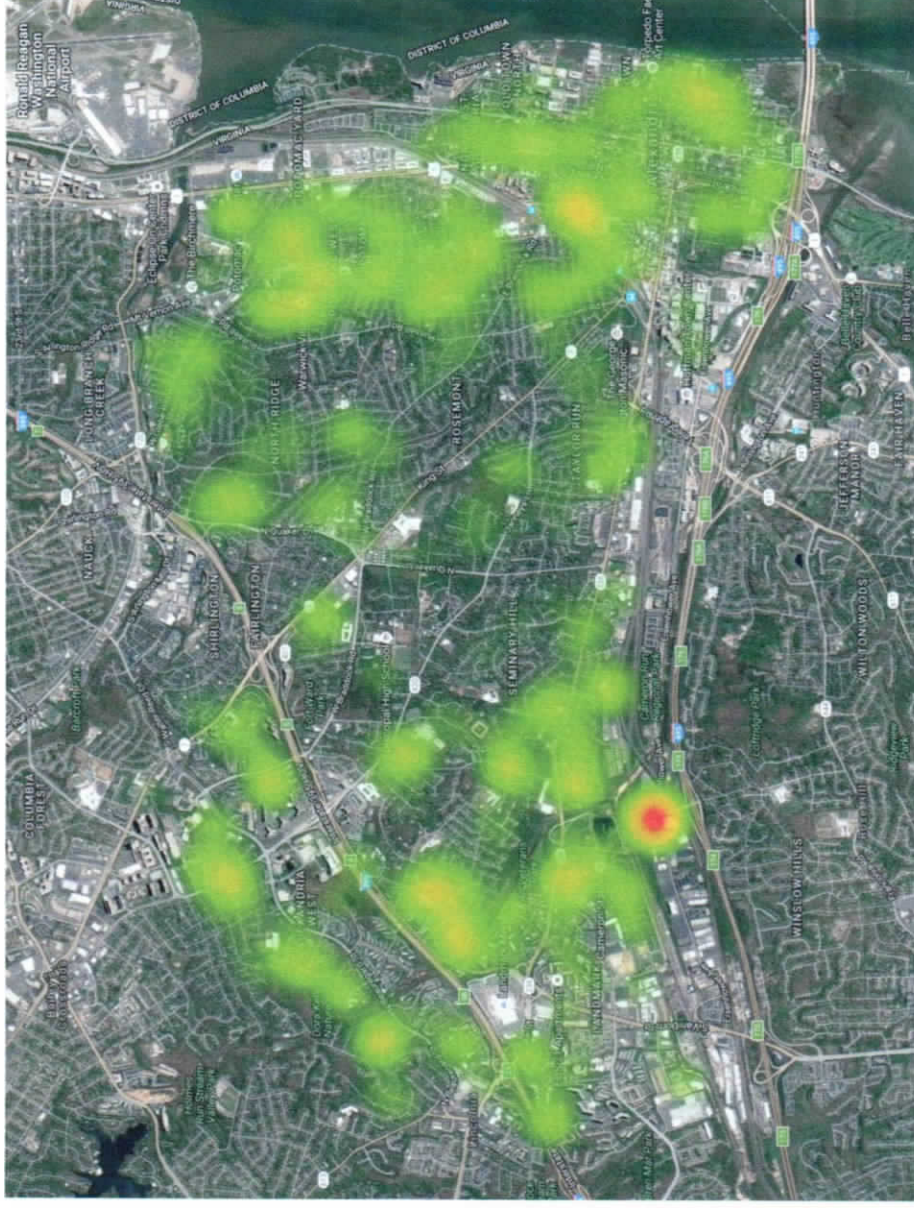
Before Council considers any changes to the 72-hour rule, there needs to be much more public discussion of the options by which the 72-hour rule might be amended and whether there should be a uniform rule for the entire City or if the rule should vary by neighborhood.

While the meeting the City is holding on February 16 on the 72-hour rule will provide staff with important feedback from the public much more analysis is needed of the potential impact and unintended consequences of any changes in the rule. Please proceed cautiously in changing it.

Thank you for your time today – I welcome your questions.

REPORT HOT-SPOTS

(7,431 OF 7,520 REPORTS MATCHED; SOME PROXY ADDRESSES USED)





LEARNING TOGETHER TO
LOVE OUR NEIGHBORS AS OURSELVES

**City Council of Alexandria
Public Hearing
Saturday, January 28, 2017**

Public Remarks on behalf of Casa Chirilagua

Madam Mayor, Vice Mayor, Members of City Council:

My name is Dorian Belz, and I am a member of the board of directors for Casa Chirilagua and a proud mentor to a second grader that is served through our organization's programs. My Mentee, Alexis, is with me today.

His story is not unlike that of many of the other young children and families that our organization serves in the Alexandria Community. He grew up with extended family in Guatemala, and has only been in the United States for about two years. In the short time that has been in the United States, he has rapidly picked up the English language and is already attending age-appropriate classes at George Mason Elementary, in large part due to his involvement in our Kids Club afterschool program. His story, along with so many others, convinces me that the work Casa Chirilagua is doing is transforming the lives of so many of our community's children and their families.

But this organization not only benefits the underserved populations of our community, it has had a lasting impact on me and my family as well. My two children aren't yet in elementary school, but through my involvement in Casa Chirilagua, they have developed an appreciation for what makes each of us unique, all the while seeing how much we share in common. My hope is that they will develop a worldview that is inclusive of others' differences and a heart that cares for the needs of those around them.

Additionally, being a mentor with Casa Chirilagua has helped me personally to develop genuine cross-cultural relationships with neighbors in our community that I may have otherwise not even stopped to notice. We wholeheartedly believe that it is through neighbors knowing neighbors that our community will come together and thrive.

Finally, thanks to your support, we are in the process of making final preparations for our organization's move into the Conservatory at Four Mile Run. Renovations are complete, and once we meet all the building and code approvals, we will move into the new space. We hope that in less than a month, we will be able to host our programs in a new home right in the heart of the Alexandria community we serve alongside. We will keep you updated regarding plans for a celebration as they develop. We look forward to having you visit this new community space.

Thank you for your time and support of our organization in our great city!

Neil Jurinski

For City Council meeting, January 28, 2017

Subject: Enhancing Pedestrian Safety in Alexandria

June 28, 2010, 11:34 A. M. The weather was clear and warm, streets were dry, traffic was relatively light, sun was high overhead with no glare problems. My wife, Sheila, was returning home from Whole Foods Market crossing northward at the Duke Street and South Peyton Street intersection. She walked in the pedestrian crosswalk when the walk sign appeared. Halfway across she was struck and thrown up in the air by a fast-moving SUV and she was severely injured. The Alexandria EMS responded very rapidly and transported her via ambulance to Fairfax Hospital Emergency Ward where she was treated and then placed into the Intensive Care Unit for her subsequent treatment and multiple operations for multiple fractures. Over a period of 6 months she went from Fairfax Hospital to Mount Vernon Acute Rehabilitation Center, followed by home visits for physical therapy and occupational therapy. She now has recovered walking ability with a metal plate in her lower left leg and loss of function in her two left fingers #4 and #5.

The Alexandria police investigating officer at the scene was Officer Rickie Elkins. His report was Local Case Number 01-10-127176. The SUV driver, Kemper Tyrell Agee, did stop after the crash incident. Mr. Agee was attempting to make a left turn onto eastbound Duke Street from South Peyton Street. Instead, he struck Sheila while she was in the middle of Duke Street inside the pedestrian crossing. The report states the driver told the officer that he did see the pedestrian in the crosswalk prior to making his left turn. (She was wearing bright red slacks at that time and would have been impossible not to see on that clear, bright, sunny day.) Then he hit her as described above.

This type of event happens far too often in Alexandria, and is a continuing danger. I propose that the city consider implementing a program of procedural changes in the timing of traffic lights at city intersections. I call this program "...Six Safety Seconds..." (. . . - - - . . .). The change recommended for study would involve changing the red light sequence so that when the signal changes from one street to the other, that there be a short time, for instance six seconds, when the light is red in ALL directions for that short period for ALL vehicles, in which time the pedestrians can more safely cross the streets.

I recognize that such changes will have an effect on the traffic flow, but that pedestrians will have the benefit of some increased safety at intersections. If a driver encountered 10 red light events driving through Alexandria, this might lengthen their trip by 60 seconds. The change would not require purchase of new signs or equipment, just a reprogramming of the current computer controls for traffic light timing, so there would be that cost impact to the city. In my opinion this would be a very worthwhile trade-off.

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Chris Morell

* Good morning. I am here to highlight parking and traffic concerns associated with the Alfred Street Baptist Church expansion so that these concerns may be fully addressed early enough in the approval process to resolve them. As a former architect and planner, I am concerned that the shortcomings of this project will seriously impact the city's transportation network both immediately and far into the future.

* The expansion will accommodate 2 Sunday services of over 2000 parishioners with space for as many as 3000 additional members in the ancillary spaces, which represent about 83% of the total project and provide space for offices, classrooms, a café and a bookstore. The project provides only 216 new on-site parking spaces which, in addition to the 242 parking spaces the church has now, will meet the code requirement of 458 spaces, based on 1 parking space for every 5 seats in the **church sanctuary**.

* The concern is that the code is apparently being interpreted to ignore the additional usage of the ancillary spaces. If that capacity is included in the calculation, the parking requirement would double to **1000** spaces instead of **458**. Another serious concern is that 230 of the spaces are on **temporary leases** that may be terminated with 30 days notice, which has already happened to a former parking lot. Additionally, the church's own report and a similar study by Shiloh Baptist Church (in 2004) indicate that based on actual data 1 parking space is needed for every 1½ parishioners. Using this more realistic criterion, more than 3000 parking spaces should be required. Even if only the 2000 seat sanctuary is considered, more than 1300 spaces should be required. In any case, the calculated parking requirement is far below what is needed to support the number of people and cars expected to use this facility.

* Traffic flow on Duke Street and Route 1, which are major East-West and North-South Corridors through Alexandria, is already seriously congested. When church services are getting out and new parishioners are looking for parking, the result is long backups on both corridors. Even with traffic officers controlling overlapping traffic entering and exiting the leased parking on Route 1, traffic backs up from Duke Street to the Beltway, seriously delaying all circulation on streets already experiencing reduced traffic flow due to Sunday on-street parking and drop-off zones. This is the current situation without the substantial increase going forward with both the increase in Sunday traffic and the increase in ancillary activities 7 days per week.

* In conclusion, the increase in traffic, parking demand and pedestrian circulation generated by the project must be adequately addressed now, before it's too late to create responsible and effective solutions.

Presentation to the Alexandria City Council
January 28, 2017

Mayor Silberberg, Vice-Mayor Wilson, Members of the City Council,

My name is Chuck Ziegler, Vice-President for Advocacy of the Friends of the Beatley Central Library. In the past year, you have continued your support for longer hours at the branch libraries by adding Sunday hours at the Barrett, Burke, and Duncan branches; funded the installation of security cameras to improve safety both in and around library facilities, thus enhancing the safety of the library staff and patrons; funded a portion of technology upgrades to allow for a new computer management system that includes wireless printing and scanning, which are services requested by job seekers, business owners, students, and other library patrons. We sincerely thank you for your support.

This last point highlights the fact that Alexandria's libraries do more than just lend books. English language courses are offered; there are programs for children that support early literacy and school readiness; small business owners can avail themselves of individual research assistance, meeting room spaces, and technology access; job seekers are provided with assistance with writing resumes and cover letters, and have access to free computers and wireless services; digital literacy is supported by the provision of free computer, Internet, and wireless access, and free technology training is available.

These facts make clear that Beatley Central Library and the branch libraries are community hubs that enrich the lives of our seniors and families, they are the incubators for entrepreneurs, and the enablers of small businesses, providing services available to every resident of our City, from the oldest to the youngest, even those in jail! Our public libraries are *the Single Public Resource* that has the ability to touch and improve the lives of *every* resident of Alexandria. These are all excellent reasons for you to continue—indeed enhance—your support of Alexandria's libraries.

It's Not Just the Size of the Sanctuary!

With more than **2,000 seats**, the ASBC sanctuary will hold almost as many people as the Kennedy Center Opera House. But the sanctuary is only a small part of what the ASBC mega-complex will hold¹:

- A fellowship hall with **630 seats and a commercial-scale kitchen**
- An auditorium with **225 seats**
- A cafe/bookstore with **600 seats, which makes it the largest restaurant in Old Town!**
- A multi-purpose activity space for children with **225 seats**
- A music hall, 2 robing rooms, a library
- A studio and a green room
- 2 more kitchens, an infirmary and offices
- Nearly **30** meeting rooms and class rooms
- 5 nurseries

In fact, all of this non-worship space will have seating for almost ***an additional 3,000 people.***

Obviously, this extensive and costly non-worship space will be used intensively both on Sundays and on other days of the week.

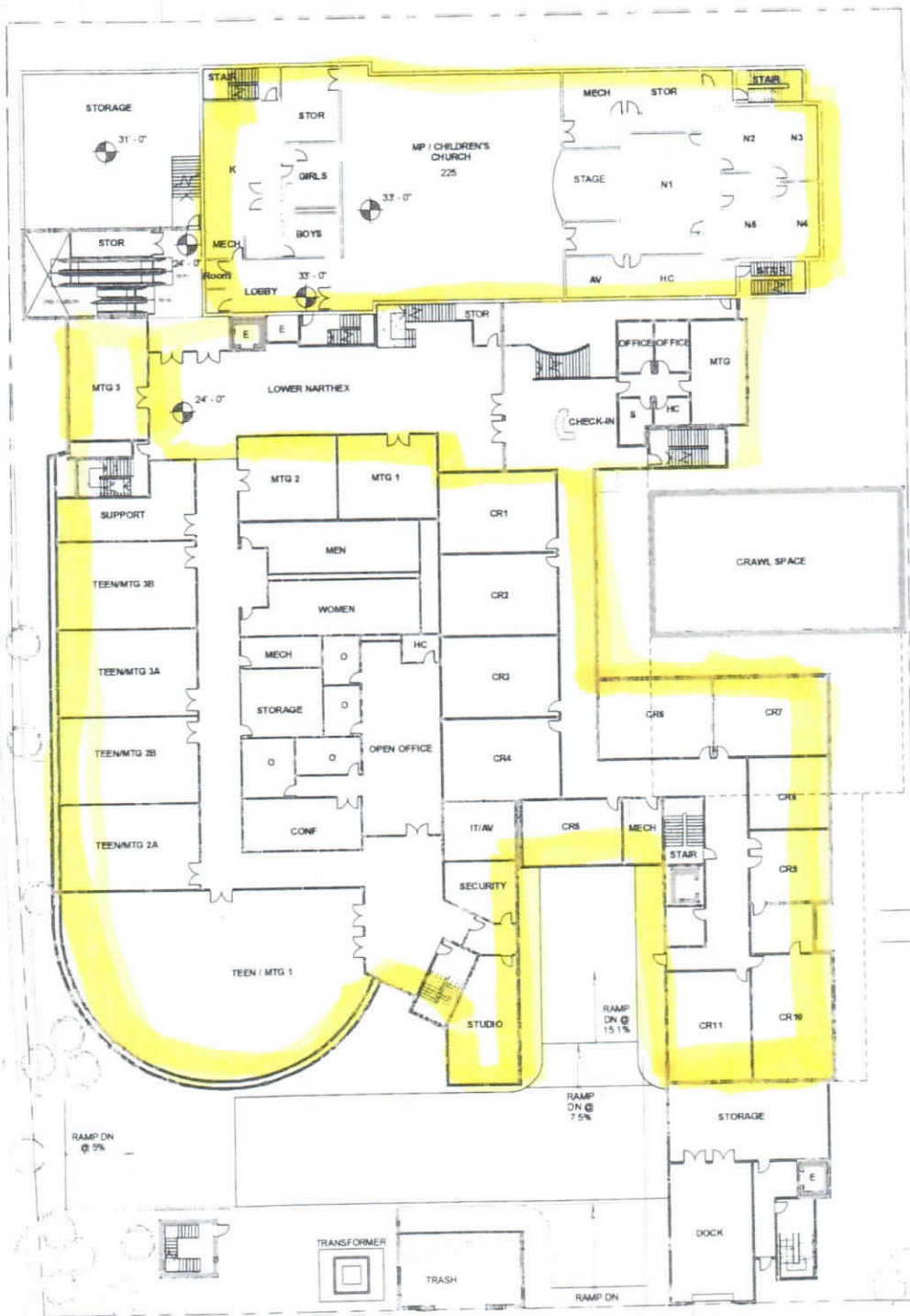
Duke Street and Route 1 in Old Town are already among the most congested areas in Alexandria. ***Yet the Church's traffic studies and parking plans do not even consider all the people who will use the extensive non-sanctuary facilities both on days services are being held and throughout the week.***

A Mega-Complex Like This Belongs on a Much Larger Site, Not Crammed into a Residential Neighborhood that Cannot Handle the Congestion

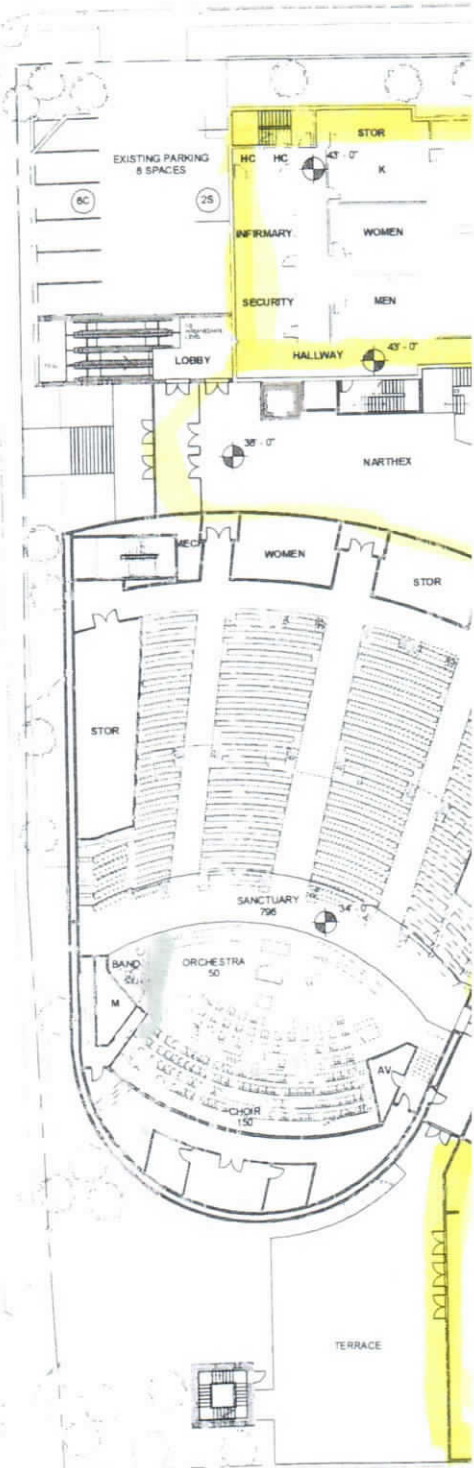
**KEEP THE EXISTING CHURCH
FIND A MORE APPROPRIATE NEARBY HOME FOR ALL OF THESE NON-SANCTUARY FACILITIES**

¹ All information from the Church's Concept 2 drawings on the Church's website and from information the Church provided to the City staff.

Alfred Street Bap

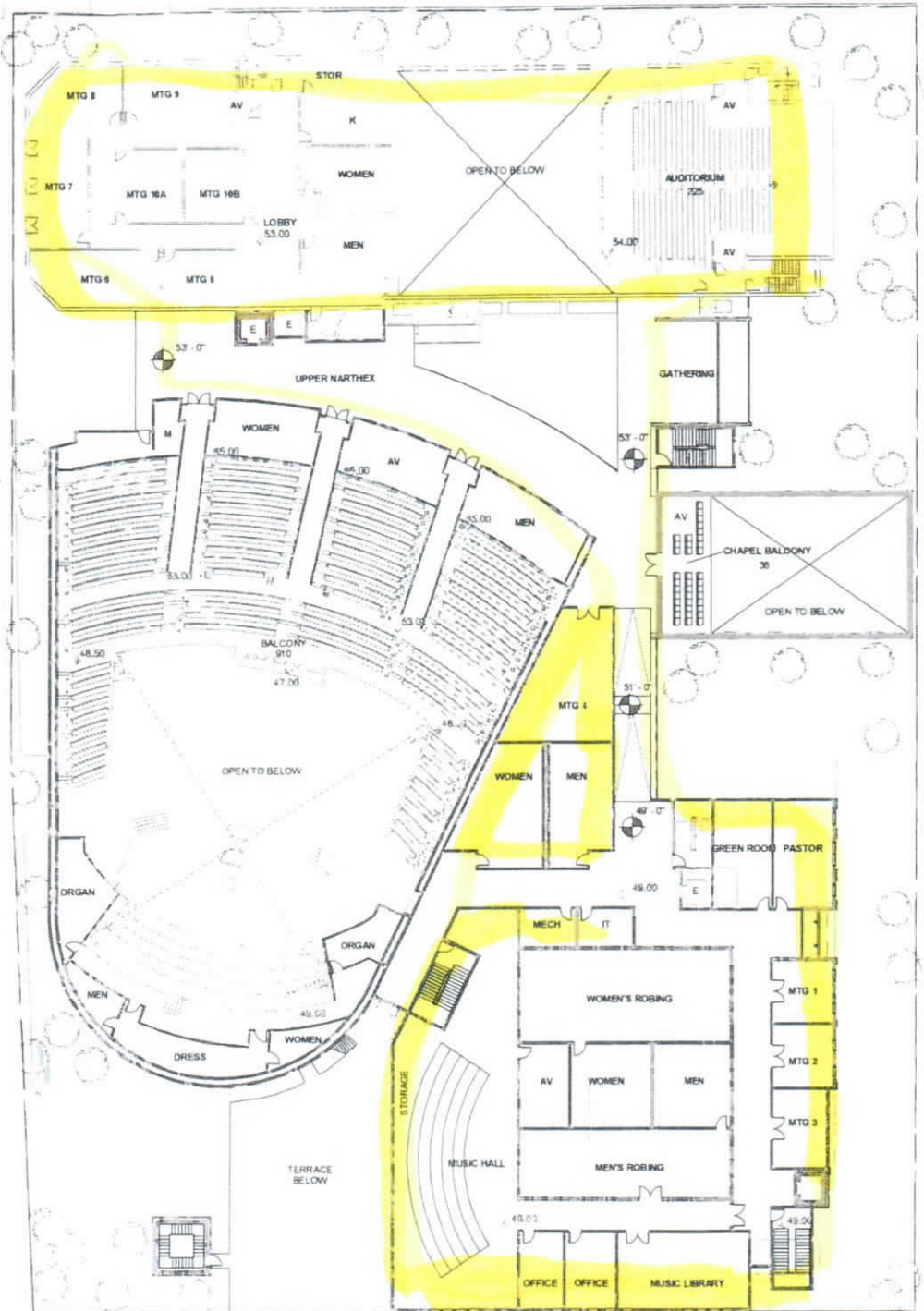


Lower Level



Main

st Church



Upper Level

Scale of ASBC Proposed Expansion

A comparison of the proposed expansion to the current church site and
other large buildings in historic old town

Michael A. Leonard II

Scope of Presentation

- This presentation seeks to visually demonstrate the mass and scale of the proposed expansion of the Alfred Street Baptist Church (ASBC)
- Both satellite and map views of the current church are overlaid with an architectural drawing at the same scale with structures in the drawings scaled to be the same size as the current church structures that will still remain
- The drawings and model are then compared to some of the largest structures in historic old town

Current Church Site

Satellite View

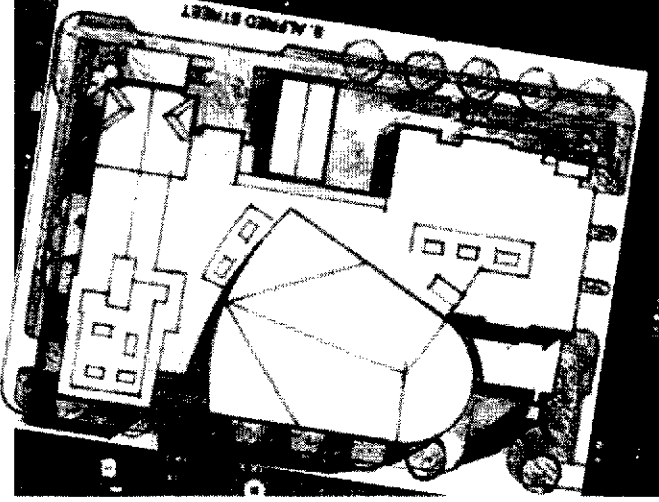


Map View

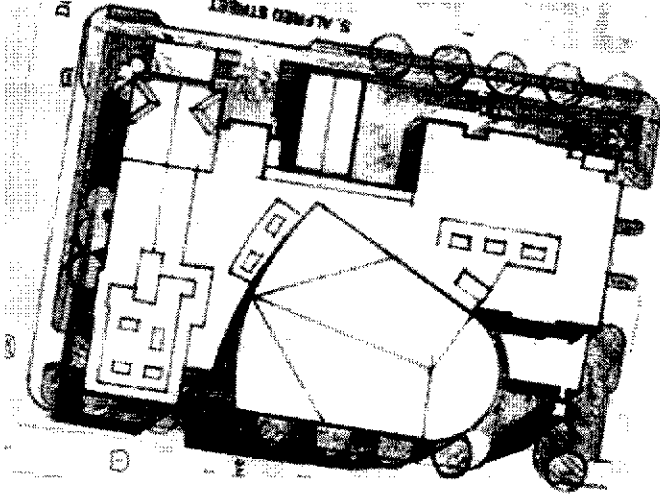


Proposed Church Expansion Drawing Overlay

Satellite View



Map View

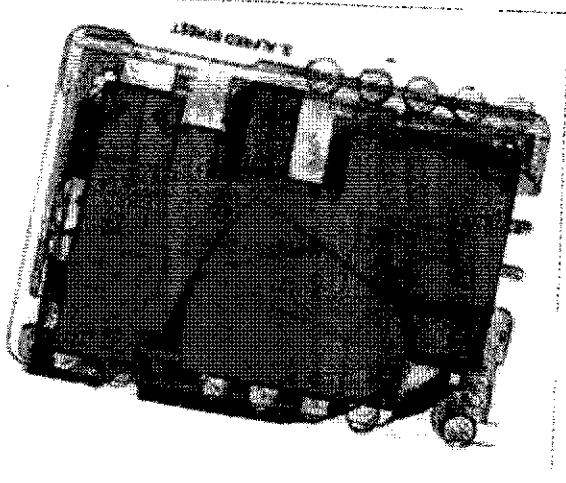


Current Church and Expansion Footprint

Current Church



Expansion



City Hall vs. ASBC Expansion – Satellite Footprint

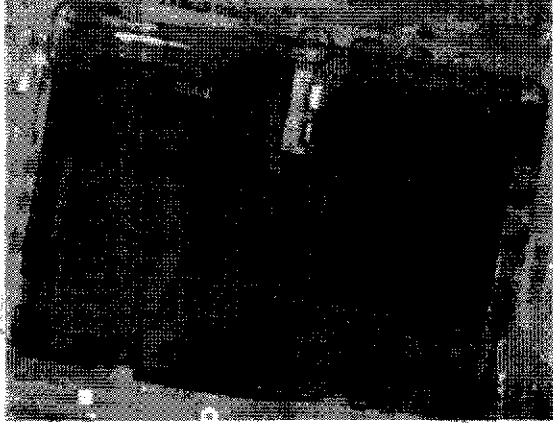
City Hall



Current ASBC



Expanded ASBC

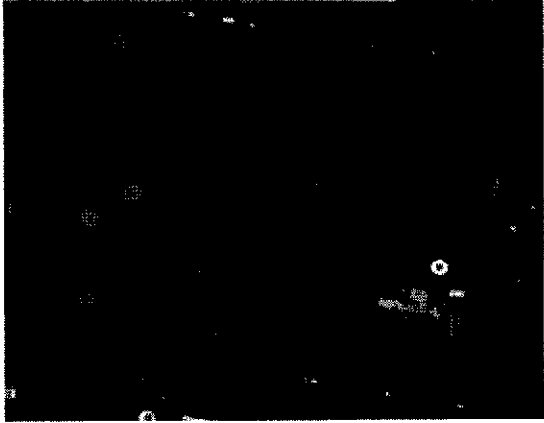


City Hall Footprint Overlaid on Expanded ASBC Footprint



Circuit Court vs. ASBC Expansion – Satellite Footprint

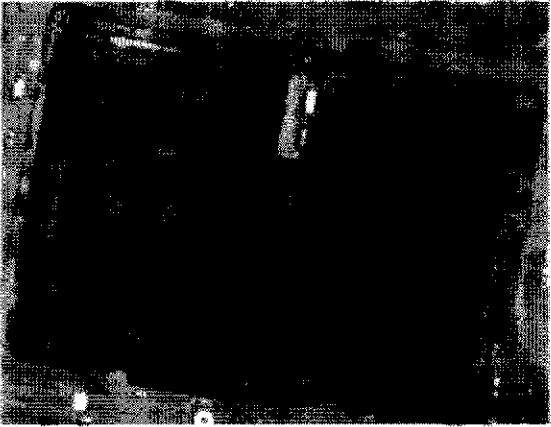
City Hall



Current ASBC



Expanded ASBC



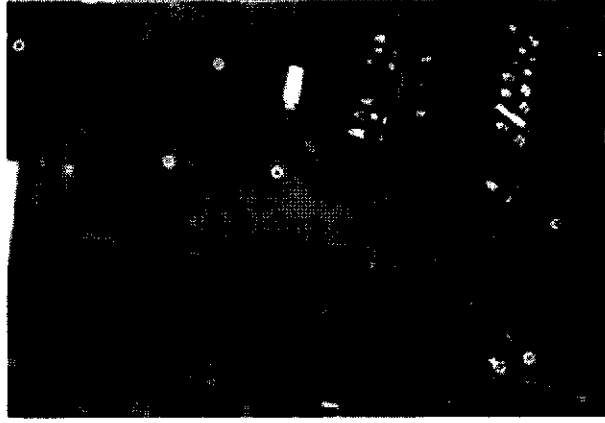
Circuit Court Footprint Overlaid on Expanded ASBC Footprint



*Circuit court layout has an open courtyard, so building footprint smaller than shown

Torpedo Factory vs. ASBC Expansion – Satellite Footprint

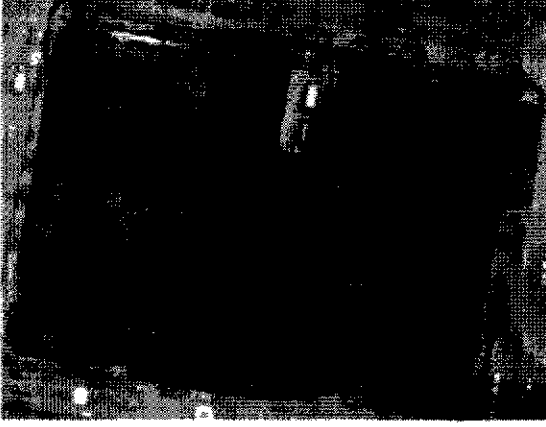
Torpedo Factory



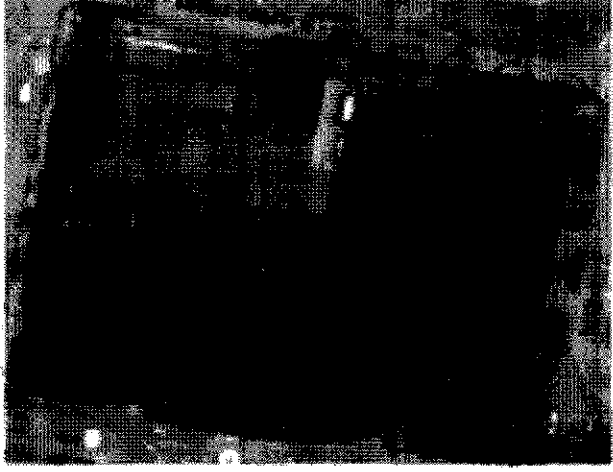
Current ASBC



Expanded ASBC



Torpedo Factory Footprint Overlaid on Expanded ASBC Footprint

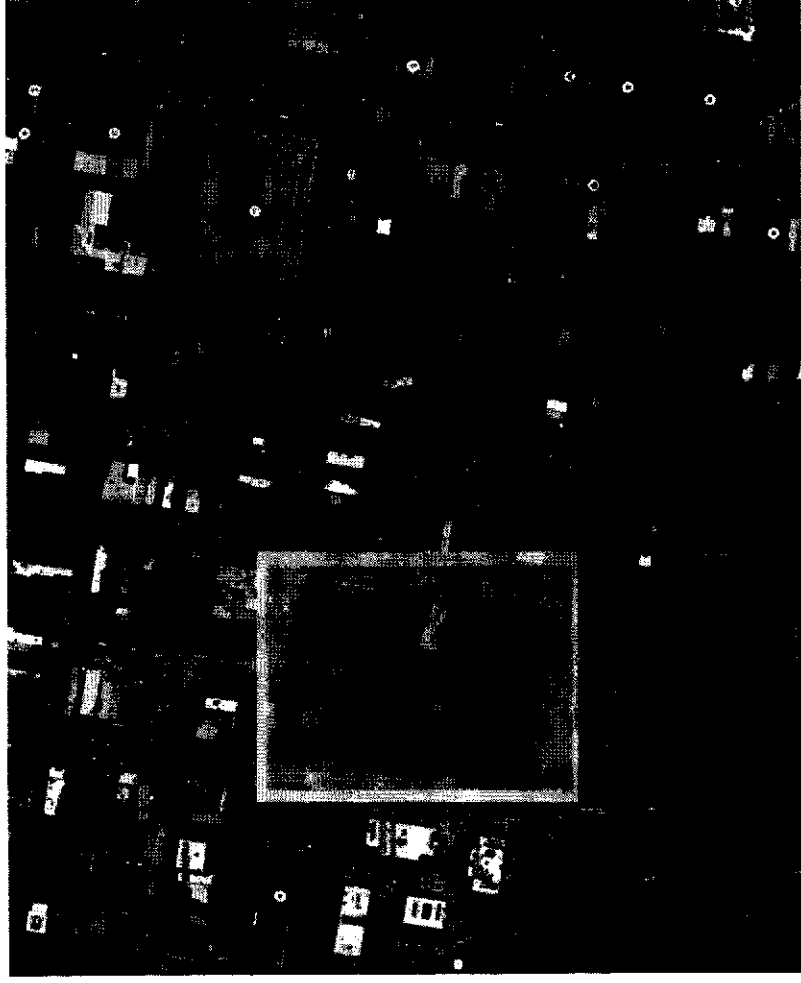


*Torpedo Factory Building 3 shown in blue and Art Center shown in turquoise

Residential Neighborhood Comparison - Original



Residential Neighborhood Comparison – Proposed Expansion



Analysis and Comments

- If permitted in its current proposed form, the expanded ASBC will be the largest structure in historic old town by a considerable margin
- The footprint, scale, and volume of the proposed ASBC is unprecedented, particularly in a densely populated residential neighborhood
- The Torpedo Factory, City Hall, and Circuit Court are all in commercial areas, and are dwarfed by the proposed ASBC expansion
- The size of the proposed mixed commercial and residential structure is **275,000 square feet**
- Of this space, only 24,425 square feet are actual sanctuary space, which is less than 10% of the total footprint