

Church Expansion on Scroggins and West Braddock Road.

Andrew Anderson <aaandersonpmp@comcast.net>

Tue 10/29/2019 5:03 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: richard weiblinger <rweiblinger@hotmail.com>; Kay Stimson <kstimson@me.com>; Jeanne Snapp <jeanne.moss.snapp@gmail.com>

Dear Chairman Macek and Members of the Commission,

I wanted to introduce myself and request a brief meeting to provide some background and perspectives on the proposed expansion of the Alexandria Presbyterian Church at West Braddock and Scroggins Road.

For a quick introduction, I live on Page Terrace and West Braddock Road. We have lived in Alexandria 32 years of which 22 of those years on Page Terrace. We purchased our home back in 1997, and know all of our neighbors and very much enjoy our neighborhood and the recent boom of many young families in our area.

Over the past few years, the community has noticed significant changes in traffic, pedestrian safety, limited parking and flooding. Cut-through traffic on Page Terrace and Hill Streets-- primarily drivers traveling between King St. and Braddock Road -- has become a major safety and congestion issue. Page Terrace and Hill Streets have significant daily backups with vehicles turning onto and off of Braddock Road against heavy oncoming traffic. We have spent up to 10 minutes on Page Terrace just to get to our driveway!!

From a pedestrian safety standpoint, Braddock Road has two primary pedestrian crosswalks in the area (one near Scroggins and one near Crest Street) which are regularly used by families and students trying to cross Braddock. Due to high rates of speed and/or distracted driving, vehicles regularly travel right through the crosswalks as pedestrians are attempting to cross. Unfortunately, I have experienced this issue first-hand with my family on numerous occasions. I've alerted City staff of the issue and working with the City Traffic Division staff to explore the possibility of adding flashing lights to alert drivers that pedestrians are entering the crosswalk.

Last year, our community was made aware that the Alexandria Presbyterian Church at the corner of Braddock and Scroggins Road is proposing a major expansion project to include a new sanctuary, offices, classrooms and other meeting spaces. All told, the church has estimated that the project would almost quadruple the size of the current facility with clear plans to grow their congregation over time. As soon as we learned the proposed details, our community provided the church leadership with a letter highlighting our areas of concern on behalf of the families living throughout the surrounding area (Braddock, Scroggins, Roosevelt, Stonnell, Page, etc.). We have been in regular contact with church leadership over the past year to provide our concerns with the current proposal.

As the community has continued to experience increases in cut-through traffic and increasing traffic and pedestrian safety issues, and limited parking, we are very concerned that the current proposal of the Alexandria Presbyterian Church could significantly exacerbate these issues well into the future.

I would greatly appreciate the opportunity to meet with you to discuss this matter further. If possible, I'd be happy to meet this week or next week. Please feel free to contact me at this email or by phone at 703-403-4704 (cell). Thanks so much for your attention on this matter.

Respectfully,

Andrew and Beth Anderson
2400 Page Terrace.

Sent from my iPad

Proposed expansion of the Alexandria Presbyterian Church

Mary Kay Mantho <marykaymantho@yahoo.com>

Tue 10/29/2019 7:31 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Members of the Commission:

We live on Stonnell Place, which is off Scroggins Road, very near the proposed expansion of the Alexandria Presbyterian Church at West Braddock and Scroggins Road.

In the last few years, we have noticed a significant increase in traffic volume and congestion. Cut through traffic on Scroggins between West Braddock and King has become a major problem. Trying to turn onto Scroggins from Stonnell Place, especially in the morning and after school ends for the day, is difficult due to the backup of cars trying to turn onto W. Braddock. We often have to sit on Stonnell Place waiting for a break in traffic.

The church expansion, which will almost quadruple the size of the current footprint, will significantly exacerbate the current traffic problems.

We understand that many of our neighbors, as well as the North Ridge Citizens Association, have expressed strong concerns about the proposed expansion, raising issues in addition to the increase in traffic volume and congestion mentioned above, including pedestrian safety, limited parking and flooding due to inadequate infrastructure. We share their concerns.

We would very much appreciate the Commission taking these concerns under consideration as you discuss the proposed expansion of the Alexandria Presbyterian Church and its impact on the neighbors and neighborhood in near proximity to church.

Respectfully,
F. H. Michaelis and Mary Kay Mantho
1201 Stonnell Place

Sent from my iPhone

Alexandria Presbyterian Church

Ellen Crisham <ecrisham@gmail.com>

Fri 11/1/2019 3:50 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Giancarlo Pellegrini <pellegrini.giancarlo@gmail.com>

Dear Chairman Macek and Members of the Commission,

My name is Ellen Pellegrini and last year my husband Giancarlo and I moved to 1309 Roosevelt Street, which is adjacent to Alexandria Presbyterian Church (APC). Shortly after we moved in to our home, we learned of APC's hope to expand. However, it was not until just recently that we learned the full extent of what this expansion entails, and many of the details of this expansion have us very concerned. We wanted to raise these concerns with you and would welcome the opportunity to discuss them further with you.

Our primary concern is the safety of our family and our home. Currently, our home butts up against a large grassy area owned by APC. It is our understanding that as part of its expansion, APC plans to turn this entire grassland into a parking lot. We were recently told that the current plan is for APC to build the parking lot 10 feet from our property line. Our house is set approximately 8-10 feet off of our property line, which means that if the expansion proceeds as planned, cars will be driving and parking 18 feet from our living room. This obviously raises a number of safety concerns for us.

First, we worry that in the event of an auto accident or a patron inadvertently accelerating forward rather than in reverse, there is no physical barrier preventing the car from lurching onto our property. We have a newborn daughter at home who will soon be old enough to play outside, and we are deeply uncomfortable with the lack of a physical barrier between her play area and cars.

Second, we are uncomfortable with the practical concept of headlights shining directly into our kitchen and living room, and of people constantly walking around just a few feet away from our windows.

We have asked the church to provide a fence along the parking lot edge, which would provide privacy and act as a barrier in the event that a car did come toward our home. However, the church has refused and instead offered to plant small bushes and place a few trees along the entire property line. Our issue is that the bushes and trees don't solve either problem above. Although the church states that the 8" foot trees they plant will eventually grow to be 30", it will take decades before the trees are large enough to provide any sort of privacy. Similarly, the small bushes will provide no privacy as they will not block anyone's view directly into our home. In addition, placing just a few trees along our entire property line is not going to prevent a car from barreling into our property and potentially into our home.

In addition to these safety concerns, we join our neighbors in having a concern regarding water runoff - as many others have noted, there is already a severe drainage problem on Scroggins and Roosevelt streets. We are concerned that without diligent planning, the implementation of a large parking lot that removes all of the current grassy area would significantly exacerbate the problem.

To be more specific, as the new parking lot will be replacing all of the grass, there will be a complete loss of natural drainage as a result of the construction. We are obviously very concerned that because of this change, when there is a rainstorm, there will be nowhere for the water to go and it will result in our homes being flooded. Roosevelt Street already collects standing water after a storm, and the current playground area on the APC property (which is right next to our home) is typically flooded after a rainfall. Now that all of that grassland will be covered by asphalt, we are concerned that there will nowhere for the water to go except into our property and will flood our basements.

We also share our neighbors' concerns about traffic and the scope of the expansion.

We note that although APC says that the facility will only be used on Sundays, we doubt that to be the case, as we see people regularly coming and going for a variety of events multiple days a week, and the current parking lot is often filled on weekdays and weeknights. APC's public calendar on its website confirms that they regularly host multiple events multiple days a week.

While we don't object to the premise of APC expanding in and of itself, it is the scope of the project that concerns us, and the unintended consequences that this expansion will have on us and our neighbors.

We appreciate your time and would welcome any feedback.

Best,
Ellen and Giancarlo Pellegrini

Fwd: Proposed Expansion of Alexandria Presbyterian Church

Brian McLaughlin <Brimac55@comcast.net>

Sat 11/2/2019 1:54 PM

To: PlanComm <PlanComm@alexandriava.gov>

Begin forwarded message:

From: Brian McLaughlin <Brimac55@comcast.net>

Date: November 2, 2019 at 1:52:17 PM EDT

To: plancom@alexandriava.gov

Subject: Fwd: Proposed Expansion of Alexandria Presbyterian Church

Subject: Fwd: Proposed Expansion of Alexandria Presbyterian

Chairman Macek and Members of the Commission,

I am a resident of 1302 Roosevelt Street here in the city. This property stands directly across Roosevelt street from the Alexandria Presbyterian Church located at 1302 West Braddock Road.

I am writing in advance of the November 7 Planning Commission meeting to share observations and concerns about the proposed expansion of the church to be considered at that meeting

The church is to be commended for its efforts to meet with its neighbors in the immediate area to present and discuss its plans for expansion. They have hosted several meetings, chaired by their attorney to share plans and take questions about the project. The dialogue is helpful and appreciated. The church attorney has repeatedly made it clear that the zoning request allows for exactly what is provided by municipal ordinance and regulation and does not include a request for a special use permit or a variance request. Briefly stated, the church attorney has made it very clear at both of the meetings with neighbors that the plan complies with all city rules and requirements.

Compliance with the letter of the law however does not mean compliance with the spirit of ordinances and regulations designed to protect the character and livability of our city.

- This plan calls for the church to quadruple in size.

The new edifice will bring a massive change to a quiet, residential neighborhood. The 30 foot setback from Scroggins Road puts a huge new structure almost on top of the homes directly across the

street. This is a significant change to the character of the neighborhood with a huge impact on the quality of life of all the neighbors, but particularly those residing on Scroggins Road.

- The significantly larger structure will have a huge impact on traffic and parking in the neighborhood as the church plans to accommodate up to 500 congregants for each service while the plan calls for 95 parking spaces. While church officials suggest that the new facility will only significantly utilized on Sunday mornings for services, the huge new structures provides for a significant number of classrooms and meeting space. This will likely result in regular, weekday utilization of this space by the church community for meetings, gatherings, social events and potentially the operation of a preschool and/or nursery for church members.

Unlike the Blessed Sacrament Church down the block, this proposed new facility will be erected in a residential neighborhood. It is surrounded by single family homes and neighbors quality of life, and property values, will be significantly impacted by its presence. Blessed Sacrament is adjoined by the parish rectory and one home. It sits directly across the street from the Scottish Rites Temple, another large facility.

This proposed new structure is absolutely different than both Blessed Sacrament and the Scottish Rites temple for its impact on the neighborhood and neighbors

As you consider this request, I hope you will look at its likely impact on the neighborhood and the quiet enjoyment of its neighbors. The proposed new structure is simply too large for the neighborhood it occupies and plans should be adjusted accordingly.

Thank you for your consideration of these comments.

Proposed expansion of Alexandria Presbyterian Church

Sean Milliken <millikensean@gmail.com>

Mon 11/4/2019 12:18 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Jill Milliken <jillmilliken5@yahoo.com>

Dear Chairman Macek and Members of the Commission,

I wanted to introduce myself and provide my perspective on the proposed expansion of the Alexandria Presbyterian Church at West Braddock and Scroggins Road.

For a quick introduction, I live on Stonnell Place at the corner of Scroggins Road with my wife, Jill and two children. We purchased our home in 2008 and very much enjoy the strong sense of community in the neighborhood, which has only become more active and vibrant in most recent years with the introduction of several young families along Scroggins road and adjoining streets.

However, over the past few years, our community has experienced significant changes in traffic, pedestrian safety, and parking. Cut-through traffic on Scroggins Road -- primarily drivers traveling between King St. and Braddock Road -- has become a major safety and congestion issue. Efforts by the city to mitigate speeding and address pedestrian safety on Scroggins (eliminating "ramp" entry from King, introduction of speed humps, and stop sign at Scroggins/Roosevelt) are appreciated. However, adherence to traffic signs is not closely monitored, resulting in less than desired outcomes. Further, Scroggins has significant daily backups (often from Braddock past Scroggins) - with vehicles making dangerous turns onto and off of Braddock Road against heavy oncoming traffic. The challenge is only exacerbated by the use of Scroggins as overflow parking for students of TC Williams High School; traffic apps (i.e Waze and Google Maps) directing people from 395/Quaker to the intersection of Crest and Braddock Road; and, traffic surges resulting from services/activities at Blessed Sacrament Church just up the road on Braddock.

From a pedestrian safety standpoint, there are three primary issues:

- 1) Insufficient police monitoring of speed limits and traffic signs on Scroggins and Braddock
- 2) A lack of consistent sidewalks on each side of Scroggins, resulting in pedestrians walking in the street and/or crossing the street at unmarked areas
- 3) Volume of traffic/high rates on speed on Braddock Road resulting in cars failing to yield to pedestrians waiting to utilize cross walks at both Scroggins and Crest streets

Last year, our community was made aware that the Alexandria Presbyterian Church at the corner of Braddock and Scroggins Road is proposing a major expansion project to include a new sanctuary, offices, classrooms and other meeting spaces. All told, the church has estimated that the project would almost quadruple the size of the current facility with clear plans to grow their congregation over time. As soon as we learned the proposed details, our community provided the church leadership with a letter highlighting our areas of concern (attached) on behalf of the families living throughout the surrounding area (Braddock, Scroggins, Roosevelt, Stonnell, Page, etc.). We have been in regular contact with church leadership over the past year to provide our concerns with the current proposal.

More specifically, we believe the size and scope of the Alexandria Presbyterian Church's proposed expansion to be untenable as it would significantly exacerbate traffic, parking, and pedestrian safety issues that already pose a significant risk to the livability of our community.

Thank you for your attention on this matter.

Respectfully,

Sean Milliken
1205 Stonnell Place

Proposed Expansion of Alexandria Presbyterian Church

DEBRA ROG <debrarog@comcast.net>

Mon 11/4/2019 12:46 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: rweiblinger@hotmail.com <rweiblinger@hotmail.com>

Dear Chairman Macek and Members of the Commission,

I am writing to share my concerns on the proposed expansion of the Alexandria Presbyterian Church at West Braddock and Scroggins Road. I will be attending the meeting of the Planning and Zoning Commission this Thursday, November 7 but wanted to share my perspective on the expansion as a neighbor prior to the hearing. I have lived at 2305 Scroggins Road directly across the street from the church property for 30 years. This neighborhood has been a wonderful place to live, especially as a place to raise children and have caring neighbors.

Last year, our community was made aware that the Alexandria Presbyterian Church at the corner of Braddock and Scroggins Road was proposing a renovation. When I received initial notice of the renovation in a letter that was sent to my home, I was not very concerned as I knew the church had recently acquired the property and was likely to want to update the buildings. Our neighborhood had had a very supportive relationship with the Alexandria Bible Church and I expected no less with the new church. However, we were all very surprised to hear that the church proposed to nearly quadruple the size of the current facility and move it from its current 90 feet away from Scroggins to 30 feet away from Scroggins. Those of us in attendance voiced our concerns for the proposed size and location of the new facility, not at all contesting the church's right to expand its facility, but with our concerns on the scale of the plan given the size of our homes and the already strained infrastructure.

We have regularly discussed these community concerns with the church leadership and emphasized that a building of that size and magnitude simply does not fit with the character of the neighborhood and will have long-lasting impacts. We have offered that if the current church facility were doubled in size, then much more community support would likely occur. However, with the plans to have the proposed church facility is nearly four times the size of the existing church, it will not only dwarf the homes in the area, but will exacerbate the growing traffic and pedestrian safety issues, limited parking, and flooding problems experienced by our neighborhood. Scroggins, as an undivided street where many of us without driveways need to park, is already maxed out with current cut-through traffic and parking from overflow of TC Williams. Expansion of additional traffic from the church will put continued strain on our street and continue to challenge the safety of our children.

We provided the church leadership with a letter highlighting our areas of concern on behalf of the families living throughout the surrounding area (Braddock, Scroggins, Roosevelt, Stonnell, Page, etc.). Richie Weiblinger, my neighbor at 2303 Scroggins, has shared this letter with you. Richie has represented our neighborhood's concerns in several meetings and correspondence with church leadership. In addition, a great number of our neighbors have attended the church meetings, at which we have expressed our concerns, as well as the meetings of the Northridge Citizens Association. We value the church as our neighbor, but are extremely

concerned that its plans, though within by right development, are not being developed in a way that considers the welfare of the families that live in this neighborhood 365 days of the year.

Thank you for your attention to this important issue.

Respectfully,

Debra J. Rog
2305 Scroggins Road

Alexandria Presbyterian Church's proposed church expansion plan: community feedback

cara duckworth <cara.duckworth@gmail.com>

Mon 11/4/2019 11:17 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Members of the Commission,

My name is Cara Duckworth Weiblinger and I live with my husband Richie and two young daughters at 2303 Scroggins Road. I am writing to share my concerns on the proposed expansion of the Alexandria Presbyterian Church at the corner of West Braddock and Scroggins Roads which is under review by the Commission. I will be attending the meeting this Thursday, November 7th but wanted to share my perspective in advance to help the Planning Commission be as informed as possible about the numerous community concerns heading into Thursday's meeting.

My family has lived at 2303 Scroggins Road since 2011 and we enjoyed a great relationship with the prior owners of the property from Alexandria Bible Church who encouraged neighborhood children to use the playground and kept the area tidy. Unlike Alexandria Presbyterian, Alexandria Bible Church rarely held events at night or during the week days at the church and were transparent and inviting when it came to church events in the neighborhood. When Alexandria Presbyterian Church bought the property, the church leadership sent a letter to the families in the neighborhood letting us know they hoped to continue the same friendly relationship we had with ABC and would make every effort to be good neighbors.

Sadly APC's proposed expansion plan has now rendered this initial cordial outreach completely moot.

Simply put, this massive expansion project does not fit within the character of the neighborhood. The project would exacerbate already horrific traffic issues on Scroggins Road -- what was once a quiet side street which has now, thanks to traffic apps, a growing contingent of TC Williams student drivers, and savvy commuters, become a regular cut-through for drivers getting from King Street to West Braddock Rd and vice versa.

On a personal note, every day I am forced to wait to get out of my driveway due to the frustrating back-up of cars on Scroggins trying to turn on to West Braddock. Student drivers from TC Williams regularly park on our streets, clogging our narrow neighborhood roads. I know my husband Richie Weiblinger has been working with other City Officials from the Department of Transportation & Environmental Services to come up with a way to meaningfully address these traffic issues and the North Ridge Citizens Association has submitted two letters outlining these concerns and other similar issues. To put it simply, adding a massive church expansion project, which is likely to take well over a year in construction to complete, would absolutely cause further gridlock to our already strained neighborhood streets.

Adding to the problem, the church has proposed that one of the entrances/exits to its ~100 place parking lot be directly across the street from my driveway on Scroggins Road. Putting aside my severe consternation for this placement, the church has further proposed that the other entrance/exit to its planned parking lot be located off West Braddock. I can guarantee the Commission that this additional cut-through from Braddock to Scroggins (and vice versa) will be quickly discovered and used as an ADDITIONAL cut-through for drivers, further aggravating the intense gridlock on Scroggins Road and Braddock Road during morning and evening rush hours, school dismissals and Sundays. It should be noted that when this issue was raised with Cathy Puskar and church officials at the last church-neighborhood meeting on September 30th, it was communicated to the neighborhood that the church had no current plans to address this issue.

Further, Scroggins Road regularly floods during storms and the expansion project would exacerbate these flooding issues by causing run-off issues that would inevitably inundate homes on the street. Proposals by APC to install more storm drains would not meaningfully address this issue.

We have expressed our concerns on numerous occasions to the church and offered ideas to help them achieve neighborhood buy-in for this project, including doubling the size of the current building. We recognize their by-right status to build a massive church on their property in this residential neighborhood. However, it must be noted that this proposal would dramatically change the character of the neighborhood and community by quadrupling the size of the current building, causing undeniable traffic, safety, and flooding issues.

I strongly echo one of my neighbors who stated that while we value the church as our neighbor, we are extremely concerned that their plans -- regardless of their by right status -- are not being developed in a way that takes into account the welfare of the families that live in this neighborhood 365 days a year. By proposing an expansion project of this scale and size, the church has chosen to flout the character of this neighborhood and disregard the safety and concerns of those of us who reside here. Because of this, I believe additional studies (traffic, flooding, etc) are needed to meaningfully assess the future impacts of this incredible project.

I would be happy to further discuss these concerns with the Commission and sincerely appreciate your consideration of these issues. I can be reached at 703-587-1106.

Respectfully,

Cara Duckworth Weiblinger

2303 Scroggins Road

Request for Redesign for Site Plan #2018-00021

Jack Koller <jack.koller@gmail.com>

Wed 11/6/2019 11:33 AM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Julie Koller <julie.koller@gmail.com>; richard weiblinger <rweiblinger@hotmail.com>

Dear City of Alexandria Planning Commission

Thank you for giving those who live in the neighborhood an opportunity to provide our perspective on Site Plan #2018-00021 which is up for consideration at the 11/7/2019 meeting. My name is Jack Koller and my family lives at 1308 Roosevelt which is across the street from the property under discussion.

Before I begin, I would like to say that we are grateful that a church is considering building on this land. Our neighborhood is surrounded by churches that serve the spiritual needs of Alexandria citizens and also give back to the community. I think that is an important role in our community and I am glad to have a church as my neighbor.

That said, we have real concerns about this particular design and how it has been developed. I ask as an affected neighbor, that the application be returned to Alexandria Presbyterian for re-design to scale the church size appropriately to provide a sustainable parking imprint in our neighborhood. The current church auditorium capacity is for 490 people with 98 parking places onsite. Based on our meetings with the church, our understanding of the design and my knowledge of our small neighborhood, I expect that the traffic from the church will have a substantial impact on our community. That impact has not been addressed in a meaningful way by the church's design.

Our neighborhood is a small one. It is bounded by several rather busy streets including Braddock, King and Scroggins. There is little available street parking generally, and particularly not on Sunday morning. Indeed, the lack of available parking led to the city putting up parking zone signs to ensure that students from T.C. Williams do not overwhelm the limited space for residents. Sunday morning is a particularly tight time for parking as Blessed Sacrament Church is just down the block from the proposed site for Alexandria Presbyterian. A significant and thriving congregation, Blessed Sacrament parishioners already utilize much of the parking on and north of Braddock road. Thus, any individuals who cannot find parking in the Alexandria Presbyterian parking lot would likely be on the few streets south of Braddock – Scroggins, Roosevelt, Minor, Quincy and Stonnell. These are not big streets nor is there extensive parking.

Yet, when the community has raised this issue, the church has repeatedly communicated to the neighborhood that even if they wanted to have additional parking spaces they may not. The church counsel indicated during our most recent neighborhood forum with them that despite neighborhood pleas to reduce the building size and increase the corresponding on-site parking above 98 slots that they could not. They explained that city code required them to hold exactly to the 1 parking slot to every five attendees and stated there was no ability to seek relief from the city. When asked if the city zoning code could be interpreted as a minimum, they said they could not.. If, in fact, it is correct that the zoning requirements are specific requirement on all religious organizations that they must have an exact 1 parking slot to 5 I would recommend that the city examine whether that remains a good policy in light of modern methods of transit. Or, alternatively, does the zoning board prohibit Alexandria Presbyterian from adding even one more parking slot on the site plan? If they had provided 110 parking slots to ensure that there was more adequate parking, would the planning board deny the application?

If my presumption is correct, we would ask that Alexandria Presbyterian be given direction to go back, re-examine its footprint, potentially reduce the size of the building and increase parking slots in order to be more consistent with the overall parking needs of the community. Said another way, we ask that the zoning board see Alexandria Presbyterian in light of the overall reality of the community, building a location that is consistent with the space available not just for the building, but for all of those who live and park in the area.

If the church is correct and 1 car for every five attendees is both a minimum and a maximum, I would ask the zoning board to reconsider that rule and, through the appropriate process, change it. As the City of Alexandria continues to use hard data to make transportation decisions it ought to recognize that the current site plan will require another 147 parking slots in our neighborhood. Since 2001 the U.S. Department of Transportation has conducted the National Household Travel Survey. Time and time again surveys takers have been asked to provide the number of people in their car attending religious and other nonprofit events. The ratio is not 5 to 1, nor 4 to 1 not even 3 to one. Instead, the data sampling thousands and thousands of trips over multiple decades has shown that it is 2 to 1. While I fully agree that we should build sites that encourage individuals to make good decisions about transport, that encouragement should not be made at the cost or completely to the detriment of our neighborhood. What does that mean to our little neighborhood: if the planning commission approves this site plan

it won't be approving 98 cars coming to our neighborhood every time there is a full service, but instead there will be on average 245 cars, or an extra 147 cars that the site cannot handle. Said another way, it is our experience that people don't take other modes of transportation consistently or carpool simply because there is limited parking available in the parking lot of the church. They instead park on the streets of our neighborhood.

We acknowledge that to address this parking problem the church has thoughtfully partnered with Alexandria Scottish Rite down the street to use their parking spaces on Sunday to reduce some load. But the agreement understandably is, for liability purposes, only informal. One of the key things that the church conveyed to us in our neighborhood forum is that things could change with the use of property after the site was built. Thus, we understand that the agreement with Scottish Rite, as thoughtful as it is, provides no long-term relief for a church that understandably hopes to be on site for decades. That parking agreement can change, leaving us with a large parking load for decades.

Moreover, while additional cars do mean parking concerns, those concerns are not simply about vehicles parked on the curb. There is significant additional traffic. There are risks with traffic. There is noise with traffic. There is foot traffic in the area. The additional traffic makes the streets that much less safe for dog walkers, children, bike riders and the like. These concerns are exacerbated by the very small and geographically bounded nature of our neighborhood. There simply aren't a lot of other places for people to go if they are trying to walk to Alexandria Presbyterian's new building.

Finally, zoning decisions cannot, I hope, be only about the application itself and therefore be evaluated independently from the environment and neighborhood around it. Over the decades the city, its many commissions and this commission has made decisions that shape and form the neighborhood we live in. The narrowing of street capacity for safety, the decision to build TC Williams on one neighborhood border, the approval to restrict non-permitted weekday parking are a few examples of this. For decades a church has been on that property and embraced by the neighborhood because it complimented the neighborhood. The proposed site plan for this project is disproportionate in size and thus parking, for the neighborhood it is in. Placed in a small neighborhood fed by one street connecting King and Braddock, this proposal, while compliant in many ways with City code, will bring adverse traffic and parking loads for which it was not designed to handle. As such, I ask that the commission recognize that its approval is not for a single site plan but for a neighborhood and its way of life.

Thank you for considering this request. Unlike a gas station or a shopping facility, churches in Alexandria last centuries because of their important and critical role in our civic life. We ask that the board ask Alexandria Presbyterian to redesign the site to reflect that permanence and its long-term impact on our neighborhood by directing a re-design to lessen the parking load. Thank you.

Sincerely – Jack Koller

Concern Re: Alexandria Presbyterian Church Proposed Construction

Kate Stradar <kate@stradar.com>

Tue 11/5/2019 9:01 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Members of the Commission,

I wanted to introduce myself and share my concerns about the proposed demolition of the current Alexandria Presbyterian Church and its replacement with a structure that is significantly larger.

For a quick introduction, I live on West Braddock Road (near Scroggins Road) with my dog Lola and, often, foster children from the City of Alexandria. I purchased my home back in 2008, know all of our neighbors and very much enjoy the community with many families throughout.

Over the past few years, the community has noticed significant changes in traffic, pedestrian safety and limited parking. Cut-through traffic on Scroggins Road -- primarily drivers traveling between King St. and Braddock Road -- has become a major safety and congestion issue. Scroggins Road has significant daily backups with vehicles turning onto and off of Braddock Road against heavy oncoming traffic, both making it increasingly difficult to pull out of my driveway onto Braddock Road.

From a pedestrian safety standpoint, Braddock Road has two primary pedestrian crosswalks in the area (one near Scroggins and one near Crest Street) which are regularly used by families and students trying to cross Braddock. Due to high rates of speed and/or distracted driving, vehicles regularly travel right through the crosswalks as pedestrians are attempting to cross. Unfortunately, I have experienced this issue first-hand as have my children as they walk to TC Williams for school. After many calls and reports, we now have a speed sign on the downward section of West Braddock allowing us to know the speed of the cars, yet not slow the traffic significantly. I continue to be concerned and request that the City Traffic Division staff to explore the possibility of adding flashing lights to alert drivers that pedestrians are entering the crosswalk.

Last year, our community was made aware that the Alexandria Presbyterian Church at the corner of Braddock and Scroggins Road is proposing a major expansion project to include a new sanctuary, offices, classrooms and other meeting spaces. All told, the church has estimated that the project would almost quadruple the size of the current facility with clear plans to grow their congregation over time. As soon as we learned the proposed details, our community provided the church leadership with a letter highlighting our areas of concern (attached) on behalf of the families living throughout the surrounding area (Braddock, Scroggins, Roosevelt, Stonnell, Page, etc.). We have been in regular contact with church leadership over the past year to provide our concerns with the current proposal.

As the community has continued to experience increases in cut-through traffic and increasing traffic and pedestrian safety issues, limited parking, and flooding damage, we are very concerned that the current proposal of the Alexandria Presbyterian Church could significantly exacerbate these issues well into the future.

Thank you for considering my concerns as the Planning Commission considers the request for church expansion in light of the concerns of their neighbors.

Respectfully,

Kathleen Stradar
1303 W Braddock Road

11/17/19 Planning Commission Meeting, Docket Item #9 (Development Site Plan #2018-0021)

Mary Anne Salmon <msalmon01@comcast.net>

Tue 11/5/2019 10:34 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: jsalmon7576@comcast.net <jsalmon7576@comcast.net>

Dear Chairman Macek and Members of the Commission,

This letter is in regards to the above referenced docket item about the proposed construction of a new, expanded church by the Alexandria Presbyterian Church on the corner of West Braddock Road and Scroggins Road extending back to Roosevelt Street (parallel to West Braddock). We are writing because we are homeowners on Stonnell Place, the cul-de-sac opposite Roosevelt Street, and will be impacted by traffic issues likely to be brought about by the construction of the building as currently proposed.

First of all, we are glad to have the Alexandria Presbyterian Church as a neighbor and understand its need for a larger sanctuary.

That said, the design of this larger building includes a parking lot with two access points – one on West Braddock and the other on Scroggins (virtually at the intersection of Roosevelt St /Stonnell Pl) because of the anticipated increase in attendance and, therefore, cars. This design seems very likely to exacerbate the existing traffic issues on Scroggins Rd. which are a daily occurrence including on Sundays. These issues include:

1. Traffic Back-up on Scroggins: During busy times, traffic backs up on Scroggins well past the Roosevelt/Stonnell intersection, sometimes to the next intersection at Cleveland Street;
2. Turning onto Braddock: Because there are no traffic control measures in place at West Braddock and Scroggins (either a traffic light or speed control), it is often difficult to turn onto Braddock at these heavy usage times and some severe accidents have occurred as a result of those trying to make the turn without adequate clearance;
3. Pedestrian Safety: Because of speeding and traffic volume, it is very difficult to cross Braddock in the marked crosswalks at Scroggins or at Crest because the majority of drivers do not stop;
4. Cut Through Traffic: If the parking lot is built as planned, it seems highly likely that eastbound traffic on Braddock intending to turn onto Scroggins will likely use the parking lot as a cut through option.

Issues #1-3 exist currently but are likely to be made worse without intentional efforts to mitigate them by active traffic control measures. Issue #4 can be eliminated by only having one parking lot access point onto Braddock. Sheriff's Office deputies can assist with traffic control on Sundays as they currently do with First Baptist Church on King Street.

We thank you for your time and attention to this matter.

Sincerely,

Mary Anne and Jeffrey Salmon
1202 Stonnell Place

Alexandria Presbyterian Church Construction Braddock Road

naksmith@aol.com

Wed 11/6/2019 12:47 PM

To: PlanComm <PlanComm@alexandriava.gov>

Re: Alexandria Presbyterian Church
Braddock Road

Dear Planning Board,

We will not be able to attend the session but I wanted to draw your attention to a serious concern about storm water runoff.

The church has a site that slopes several feet down toward Scroggins Road. Flooding in this area has been problematic for years and changing the hydrology of the site with a large new building and parking lot will worsen it by increasing the velocity at which storm water leaves the site, reducing the efficiency of planned storm water control features.

While the church plan slightly exceeds the required storm water volume control measures, that is unlikely to be sufficient. After looking at the city storm water study posted on the city website, it appears that the city uses the average annual rainfall basis of 34" from 1984 (rather than the more realistic 2004-2005 time period used by the state) because 1984 has a lower rainfall number. *Citation from city report at the foot of this letter.* As is documented in more recent data, typical rainfall in the DC area has become significantly higher than in the period used by the city. The DC area average rainfall of 2014-2018 is almost 45" per year.

It is in the best interest of the City, the church and the neighbors to insist that better storm water containment be added to the site before completion of construction rather than waiting until their or our basements flood.

Sincerely,
Pamela Smith & John Nakahata
1206 Stonnell Place

City Stormwater Document

<https://www.alexandriava.gov/uploadedFiles/tes/oeq/info/Typical%20Year%20Selection-FINAL.pdf>

To determine the typical assessment year, a 40-year time period from 1974 through 2013 was selected and analyzed....Based on the weighted rankings, the year 1984 was ranked first and selected as the typical year for the LTCPU and best represents the long-term average rainfall conditions. The year 1984 is better suited for the LTCPU than the TMDL Years (2004-2005) because the TMDL Years contain wet weather events that have a return frequency of greater than 40 years. This type of wet weather event is not typically considered when planning and developing CSO controls. The Virginia Department of Environmental Quality (VDEQ) elected to use 2004 and 2005 to calculate the Total Maximum Daily Loads (TMDLs). These years were ranked 12th and 21st out of 40, respectively."

Recent Rainfall Data: <https://www.weather.gov/media/lwx/climate/dcaprecip.pdf>

Development Site Plan #2018-0021

Nate Macek [REDACTED]

Wed 11/6/2019 5:51 PM

To: Patrick Silva <Patrick.Silva@alexandriava.gov>

Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>; Nancy Williams <Nancy.Williams@alexandriava.gov>; Anh Vu <Anh.Vu@alexandriava.gov>

Patrick:

Please see the correspondence below related to Development Site Plan #2018-0021, Alexandria Presbyterian Church, for distribution as appropriate with the docket and to staff managing this case.

Thanks,

Nate

From: richard weiblinger [mailto:rweiblinger@hotmail.com]

Sent: Wednesday, November 6, 2019 4:16 PM

To: Nate Macek [REDACTED]

Subject: Thanks for the conversation

Hi Nate,

I wanted to thank you again for catching up yesterday. It was really helpful chatting through the various issues and community concerns. We really appreciate the Planning Commission's efforts to get to a fair and reasonable resolution on the Alexandria Presbyterian Church proposal.

I had a chance to review the staff report and provided it to members of the community as well. Overall, I do not believe the staff report, particularly the staff analysis in the first 10 pages, adequately represents the significant concerns that have been raised by the community over the past year.

There were a few findings in particular that I think deserve further clarification and explanation from the city staff and the church's counsel during Thursday's hearing:

Page 9 of the report states that "*Citizen feedback was primarily provided by the adjacent neighbors...*" I think it should be made more clear in the report that neighbors on all surrounding streets and beyond are very concerned and are submitting feedback to the Planning Commission. This includes neighbors on Scroggins, Braddock, Stonnell, Roosevelt, Page, Minor and Valley (and others).

Page 9 states, "*Based on review of the regulations and the proposal, City staff provided information to the concerned neighbors that the building location and height as proposed are within the requirements for maximum height and setback.*"

Question: While we understand the church's proposal is within their property rights, the community is having a very hard time understanding how a building of that size and close proximity to the church, particularly on Scroggins, fits into the character of the neighborhood since the church would be surrounded on all sides by homes of dramatically smaller size than the almost 28,000 sq foot church. How does the City and church explain how the proportionality with all of the existing homes on Scroggins, Roosevelt and Braddock which will be in very close proximity to the building comports with the neighborhood?

Page 9 also states, "*City staff analyzed the traffic study provided by the Applicant and the hours and vehicles that are proposed by the church project. The traffic study and City staff analysis indicate that that the proposed project is not anticipated to contribute to additional traffic concerns, particularly as the primary weekend hours of use for the church would not coincide with peak weekday traffic hours.*"

Question: How can the City staff anticipate that the proposed project of this scale won't contribute to additional traffic and parking concerns if the church is estimating close to 500 worshipers on Sundays?

Question: Given the significant space for classrooms, offices and other meeting spaces in the planned church, does the church anticipate using the new facility other days of the week or no?

Page 9 states, "*Further concerns were raised by neighbors about the potential for use of the church parking lot as a short-cut route around the intersection of Braddock and Scroggins....however, the likelihood of such occurring is anticipated to be low.*"

Question: How has the City staff determined that the likelihood is low? Given the daily major traffic backups that all residents who live in the area witness, we are virtually certain drivers will figure out the shortest and quickest route possible.

Question: The current proposal includes an entrance/exit on Scroggins Road. That portion of Scroggins is particularly narrow, in which cars cannot safely park on both sides of the street without blocking oncoming traffic. How has the City staff assessed this specific entrance/exit on Scroggins, including how it will impact traffic flow, parking and safety?

These are some of the key questions that I'd like to have addressed by the church and city staff during tomorrow's hearing. Hopefully these are reasonable questions to raise. Thanks again Nate for the call yesterday.

Richie Weiblinger

11/17/19 Planning Commission Meeting, Docket Item #9 (Development Site Plan #2018-0021)

Sarah Asciutto <sarah.asciutto@gmail.com>

Wed 11/6/2019 7:33 PM

To: PlanComm <PlanComm@alexandriava.gov>

Dear Chairman Macek and Members
of the Commission,

I wanted to introduce myself,
provide some background and voice my concerns on the proposed expansion of the Alexandria Presbyterian Church at Braddock and Scroggins Road.

For a quick introduction, I
live on Roosevelt Street (near Scroggins Road) with my husband and three young sons. We purchased our home back in 2012 and know all of our neighbors. We very much enjoy the community with many young families throughout.

My concerns:

1.
Life Safety issue
2.
Cut through traffic
3.
Scroggins on street parking
4.
Roosevelt on street parking
5.
Classrooms / kitchen programming

Life

Safety Issue: In 2017 while turning onto Braddock from Scroggins, my minivan was hit on the driver's side by an oncoming car. Luckily, my three young sons and I were not injured. To say that I fear that intersection is an understatement. It is a nerve racking experience to make that left turn onto Braddock. Our children go to school at Blessed Sacrament and it is beyond intimidating to cross Braddock on foot with 3 young children even with two pedestrian crosswalks. Simply put, the traffic situation at this intersection is untenable as is.

The development of this site
to a much denser use with no additional traffic and safety mitigants is extremely dangerous. I am concerned you are approving a life safety situation. I would ask for an Independent traffic study commissioned by the City, not the property owner, to further

study this situation. I am afraid it's going to take a serious accident - or worse - to bring the attention this issue deserves to light.

Cut

through traffic: The proposed ingress / egress location on Scroggins will create a cut through without additional traffic improvements. Scroggins is regularly backed up from Braddock past Roosevelt and down to Cleveland Street. This was a picture from my vehicle turning from Roosevelt onto Scroggins at 8:30 this morning::



Roosevelt

looking South down Scroggins towards Cleveland Street.



*Roosevelt
looking North down Scroggins towards Braddock.*

On heavy backup days, people use Roosevelt as a cut through (going from Cleveland to Minor to Roosevelt to Scroggins) to avoid being backed up past Cleveland Street on Scroggins. By placing an ingress / egress on Scroggins onto Braddock through the new proposed parking lot, you are opening a massive cut through which will make Braddock even more dangerous at peak rush hour. As of now cars are flowing onto Braddock from Crest Street, Scroggins, Page Terrace, and now the proposed parking lot - 4 staggered points. All with 2 dangerous pedestrian crosswalks in between and ZERO traffic lights. **This needs more study.** I have not been privy to the traffic study but would ask if it was completed during the school year or in the less congested summer months?

The mere presence of a cut through will influence traffic patterns to an even more negative and dangerous effect. Again, you are approving a life safety emergency. I realize your Staff Report said *"The Applicant discussed that alterations to the operation of the parking lot could be considered if such a problem is experienced however the likelihood of such occurring is anticipated to be low."*

I am glad the Applicant is not worried about it but I assure you the neighborhood is. I invite you and your colleagues to come to our neighborhood on a school day morning and see for yourself. My challenge to you is - what alterations could be considered after the parking lot and site is developed? You will never be able to abandon the Scroggins ingress /

egress. One solution would be to provide the two ingress and egress locations off Braddock. This will require a redesign of the site but will avoid unnecessarily burdening the residential neighborhoods with a development 5x bigger than the current use.

Scroggins

on street parking: On street parking is currently allowed on the church side of Scroggins.

As you can see in the picture below, if someone parks on the church side of Scroggins there will only be room for one directional traffic further creating hazardous and dangerous conditions with people making more daring turns.



*Roosevelt
looking North down Scroggins towards Braddock.*

The creation of this “cattle
shoot” creates traffic gridlock on the dangerous Braddock road with cars backed up from not being able

to turn on Scroggins. With the new ingress / egress onto Scroggins, it will make this situation exponentially worse if on street parking is still allowed

on the church side of Scroggins. Regardless of whether this development gets approved,

I encourage the City to install NO PARKING signs immediately on the church side of Scroggins.

Roosevelt

on street parking: As a homeowner on Roosevelt without off street parking, I cringe at 11am Sunday because the currently small congregation invades Roosevelt and takes all on street parking. The thought of increasing the congregants by 120 and only providing 61 additional parking spaces (I count 37 existing off street parking spots) is a recipe for

disaster. The pastor has been very polite to my family and neighbors in trying to be proactive on this but despite repeated efforts we always have a stream of traffic on Sundays or any other night when the church is having an event. It is not fair to our

neighborhood to have a stream of overflow parking congregants driving down our street and taking our on street parking that we rely on. I understand that signage will be posted to encourage employees to use off street parking but that is not enough. This

needs more study. More thought. More consideration for the people that live here.

Classrooms

/ kitchen programming: I am very confused / concerned that the existing 3,400 sf facility can accommodate 370 congregants and why a 22,794 sf building is needed to accommodate 490 congregants. Why is the building being built 570% bigger to accommodate 32% more congregants? I worry the truth lies in the programming of the space. Classrooms are being

built on two floors of the proposed building along with a commercial kitchen and yet there is no mention of classes. Why? I am very concerned that a building is being built with the intent to house a school or daycare but is only being approved and studied

for a church. I would like more understanding of the process to later get a school or daycare approved on site. When pressed about this issue, the land use counsel for the Applicant got very defensive which is troubling to think what the Applicant's true intentions

are. At this point, all traffic concerns are dismissed based on the fact that this only applies to Sundays. I worry this is a two step process the church is undertaking to overbuild and go back for additional approvals later.

I hope that you take my concerns

and the concerns of my neighbors seriously. We feel as if our voice has not been heard in this process which is very unsettling.

Respectfully,

Sarah Cobb
1310 Roosevelt Street
484.988.1527

Letter re: tonight's planning commission meeting: church expansion on Braddock Road

Shiloh Roehl <shilohroehl@gmail.com>

Thu 11/7/2019 2:35 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Dan Roehl <danielroehl@gmail.com>; Shiloh Roehl <shilohroehl@gmail.com>

November 7, 2019

Mr. Robert Garbacz

Division Chief

Dept. of Transportation and Environmental Services 301 King Street

Alexandria, VA 22314

Dear Mr. Garbacz:

We are writing to echo the concerns shared in a recent letter from the North Ridge Citizens' Association (NRCA), regarding matters of resident concern pursuant to traffic on West Braddock Road in the vicinity of Scroggins Road. We live off Scroggins on Stonnell Place and have two elementary school aged children. We have growing and great concern about their safety on the streets in our neighborhood, particularly on Scroggins Road and at the pedestrian crossing on Braddock Road. We often walk to school, to dinner, or to friends' houses in the neighborhoods across Braddock and we can tell you firsthand that cars do not stop at the pedestrian crosswalk. It is extremely dangerous on a daily basis.

A proposal to significantly expand the Alexandria Presbyterian Church at 1302 West Braddock, adjacent to Scroggins Road, raises further resident concerns that traffic, pedestrian safety and parking problems in the West Braddock neighborhood will likely become worse. Whether this development project is approved or not, we share the NRCA's desire to ensure that traffic flows, pedestrian safety and parking management in the immediate vicinity of the church are closely re-examined and improved.

Therefore, we echo the concerns of the NRCA urging the City to work closely with residents like us in our community to address the following concerns in a timely and reasonable manner:

PEDESTRIAN SAFETY: Residents, including many young families like us, trying to use the marked crosswalks on West Braddock Road near Scroggins Road and Crest Street almost ALWAYS encounter drivers who do not yield to pedestrians. It is shocking and we have witnessed this become even more concerning over the past few years. **We believe that this and other factors (steep hill crests, speeding and distracted drivers) warrants additional crosswalk markings and safety features, such as flashing lights like the ones near the Braddock metro to alert drivers of pedestrians entering a crosswalk.**

TRAFFIC: Cut-through traffic on Scroggins Road has increased substantially over the last several years with growing traffic on West Braddock, making turns onto/from West Braddock Road increasingly risky and difficult. We witness this every morning when we take our kids to school either in the car or on foot. Around 8-8:30 cars are routinely lined up far past Stonnell Place. As well, we watch cars turning left onto Braddock often making very dangerous attempts to pull out fast or have mixed

communication with drivers who are trying to let them go. It is very concerning. We also watch cars refuse to stop for students walking to school trying to cross at the crosswalk at this time.

In addition to the Presbyterian Church plans, there is already existing heavy traffic on Sundays from the nearby First Baptist and Blessed Sacrament Churches. To reduce existing and perhaps additional future traffic congestion or delay issues, we strongly urge that the City update its traffic analysis of this location, which we understand to be about four years-old. We also request that the City continue to monitor traffic at this location as future changes may occur, including expansion of the T.C. Williams High School complex (including Minnie Howard) as a result of present and future enrollment pressures.

- PARKING: City policy dictates one parking space for every five people using a church. The proposed expanded Alexandria Presbyterian Church is projected to have 98 planned spaces on the property, with arrangements being made with neighboring institutions to accommodate overflows. The increased volume of churchgoers should not be allowed to affect the already limited parking available to neighborhood residents. We ask that the City carefully monitor this situation to ensure that adequate parking spaces are indeed created.

Thank you for your attention to this letter and to our strong concerns.

Best,

Shiloh and Dan Roehl
1204 Stonnell Place
Alexandria, VA 22302
703-835-3190
703-597-4610

CHIARELLO
2305 VALLEY DRIVE
ALEXANDRIA, VIRGINIA 22302

November 7, 2019

To the members of the Members of the City of Alexandria Planning Board:

I am writing to express concern over the Zoning Commission (the "Commission") staff's recommendation to approve the site plan for which the Alexandria Presbyterian Church ("Applicant") has sought approve to build a new church at the corner of Scroggins Road and Braddock Road. I am a citizen of Alexandria, and have lived in the city for more than twenty years, and on Valley Drive for a little over fourteen years. My concerns here are centered on, but not limited to, the Commission staff's reliance on only the Applicant's traffic study and on an out of date small area plan, both of which do not address present conditions affecting ongoing traffic concerns on Braddock Road. As a result, the Commission staff's recommendation appears to be based on conclusions drawn from a biased report and out-of-date policies.

To begin with, relative to traffic, Commission staff relied only on the Applicant's traffic study. According to staff's recommendation, the Applicant's study concluded that the proposed plan will not "contribute to additional traffic". This finding alone is not credible, as the purpose of the new facility will be draw more people. The recommendation suggests that traffic will not be drawn to the facility at "peak traffic" hours, but at the public meeting on September 30, 2019 conducted by the Applicant, it was made clear that the facility will be used, as one would expect, throughout the week for typical church activities. Further, the Applicant's conclusion that the proposed project will not "contribute to additional traffic" may seem accurate because, for many reasons, the situation could hardly get worse as no more traffic can be added to this intersection; particularly at peak hours.

The present traffic conditions are, by no means, the fault of the Applicant, and are something that has grown increasingly worse over the decade. Yet, in recommending approval, Commission staff relied on the North Ridge Small Area Plan ("SAP"). As Commission staff explains, "The plan serves as the basis for future policy initiatives and actions affecting land use, zoning, [and] capital improvements within the Plan area." Yet, this plan was last updated in 2006. That is, the SAP which forms the basis for for issues such as zoning, was last updated at the time when: (1) the Patent and Trademark Office and surrounding Carlyle development was only beginning; and (2) predates the new facility and expansion of T.C. Williams High School (the student population of which continues to grow every year); and (3) predates the BRAC development at Mark Center which serves thousands of Depart of Defense and related employees; and (4) predates the expansion and growth of the Potomac Yards developments, which have added thousands of new residents and businesses attracting people from all over. The area subject to the 2006 SAP sites in the middle of all of these four areas, and has been subject to increased volumes of traffic as people from all over the region travel to get to these locations. Furthermore, the 2006 SAP (5) predates and does not incorporate the advent

and negative traffic impacts of Waze, which routes cut-through traffic through our neighborhoods, not only pushing traffic back on King Street, Quaker Lane, and Braddock Road, but also clogging our side streets as well. And, (6) looking forward, neither the 2006 SAP nor staff's recommendation contemplate the expected traffic impacts of the coming Amazon and Virginia Tech campuses. That Commission staff's recommendation is premised on an out-of-date SAP should give the Planning Board pause, and suggests that, given the recent and future developments which have truly exacerbated our neighborhood's traffic, the Planning Board should reevaluate the SAP before any approval for this project is made.

It is worth noting that approving Applicant's plan, at this point, will also foreclose other options for the City. Should an independent study of the traffic situation conclude, for example, that adding a light and turning lanes to soften the traffic at this intersection, such changes would likely need to be made before the proposed building is built on that corner. Put another way, once the building is built, the City's choices to fix the neighborhood's current and growing traffic problem will be greatly limited.

A point worth noting is that the Applicant did not bring on these issues. It is easy to see why they bought the land and saw an opportunity to expand their space to offer a new and better place for their members to worship. And there is no reason to expect that their congregation will not be respectful and good neighbors and assets to our community in the years to come. However, they have unfortunately chosen to build a large building at a location near the center of our city and our neighborhood which happens to be a high-density traffic area, and where such volumes of traffic were not contemplated when previous projects were approved. Through no fault of their own, the Applicant brings to the fore an issue that the City has left unaddressed, but which must be addressed before this application is approved.

In conclusion, I recommend that before approving any such project, the City should expeditiously reevaluate and bring current the SAP, and also conduct an independent traffic study for the impacted area, and then make any such permit decisions within that context.

Thank you for attention to this matter.

Sincerely,

Gustav P. Chiarello
2305 Valley Drive, Alexandria VA

Redevelopment Plan Discussion for Alexandria Presbyterian Church

Liz Lee <liz@jivesound.com>

Thu 11/7/2019 4:14 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: jong@jivesound.com <jong@jivesound.com>

Dear Friends on the Planning Commission,

We are Jong and Elizabeth Lee. We co-own our house at 2307 Scroggins Road, along with my mother-in-law In Sook Lee, who lives at 3505 Russell, where we lived between 2007 and 2013. Although our house on Russell was at the bottom of the hill, we have never had a problem with a house taking on water like we have had here on Scroggins Road. This has been a surprise to us, because, as you know, Scroggins sits at the top of a substantial slope down Braddock Road.

We initially assumed that we had unknowingly purchased a house with earthquake damage. As soon as we could afford to, we had the house dug down to the foundation to repair cracks. We re-parged two sides where water had come in, and tried to be vigilant about keeping gutters clean and moving water away from the foundation.

Nevertheless, we have had two more flooding events where storm drains in front of our house have filled beyond capacity and the runoff has put about six inches of water into our (finished and previously carpeted) basement. We have come to understand that the past few years have seen higher than previously predicted amounts of rainfall and that the drain under our street is not moving water efficiently because of an error in the angle of some pipes.

Although we love having a church across the street, and have no desire to thwart the plans of our co-religionists, we would like to request that the city PLEASE evaluate/repair/replace the drains under Scroggins leading into Braddock before they begin construction.

Also, if it is indeed the case that volumes of rainfall exceed previous norms in their intensity, should not the city evaluate whether the current building codes are sufficient to protect surrounding structures from flooding?

Because we are already wrestling with severe storm and water issues, we look with trepidation at the potential runoff from a larger building and more paved parking areas, and we would like assurances that these issues are being taken into account before the project begins in earnest.

We are grateful to live in a municipality where people seem conscious of these and other environment and quality of life issues, and we are hopeful that this can result in a net win/win situation for all concerned.

Sincerely,

The Lee Family