

Minutes
Executive Board, Fairlington Citizens Association
Fairlington Community Center
3308 South Stafford Street
Arlington, Virginia
November 12, 2011, as approved

Board Members Present:

President Rosiland Jordan
Secretary Carol Dabbs
Treasurer Ed Hilz
Director Kent Duffy
Director Mark Jones
Director Guy Land

Board Members Absent:

Vice President Bryan Pettigrew
Director Brenda Kriegel

The Executive Board met from 10 am to noon with representatives of the Alexandria City Planning and Zoning Department and Transportation and Environmental Services to discuss the processes used for planning, and the Braddock/King/Quaker Study.

A. ALEXANDRIA PLANNING PROCESS

Pat Escher and Gwen Wright of the Development Division, Department of Planning & Zoning of Alexandria City Government, explained the 5 phases of the planning process in Alexandria, which are:

- Concept Plan Review, which is composed of three stages
 - Pre-Concept Plan
Many ideas die after this stage
 - Concept 1 Plan
A very basic plan, with little detail, is reviewed by the Departments to identify potential issues, after which the City sends written comments to the proposer.
 - Concept 2 Plan (no formal application or fee at this stage)
This stage involves submission of elevations, and more detail. Civic engagement begins. New cases are announced at Alexandria Civic Federation monthly meetings by Principal Planner Escher, and she discusses those almost ready for final review. When there are too many, she provides a written list instead, so that the civic associations can invite representatives for those they are interested in to their meetings. Applicants are also encouraged to contact relevant civic associations.

For the Safeway re-development, multiple community meetings were held, intended to draw from many neighborhoods; the first was in July, another in October. The proposer bears much of the responsibility for community

involvement. The City has been more involved in the Safeway proposal than usual. The City prefers that major engagement occur during this Phase.

- Preliminary Review

During this phase, conditions can be placed on the proposal regarding unresolved issues by City staff, Planning Commissioners, or the City Council. Formal Public Hearings take place about two weeks later with the Planning Commission (which makes a final decision if the proposal is a development site plan), and then the City Council (if it is a development use permit).

The following three phases are essentially administrative steps:

- Final Site Plan Review
- Building Permit and Construction
- Completion

B. Q & A ON THE PLANNING PROCESS

- Treasurer Hilz asked if the Safeway traffic study was accepted at face value. Planning staff indicated that Safeway wasn't required to re-do the B/K/Q traffic studies. They found a small impact of the proposed Safeway re-development; it is not a new use of the parcel. The staff report requires funding from Safeway for traffic improvements. It's not necessary to wait for the B/K/Q changes to re-develop the Safeway.
- President Jordan asked when Safeway will pay the \$400,000 towards the traffic improvements?
\$184,500 will be paid at the time of the final site plan, for pedestrian improvements; \$200,000 will be paid for traffic improvements after the Council approves the plan.
- Treasurer Hilz asked when ground will be broken, relative to the City Council approval. Very soon—probably early 2013. During 2012, plans will be completed. The Georgetown Lifestyle Safeway took 14 months to construct.
- Treasurer Hilz asked if there is any acknowledgement of the impact on the main entrance to Bradlee Shopping Center if the entrance via the service road is closed. This is an ongoing conversation with Safeway. Requirements for traffic analysis are based on square footage. (The next presentation, on the B/K/Q Traffic Study, will cover this.)
- Secretary Dabbs asked what the schedule overlap is between the B/K/Q changes and the Safeway re-development.
The B/K/Q project probably cannot start until 2015.
- Secretary Dabbs asked if the Safeway re-development will reduce available parking spaces.
No, there will be 29 spaces added, for a total of 228. Alexandria zoning ordinance requires more spaces than current standards would call for.

C. BRADDOCK/KING/QUEEN TRAFFIC STUDY

Abi Lerner, of the Transportation and Environmental Services Department of Alexandria City government, presented a power point on the subject, which was conducted between

2008 and 2010. It was started with federal funding; City Council became particularly interested after a City Councilman's child was born in traffic standing at this intersection.

He described the alternatives considered by the study, and the reasons for recommending Alternative 1, which he then explained in detail. It includes the following changes:

- Four additional left turn lanes:
 - EB King/Quaker;
 - EB King/Braddock;
 - WB Braddock/Quaker; and
 - NB Quaker/King.
- Enhanced bus shelters at Bradlee Shopping Center (King and Taylor Streets) and at the Safeway;
- Closure of the egress from the Service Road at Quaker Lane; and
- Traffic Signal at Bradlee Shopping Center main entrance (across from Taylor St), to operate in unison with the Taylor/King traffic signal.

Supplemental analysis including existing conditions, accident data, conflict points, evaluation of options, and recommendations has been performed based on this study.

It is expected that the City Council will be asked to approve the recommendation for Alternative 1 at the December 17th meeting. Assuming this happens, the final design can be done during 2013, plans can be 60% completed during 2014 and the design public hearing held. There is federal funding involved, so the prescribed process must be followed. Then construction can begin in spring of 2015.

The bus shelter and signaling the service road at the entrance to Bradlee Shopping Center can be done without any further environmental process, because there is local funding, and there are no right-of-way considerations. Therefore, it can likely be completed within 1-1½ years from December 2011. The signalization does not require City Council approval.

- Treasurer Hilz noted that the King and Dearing/Service Road intersection was also discussed in the B/K/Q traffic study. He also mentioned that safely exiting onto King Street at this intersection is an ongoing concern of Fairlington residents.
- Treasurer Hilz asked Mr. Lerner if the King and Dearing/Service Road intersection would be evaluated for a traffic signal. Mr. Lerner said it would.

Respectfully Submitted,

Carol J. Dabbs, Secretary