

Compiled Community Feedback from AlexEngage 10 13 15

Chapter	Page #	Comment
General		
General		<p>Love the Backlick run greenway. Please add noise abatement walls/tall landscaping buffer to northbound S. Van Dorn St. from Eisenhower Avenue to Courtney Avenue as it passes Summers Grove community. What is the height of the buffer?</p> <p>Need to specifically address how the visual and audible impact of the railway right of way can be blended or softened (build over it as was done in SW DC's Portals Building, or Denver, CO's Millennium Bridge.)</p> <p>Build the multimodal bridge and Cleremont park pedestrian connections ASAP to allow better access from Eisenhower to public parks on north side of NSX tracks. Please ignore others' comments rejecting pedestrian connections to Brenman park at Cleremont, since tax paying citizens (not "criminals") will use these access points to enjoy the public parks for which we all pay.</p>
General		General Comment: your table of contents does not match your actual content.
General		Looks good
General		I recommend no changes.
Chapter 1 (pgs 10 - 13)		
1	13	Page 13, Market Analysis -- This mentions an understanding of what is coming; however, there are not a ton of details about those demographics. For example, for the TSA, is there an estimate on how of these employees/contractors currently Metro/drive to their current locations, and will that increase/decrease due to a new Metro access? This seems important for how some of the envisioned suggestions will materialize.
Chapter 2 (pgs 16 - 17)		
2		I am pleased with the vision and goals of the plan, which reflect a really nice blend of the best options and proposals from the last round of online proposals.
2		Looks good
2		Vision & Goals seem sufficient and describe a desired state.
2		I recommend no changes as the vision and goals section captures a wide range of topics that should improve the character of Eisenhower West over time. I would say to emphasize restaurants and entertainment for adults and children where appropriate. Overall, this draft plan looks AWESOME from my perspective.

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Chapter 3 (pgs 20 -23)		
3	23	P. 23: Love the Backlick run greenway. Please add noise abatement walls/tall landscaping buffer to northbound S. Van Dorn St. from Eisenhower Avenue to Courtney Avenue as it passes Summers Grove community. What is the height of the buffer?
3	23	Looks good, I really like the idea of a multi-modal bridge shown in the map on page 23!
3		No change and looks good
3		The read more link does not correspond to describing Issues & Opportunities within Chapter 3.
Chapter 4 (pgs 26-65)		
4	30	Affordable housing is a noble goal, but why does Old Town get to relocate all of its affordable housing to the West End? Like what happened with Brent Place?
4	30	I think the affordable housing initiative is a really bad idea and it would actually put more people in poverty than help. Basic supply/demand teaches us this concept because when a number of units are set aside for affordable housing, that makes the rest of the units more expensive (and then we have to pay extra taxes on top of it to pay for the affordable housing). Please, get out of the housing business and make housing more affordable for the 95% instead of the 5%. On South Reynolds street, there is a building, Brent Place, which houses many affordable housing units and crime is so bad coming out of this place that they have a police post inside the building (http://patch.com/virginia/westendalexandria/neighborhood-blight-on-s-reynolds-st). We're sick of the drugs and the crime.
4	32	Please sunset the industrial uses ASAP.
4	32	Page 32 -- sunseting Virginia Paving is a must. It spews poison to surrounding residential neighborhoods and Tucker Elementary. It should have been shut down a long time ago.
4	32	Page 32 Concur with sunseting Virginia Paving and Vulcan. Covanta is green and possible source of heat going forward. They invested in green. Railroad operations: STOP all enhancements/expansions. The existence of the Ethanol transloading facility is dangerous.
4	36	Page 36 - Straigtenening of Eisenhower Avenue. As stated in an earlier comment, it is not clear whether these recommendations are fully considering potentially different demographics than what is currently seen (i.e., is there a sensitivity to the amount of traffic or metro users that would change the recommendation). As such, there seems to be an assumed usage without much clarity on how those assumptions could drastically change the recommendations and resulting implementation plan.

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4	37	P. 37. Van Dorn St. Please add pedestrian buffer area long S. Van Dorn St. Sidewalk from Eisenhower to s. Picket St. in the very near term (ASAP) even before completion of the west end transit way. Something as simple as Jersey concrete barrier walls or planters along the edge of the sidewalk would be very helpful in making it more pedestrian friendly, and would prevent possible fatalities associated with the vehicular traffic so close to the walkway.
4	39	P. 39. Given that Covanta will stay long term. I see a serious disconnect between the lovely mixed use utopia and the numerous Garbage trucks (and the trash that falls off of them) traveling through the area to access Covanta. Consider adding a single entry/exit route for that traffic that minimizes its interference with new uses (underground access way or dedicated access road along CSX tracks from Eisenhower connector (or S. Van Dorn St.) to an underground crossing point close to Covanta (perhaps under Metro property). Please add some planning information as to the amount vehicle trips this densely packed area would have to absorb and whether the stated plan would handle it.
4	40	Regarding connectivity, the Multimodal Bridge (Section 4.2, page 40-41) connecting the Van Dorn metro station and Cameron Station, in any configuration, must be built! The positive traffic and convenience factors are compelling.
4	45	Please add noise abatement walls/tall landscaping buffer to northbound S. Van Dorn St. from Eisenhower Avenue to Courtney Avenue as it passes Summers Grove community. What is the height of the buffer Along the NSX rail tracks? It needs to be TALL. Build the multimodal bridge and Cleremont park pedestrian connections ASAP to allow better access from Eisenhower to public parks on north side of NSX tracks. Please ignore others' comments rejecting pedestrian connections to Brenman park at Cleremont, since tax paying citizens (not "criminals") will use these access points to enjoy the public parks.
4		While I appreciate affordable housing, why does old town get to relocate all of theirs to my back yard. The affordable housing that is currently here has already increased the crimes in my neighborhood. More is not going to help that situation
4		Chapter makes sense. A question for how these will materialize is -- Are the examples provided consistent with the Alexandria/Metro DC residents? For example, Portland is referenced in many examples but is it expected that Metro DC residents act the same as Portland residents and therefore will the suggested implementation materialize the same?
4		The multi-modal bridge/connection should be IVO Claremont Ave, not Armistead Boothe Park. The connection at Armistead Boothe Park should be a pedestrian/bicycle connection. Making the connection at Claremont would open up a new route through Alexandria and provide some stimulus further down Eisenhower, whereas a route for cars through Armistead Boothe would just be a Van Dorn St bypass. A pedestrian/bicycle connection at Armistead Boothe would provide new options though. Van Dorn is not a good route for cyclists and pedestrians, so a bypass is needed for them.
4		No change and looks good

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Chapter 5 (pgs 69-93)		
5	71	There is a slight typo on #4, "neighborhodd" should be "neighborhood". I like 5.1, and it was correctly found for this neighborhood to be successful it really needs to connect South Pickett and Farrington.
5	78	The multimodal bridge is critical. We need to leverage every bit of leverage possible to make Norfolk Southern agree.
5	78	Transportation and Connectivity--expedite the multi modal cross overs to Armistead Park. You would increase metro ridership quickly. Railroad is apparently blocking this...we incur the noise and the risk and they can't bend on letting us get over their tracks without walking all the way to Van Dorn? I pay a lot of tax, would like to see some of the special attention Old Town gets. Re-think the pedestrian pass throughs to Cameron Station from the North. No value added except for criminals.
5	81	I don't see the pedestrian openings to Cameron Station on page 81 being approved. I'm pretty sure that any attempt to put more pedestrian openings into Cameron Station will probably be disapproved by the residents. I know that I would vote against it. My input would be to take the pedestrian openings into Cameron Station out of the plan.
5	85	Given that Covanta will stay long term. I see a serious disconnect between the lovely mixed use utopia and the numerous Garbage trucks (and the trash that falls off of them) traveling through the area to access Covanta. Consider adding a single entry/exit route for that traffic that minimizes its interference with new uses(underground access way or dedicated access road along CSX tracks from Eisenhower connector (or S. Van Dorn St.) to an underground crossing point close to Covanta (perhaps under Metro property). Please add some planning information as to the amount vehicle trips this densely packed area would have to absorb and whether the stated plan would handle it. Also, specify the height and nature of the buffer along the NSX tracks? Please add noise abatement walls/tall landscaping buffer to northbound S. Van Dorn St. from Eisenhower Avenue to Courtney Avenue as it passes Summers Grove community. Either remove the "widening of Van Dorn Bridge" alternative to multi-modal bridge, or provide more details in the plan as to what this option envisions.
5	Backlick Run	Love this neighborhood.
5	Backlick Run	Looks good
5	Bush Hill/Clermont	PP 96-89, 6.1: Love Bush Hill park and Clermont natural Area. Either remove the "widening of Van Dorn Bridge" alternative to multi-modal bridge, or provide more details in the plan as to what this option envisions.

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5	Cameron Station	<p>My only issue is using Cameron Station as the template for other future housing development. Here is an opportunity to do something a little different, but not so drastic that new development doesn't fit into the character of South Pickett. Nothing against Cameron Station, but the neighborhood looks and feels like any other development in Northern Virginia. Use this opportunity to do something a little different. Be creative, but make it fit.</p> <p>Also place emphasis on redesigning the layout of the Trade Center into something more contemporary and serves wide variety of use. The Trade Center's current layout is far from exciting and desperately needs and injection of design innovation.</p>
5	Van Dorn	<p>The title "Van Dorn Innovation District" surely got my attention and looks great. It seeks to maintain light industrial which is also good for job preservation. I initially didn't see how "innovation" was linked to this neighborhood, however, the building character descriptions in the draft plan provides more clarity to tie it all together so I updated my comment. There could be high consumer purchase demand for contemporary residential loft communities in the Van Dorn Innovation District as well based on the design principles.</p>
5	Van Dorn, Bush Hill, Clermont	<p>Neighborhoods 4, 5, and 6 will not be successful unless there is some better way to connect Duke and Eisenhower. One idea that I really like is connecting Clermont Avenue to the existing bridge over Duke which runs behind Cameron Station (most of the road is already built). This would solve a number of problems including:</p> <ol style="list-style-type: none"> 1. Drastically reducing the traffic on Van Dorn (because people will take Van Dorn to get to Duke). 2. Connecting Eisenhower to the successes on Duke and making Eisenhower actually feel like a nice place to live. 3. This would also actually utilize an exit on 495 that is really underutilized (Eisenhower Avenue, Exit 174). 4. This would also give a quick way for people to get from Duke to I-495 and increase the transportation value of that entire section of Alexandria!
5		<p>No change and looks good</p>
5		<p>I would change the language regarding heavy industrial uses in Eisenhower West, which states "heavy industrial uses ... have potential conflicts with nearby residential and school uses." Current heavy industrial use is without a doubt already in conflict with nearby residential and school uses and will become much more so as the plan envisioned becomes reality. One of the most visionary, most appealing aspects of this plan is how it deals with heavy industrial use. This is NOT something that can or should be glosed over or punted down the road. This conflict needs to be addressed up front and appropriately. This chapter should be explicit about the conflicts easily visible to planners and just about anyone who spends some time in Eisenhower West.</p>

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5		No change
5		Expedite multi modal cross overs from Eisenhower to Armistead Booth.
5		Oh, and redeveloping Landmark mall really needs to be done, but I realize that isn't exactly this area.
Chapter 6 (pgs 96-100)		
6		
6		