

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 1, 2010
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: JAMES K. HARTMANN, CITY MANAGER *J*
SUBJECT: CONSIDERATION OF A RESOLUTION TO PROCEED WITH
KING/BEAUREGARD INTERSECTION IMPROVEMENT PROJECT

ISSUE: Resolution to proceed with the intersection improvements at the intersection of King Street and North Beauregard Street.

RECOMMENDATION: That the City Council adopt the attached Resolution (Attachment 1) approving the major design features for intersection improvements at the intersection of King Street and North Beauregard Street as presented at the November 18, 2009, public hearing held by City staff at the Minnie Howard School.

DISCUSSION: Since the 1990's, the City of Alexandria and Arlington County have been jointly working on transportation solutions for the intersection of King and Beauregard Streets. Improving this intersection has been discussed at least since the late 1970's. In joint meetings, City and Arlington County staff, as well as elected officials from both jurisdictions, identified the subsequent intersection constraints;

1. Lack of intersection capacity. (Primarily due to turning traffic and poor access management);
2. Lack of accommodation of non-motorized modes of travel. (Pedestrian and bicycle modes); and
3. Poor accommodation of transit.

These project goals were revisited in FY 2000 as the cost, desirability and realization of the then proposed separated grade interchange came into question. Elected officials and staff reconvened to re-examine design alternatives which could accomplish the project goals, minimize right of way acquisition and improve aesthetics at this City gateway. After several meetings and considerable public input in 2003, the project was scaled back to a major intersection improvement project.

The current proposed at-grade improvements will add an additional left turn lane in each direction on King Street, medians and a 10' shared use path on portions of King Street and North Beauregard Street. The improvements will increase capacity and safety through the corridor and result in a reduction in delay of 31% in the morning rush hour and 19% in the evening rush hour.

City staff has held numerous meetings with the community and representatives of the adjoining municipalities of Arlington and Fairfax Counties and this input has been considered during the development of the plans. In addition, VDOT hosted two community meetings in April 1999 and June 2002. City staff met with the affected property owners in April 2007 (Attachment 4) and a citizen information meeting was held in May 2007 (Attachment 5). City staff recently met again with the affected property owners on October 14, 2009, to discuss the process for acquiring the necessary easements and right-of-way from private property owners and held a public meeting on November 19, 2009 (Attachment 6). The City received many comments from businesses and their patrons (Attachment 2 and 3). Because of the secondary benefits this project will bring in dealing with BRAC-133 traffic, a presentation was also made to the City's BRAC-133 Advisory Group. This was also docketed for and discussed by the City's Transportation Commission.

Two main concerns discussed by the public were the proposed medians affecting ingress and egress to some of the business and residential properties and the loss of parking spaces along North Beauregard Street. Access will be provided to all properties either by a new signal or accommodation of U-turns at signalized intersections. U-turns will be allowed at the completion of the project and will be evaluated periodically as part of operational assessments of the intersection. Impacts to parking will be assessed during the right-of-way process. The property owners will be accommodated or compensated for any impacts created by the project and including loss of parking. Every attempt will be made to provide as much parking as possible.

Upon receipt of this resolution, VDOT will review and approve it and obtain Federal authorization to commence right-of-way acquisition. Arlington County staff is also requesting a resolution from their County Board to reaffirm its support of the project.

The design is currently at the 65% design phase. This project is scheduled to begin construction in the fall of 2011. We expect the project to be completed approximately two years after the construction begins.

Since the drawings of the proposed intersection improvements are too detailed to be reduced to an 8 ½ x 11 inch attachment to this docket item, they are posted on the City's web site (alexandriava.gov/kingbeauregard).

FISCAL IMPACT: This project is funded by prior year VDOT Urban Funds, consisting of State and federal funds in the amount of \$11.5 million. The City has an unallocated prior year balance of \$432,262 to cover the City's required match, and the State has the necessary Urban Funds set aside and available for this project.

ATTACHMENTS:

- Attachment 1. Resolution
- Attachment 2. Response to Comments from the November 18, 2009, Meeting
- Attachment 3. Correspondence to and from Tauber Foundation
- Attachment 4. Memo to Council dated April 6, 2007
- Attachment 5. Memo to Council dated June 18, 2007
- Attachment 6. Memo to Council dated November 9, 2009

STAFF:

Mark Jinks, Deputy City Manager

Richard J. Baier, P.E., Director, T&ES

Emily A. Baker, P.E., Deputy Director, Engineering, T&ES

Abi Lerner, P.E., Deputy Director, Transportation and Transit, T&ES

Maurice Daly, P.E., Division Chief, Engineering & Design, T&ES

RESOLUTION NO.

LOCATION AND DESIGN PUBLIC HEARING APPROVAL: INTERSECTION IMPROVEMENTS ON KING STREET AT NORTH BEAUREGARD STREET

WHEREAS, after due and proper notice, a public hearing was conducted on November 18, 2009, in the City of Alexandria at the Minnie Howard School, for the purpose of considering the proposed design of intersection improvements on King Street at North Beauregard Street, VDOT Project Number 0007-100-F04, B603,C-501, P101, R201 in the City of Alexandria, at which Public Hearing drawings, NEPA documents and other pertinent information were made available for public inspection in accordance with state and federal requirement; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in the Public Hearing; and

WHEREAS, representatives of the City of Alexandria were present and participated in said Public Hearing; and

WHEREAS, the Council had previously requested the Virginia Department of Transportation to program the Project; and

WHEREAS, the Council has considered all such matters;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Alexandria, Virginia hereby approves the major design features of the proposed project as presented at the Public Hearing; and

BE IT FURTHER RESOLVED that the City of Alexandria hereby requests the Virginia Department of Transportation to provide all necessary resources to expedite the Project.

ADOPTED: _____
Date

WILLIAM D. EUILLE MAYOR

ATTEST:

JACQUELINE M. HENDERSON CITY CLERK

ATTACHMENT 2

**KING/BEAUREGARD INTERSECTION IMPROVEMENT
PUBLIC MEETING (11/18/09)
COMMENT/RESPONSE**

E-MAIL COMMENTS

1. Judging from the public notice of the meeting on Nov 18th, the plan for the collection of intersections along King Street (Beauregard to North Hampton) does not go far enough. There is congestion along King Street daily at every hour.

The entire pathway from the I 395 overpass to and beyond Beauregard/ Walter Reed is a mass of criss crossing traffic and poor and poorly maintained asphalt and concrete. In the past few years several condo-apartment buildings have been built which have added to the congestion.

Please make a site visit and observe the mess at several different times during the day—beginning at 6:00 a.m. and running well past 6:00 p.m. The obvious solutions will emerge. This is a major traffic route for people going to/from Bailey's Cross Road and Falls Church as well as the local high density traffic. Creating a "Bike lane" will neither contribute to the traffic flow nor facilitate traffic flow by changing people's minds to "bike to work". It will get worse when the BRAC facilities are opened nearby in Marc Center.

Timothy E. Daly, PE (Civil)

Response

Widening King Street to 6 lanes from Dawes Avenue to North Hampton Drive is outside the scope and budget of this project. There would be significant impacts to the commercial and residential properties along the corridor.

There will be no designated bike lane on the roadway. 10 foot shared use paths behind the curb and gutter and 6 foot tree space will accommodate bicyclists and pedestrians. More experienced bicyclist will have the option to ride on the roadway along the outside edge of the right through lane which will be 12 foot in width.

2. We explained to you last week our concern that the proposed median-divider on King St between Chesterfield and Walter-Reed (Beauregard) will essentially block the main entrance to our King St. Commercial Center and thus eliminate easy access to the center for almost half our customers, namely those customers who are travelling Eastward on King Street.

We would therefore request that in order to alleviate the hardship caused by the proposed median, the two left turn lanes from King St into Walter Reed Drive would also allow U-turns.

Many thanks,

Bernard and Vera Ehrlich

Response

U-turns will be allowed at the King Street/Walter Reed Drive intersection with the inside left turn lane as the U-turn lane.

3. We want less traffic, not more traffic, in our neighborhood. We want less air pollution, not more air pollution. We want King Street repaved and modern traffic signals installed.

We want an end to Arlington and Alexandria catering to every whim of auto dealers and in-fill developers. They get the gold mine and we get increased traffic and taxes. Enough.

Sue Myers <betterfairlington@yahoo.com>

Response

King Street will be repaved within the limits of the project from Chesterfield Road to North Hampton Drive. New traffic signals will be installed at the intersections of Chesterfield Road/King Street, Beaugard Street/King Street, 28th Street/King Street and Branch Avenue/Beaugard Street. All of the new traffic signals will include pedestrian countdown signals. A new pedestrian countdown signal will also be installed across King Street at the North Hampton Drive intersection.

One of the goals of the project is to encourage more pedestrian and bicycle use in the corridor by providing larger sidewalks and shared use paths. ADA compliant curb cut ramps and crosswalks with pedestrian countdown signals.

4. I am writing to express my concern about the widening of Beaugard Street at the intersection of King and Beaugard. I have been driving that road for many years and I have never seen an abundance of pedestrian traffic. I have not encountered heavy automobile traffic at that intersection when I was going to Beaugard Medical Center for an office visit. Our family has been and still are patients of Dr. Stephen Kauffman for 38 years. We do not think any problems will be solved by widening the road but we do feel that it will create parking issues for the Medical Center. We are expressing our sincere concerns and we appreciate your consideration of the problem.

Thank you for your time.

Linda and Gary Christle; Norma Pleau

Response

No additional traffic lanes will be added to Beaugard Street at the King Street intersection. A minimum four foot median will be added for vehicular safety, traffic flow and access management. The traffic lanes will be upgraded to VDOT standards, an 11 foot left through lane and a 12 foot right through lane which will accommodate bus traffic. A six foot landscaped buffer and a 10 foot shared use path will also be included on each side of Beaugard Street per the City's Bicycle Master Plan.

Parking accommodations will be assessed during the right of way process. The property owners will be accommodated or compensated for any impacts created by the project. Every attempt will be made to provide as much parking as possible.

5. I am unable to attend the hearing on Wednesday evening so I wanted to communicate via email.

I just wanted to take a moment to write and share my concerns about the proposed project that is proposed in front of Beauregard Medical Center. This is busy medical facility from the moment they open to the moment they close and their parking lot is filled to capacity most of the time. The proposed project will dramatically cut the parking of the facility and negatively impact their ability to serve the many people who go there for care. And there is no place for them to expand their parking lot above what they have already done. This is a practice of great doctors, nurses, and staff who worked hard to serve a large base of patients. I think they deserve better than to have their long years of service discarded for a bike path that would be used by significantly fewer number of people than the parking lot serves in a year.

I am most concerned about the bike path and the safety of the riders that might opt to ride on that new trail. It is beyond unhealthy to breathe in the fumes that come from the heavy flow of traffic on that street. There must be a park setting somewhere in our city that offers people a better option than riding along one of the busiest corridors in the county. Isn't counter productive to ask people to exercise and then to do so in a way that ultimately can directly negatively impact their health.

I can't imagine the city would open themselves up to the kind of liability claims that could come from a bike trail on such a heavily used road.

I am all for a great bike trail in a location that makes sense. But this looks like it was just the easiest way to draw a line through the city. I think if all the great leaders put their heads together there has to be a better alternative with no one left out. Thanks,
Dan Butler

Response

Parking accommodations will be assessed during the right of way process. The property owners will be accommodated or compensated for any impacts created by the project. Every attempt will be made to provide sufficient parking.

Pedestrian and bicycle accommodations are an element of the larger intersection improvement. The Virginia Department of Transportation and City of Alexandria initiate all road construction projects with the presumption that they will accommodate all modes of transportation. The 10-foot-wide sidepaths on King Street and Beauregard Street are shared-use facilities intended for utilitarian (transportation) use by pedestrians and bicycles. The added width provides ample space for different user groups. The accommodations at this intersection will connect to existing facilities including a path on Walter Reed Drive which provides an existing, direct connection to the 45-mile long W&OD Trail.

6. We live in Stonegate. We like the plan. Go for it. The sooner the better. Thanks!
G Burke

Response

Thank you for your support. The project should begin construction in the Fall of 2011.

7. After listening to you and your "experts" extol the ease and safety of making U-turns at the corner of King and Beauregard so that north bound vehicles could easily go south, I decided to give it a try. As I have traveled this section of road for 27 years I didn't think that this would be an easy feat. I took my 27 year old '83 Jaguar and made the U-turn, but had to brush against the curb on the west side of Beauregard. Not really a good thing for my tires or my nervous system, not knowing when the signal light might change in the middle of this maneuver.

This is a passenger car. What is going to happen when vans, pickup trucks, Chevy suburbans, and yes those box trucks that people rent from U-haul, to move their belongings attempt to make this easy and safe turn? I would suggest that you and the "experts" give it a try. After you do that I would love to see a demonstration of an 18 wheeler's attempt.

We were also told that the extra wide section of the un-needed median was designed to straighten out the roadway for those going north to improve vehicular and pedestrian safety. How come you do not have the same concern for the south bound lanes? There IS a bit of a curve there also.

It seems obvious that this 11 million dollar project will do nothing but add an extra turn lane on King St and 6 foot buffers and a 10 foot shared use path from nowhere to nowhere. As our economy is in the worst shape since the "great depression", and the delivery of health care to an ever increasing population is a national priority, I think it would be in the best interest of the community to find a better way to spend 11 million dollars. This ridiculous plan would obliterate 30 parking spaces at the Beauregard Medical Center that cares for thousands of patients/ year.

For those people who do not want to drive their cars to work, that 11 million could pay for a lifetime of taxi rides and would allow thousands of elderly and partially disabled patients to continue to see their doctors without having to figure out where to park or needing to negotiate a hill or one or two flights of stairs.

*Stephen Kauffman, MD
Beauregard Medical Center*

Response

The intersection improvement decreases the delays through the intersection by 31% in the morning rush hour and by 19% in the afternoon rush hour.

The U-turn movement will be for passenger cars and light trucks only. Existing Beauregard Street has inadequate lane widths of between 10 and 11 feet. Most truck drivers know the turning limitations of their vehicle and plan their delivery routes accordingly. Beauregard Street will have two 15 foot lanes and a 2 foot gutter at the intersection with King Street in the southbound direction (which tapers to one 12 foot right through lane and one 11 foot left through lane) to accommodate the double left turn from westbound King Street per VDOT standards. The additional width will accommodate U-turns for passenger cars and light trucks.

The median barrier on Beauregard Street provides improved safety and traffic flow. The median is minimized in width and only widened at the beginning to provide a taper for the double left turn lanes and to align the thru traffic lanes (both northbound and southbound). The entire roadway will follow the existing curvature of

the roadway. The northbound lanes have an additional "kink" in the alignment that will be corrected.

Pedestrian and bicycle accommodations are an element of the larger intersection improvement. The Virginia Department of Transportation and City of Alexandria initiate all road construction projects with the presumption that they will accommodate all modes of transportation. The 10-foot-wide sidepaths on King Street and Beauregard Street are shared-use facilities intended for utilitarian (transportation) use by pedestrians and bicycles. The added width provides ample space for different user groups. The accommodations at this intersection will connect directly to existing facilities including a path on Walter Reed Drive which provides an existing, direct connection to the 45-mile long W&OD Trail.

Improving safety and reducing accidents for vehicles, bicycles and pedestrians is in the best interest of the road users. Turning left from an entrance onto an undivided roadway without a median refuge is one of the most dangerous maneuvers for a vehicle.

Parking accommodations will be assessed during the right of way process. The property owners will be accommodated or compensated for any impacts created by the project. Every attempt will be made to provide as much parking as possible.

8. I live in the Arlington Condominiums. One of the property sides runs along King Street from 395 to Beauregard. If King Street is widened, I would like to request the city put up a sound/privacy barrier to shield these units from the noise, protect property values, and maintain the privacy the units currently enjoy.

*Teresa S. Linehan
4631 C South 28th Rd.
Arlington, VA 22206*

Response

The VDOT Air and Noise Section has determined that a noise study is not required for this project. The project is not a new/significant modification of the roadway and has no significant alignment change per federal definitions. Therefore no noise impacts are anticipated and abatement measures are not required. All roadway widening of King Street will be to the south towards the City of Alexandria with the north curb line remaining in the same location as the existing roadway along the Arlington Condominiums.

9. I do not live at the edge of King Street, but the noise pollution from traffic can be heard even now a few blocks from the street. If you don't put up privacy/noise barriers the homes along King Street at Beauregard will be unlivable from the volume of traffic and the noise as well as air pollution and people walking and gawking on the proposed walk-way. This devalues all our properties in The Arlington Condominium complex.

Please put up noise/privacy barriers along the King Street residential area. Thank you.

Cheryl Dunn

Response

The VDOT Air and Noise Section has determined that a noise study is not required for this project. The project is not a new/significant modification of the highway and has no significant alignment change per federal definitions. Therefore no noise impacts are anticipated and abatement measures are not required. All roadway widening of King Street will be to the south towards the City of Alexandria with the north curb line remaining in the same location as the existing roadway along the Arlington Condominiums. Construction of a privacy fence will be evaluated during the right-of-way/easement acquisition phase of the project.

10. Have shown the plan to our staff and 2 questions came up regarding the design.

1. On eastbound Walter Reed Drive coming into Arlington there is shown a 6-foot wide sidewalk. Would it be possible to widen this to 10-feet and extend the multi-use path to the first driveway entrance?

2. On westbound Walter Reed Drive as it approaches King Street, there is a separate right turn lane. Do turning movements justify this lane? Could this lane be shortened or eliminated?

Jeffrey Sikes

Neighborhood Traffic Calming Coordinator

Arlington County, Division of Transportation, Planning Bureau

Response

1. *The proposed 6-foot wide sidewalk along eastbound Walter Reed Drive can be widened to a 10-foot shared use path to the first driveway entrance.*

2. *Turning movements justifies the separate right turn lane on westbound Walter Reed Drive at the King Street intersection. Removing the right turn lane would increase delay at the intersection.*

11. I live in the Claremont neighborhood and we have a group e-mail. We heard from Helen Reineke-Witt about this project and it concerns me a great deal b/c it doesn't sound very accessible.

I have MS. My legs are still working but I cannot walk a block without looking for a place to sit. I don't have a scooter yet (I have to keep walking so I don't lose the use of my legs). I find it's harder these days to find handicap parking (there's usually 1 or 2 spaces). I feel the planners forget that 1.) the population is getting older (who need handicap parking) and 2.) What about the disabled: returning vets, people like me, children who are disabled, etc.

Since I've been battling this disease for the last 10 yrs, I'm grateful for the ADA laws b/c having access keeps the world open to me, believe me, my world got small more quickly than I thought when I was diagnosed...exacerbations left my legs paralyzed and ran havoc with my bladder/bowels and still does.

I cannot walk far. Helen stated that we should all get out and walk to shopping centers, etc. I can if I get a scooter, but I'm worried about my safety. I'm vulnerable. I cannot run from an attacker and I stand out as a good target (do you see how my world gets small?)

Please remember us when planning, we do have value.
Mary Beth Davis

Response

One of the goals of the project is to encourage more pedestrian and bicycle use in the corridor by providing larger sidewalks and shared use paths, ADA compliant curb cut ramps and crosswalks with pedestrian countdown signals.

12. Memo to: Lisa T. Jaatinen, P.E.
From: W. C. Graeub, Gen. Mgr; King Graeub LLC
Date: November 23, 2009
Subject: King/Beauregard Intersection Improvement

The following is in response to your October 9, 2009 call for comments on the subject project:

We are the owners of the two properties known as 4716 and 4720 King Street. Both properties are under lease, the first to Paraiso Latino, and the second to Merchants Tire.

Compared to previous proposals of improvements to the subject intersection that included a Beauregard underpass, ramps and frontage roads, the current plans are much more sensible and becoming to the arterial character of King Street. This is a major step up from previous proposals, the discussions of which stretched of years.

The only major concern we have about the current plans is the lack of King Street improvements directly in front of our property. For some strange reason the project limits stop immediately to the south of our property. An additional 300 feet to the north would have set the limits at the Alexandria/Fairfax line, where it would make a great deal more sense to start the improvement project. From Baileys Cross Roads, south-bound King Street basically has more or less 3 travel lanes with various additional turning lanes. Approaching the Alexandria City line there are four south-bound lanes. The farthest right lane serves turning movements into business establishments and the next lane ends at Dawes Avenue. At our property King Street narrows to 2 lanes and then immediately adds a third service and right turn down to Beauregard. For sensible lane balance, considering the short additional extension of the project limits, south-(inbound) traffic on King could vastly be improved in front of our property. It just would make good sense.

As it stands now, 4 lanes in Fairfax funnel down to 2 lanes at the City line, and in 300 feet branch back out to 3 lanes. Traffic on King Street clogs our entrance driveways almost all day long. We are against loosing any of our valuable front property. King Street alignment however can be moved slightly to the east to allow enough space to extend the existing right turning lane to the City line.

I would appreciate a formal response to this requested modification from the appropriate powers who can speak with authority that our concerns have been taken into account.

Response

There are currently two through lanes from the City line to the Beauregard Street intersection on eastbound (southbound) King Street. The third lane is a left turn lane for cars turning onto northbound Walter Reed Drive. The proposed improvements on King

Street will add a 4 foot raised median and upgrade the through lane widths to VDOT standards from Chesterfield Road to North Hampton Drive but will not include any additional through lanes or right turn lanes. In a previous, more extensive scope, this area was included. Since this project has been dramatically reduced in scope, improvements past Chesterfield Road are no longer included in this scope and budget.

13. I just thought of another comment on the project.

Who is going to pay for the snow removal from the 10 ft. wide multi-use trail. I have been told by the City in the past that we are responsible for the sidewalk, even though we don't own it. Can you imagine the additional cost to our Medical Practice? There is no one to pass the cost on to like most companies do. Insurance companies set the fees for service not the practices.

Mary Anne Sexton

Response

The City Code states that each property owner must keep the sidewalk clean along the frontage of their property.

14. According to your plans you are replacing a natural noise and visual barrier for the residents of The Arlington Condominiums with no barrier. Do you really think the residents of those condos are going to appreciate seeing people walking/riding on the multiuse trail and the cars going by on King St?

How about changing the brick retaining wall to include a higher barrier instead of a rail or keep the rail and install tall evergreen trees. This would give the residents who paid between \$350,000 and \$450,000 for there condos some privacy, a visual barrier and some restored quality of life.

Daniel Mulvihill

Response

The City will coordinate directly with the Arlington Condominiums as this project moves forward to address the treatment between the condominiums and the multi-use trail.

WRITTEN COMMENT FORMS

15. In addition to providing a left turn lane onto to Beauregard, you should allow more time for west bound traffic on King St. to get through the intersection during morning rush hour. Most mornings, it backs up past S. 28th St.

Proposed right-of-way should come entirely from the old Jefferson Hospital side of King St. All construction should be done non-rush hour so that all lanes on King St. are not obstructed during rush hour.

What is being done about running more buses to the BRAC from King St. metro?
What is being done about another ramp from 395 to BRAC?

Trees in the middle of King St. are a traffic hazard. Right now, most of the accidents that occur at King S. 28th St. are because cars going west on King st. can't see

the traffic lights due to tree canopy. The City does not currently do much to keep the trees trimmed & it took them 2 hrs. to remove a dead tree at the corner of King & 28th St.

Mirta Arazoza (marazoz-a@yahoo.com)

2922 S. Buchanan St. #B1, Arlington, VA 22206

Response

The proposed double left turn lanes onto Beauregard Street and Walter Reed Drive will reduce the left turn signal cycle length, thus providing a longer cycle for thru traffic. The proposed medians would allow left turns and u-turns only at signalized and unsignalized left turn lanes. Cars accessing the businesses and residences by left turn movements would not block thru traffic as they do today, allowing increased thru traffic flow.

Most of the proposed right of way is on the south side of King Street (old Jefferson Hospital side). Most of the construction will be done during non-peak hours.

The City is working closely with the Army to develop a Transportation Management Plan (TMP) for the BRAC 133 site. Transit service from the King Street Metro Station as well as other nearby stations is being incorporated into the TMP. The exact routing and number of buses has not been determined yet, however, local roadway conditions and traffic will be considered when determining bus routing.

The City is working with the Virginia Department of Transportation (VDOT) to develop direct access options from I-395 onto the Mark Center site. VDOT has developed seven alternatives for a direct access ramp leading from I-395 onto the Mark Center Site and the City has provided comment. There have also been a number of community meetings to evaluate options as well as develop other options for direct access.

All proposed median trees will be small trees outside of the traffic signal sight distance envelope. All proposed large trees along the roadway will be away from the intersections and outside of the traffic signal sight distance envelope and limbed up.

16. What is proposed footage/area to be taken from Parcel 003.04-0A-00, Bolling Brook condo for the easement & proposed right of way?

What monetary value will be given for this taking?

What is the increased environmental impact from the noise, pollution & adverse health issues for the people living in Parcel 003-04-0A-00 (Bolling Brook Condo) caused by the proposed Easement and Right Away as cars/fumes will be closer to the building.

Haluk

Response

The exact area for the easements and right of way will be determined before the right of way acquisition process begins. This process will follow VDOT and FHWA Guidelines.

The monetary value will be determined during the right of way acquisition process.

The project required a Categorical Exclusion (CE) NEPA document which was approved by VDOT and FHWA. The VDOT Air and Noise Section has determined that a noise study is not required for this project. The project is not a new/significant modification of the highway and has no significant alignment change per federal definitions. Therefore no noise impacts are anticipated and abatement measures are not required. The project does not cause an increase in emissions impacts relative to the no-build alternative. A carbon monoxide hot spot analysis was performed as required and demonstrated that the proposed project would not cause or contribute to a violation of the air quality standards for carbon monoxide outlined in the National Ambient Air Quality Standards.

17. Bike lanes meeting AASHTO standards a (4 feet inside of concrete gutters) should be provided along King St. The outside lanes of Beauregard St should have shared lane markings (sharrows) in the center. Also, need a left turn bike lane pocket for left turns from west bound Beauregard at Braddock Rd.

This project inadequately & inappropriately accommodates bicycling with pedestrian facilities only. Bicycling should also (& primarily) be accommodated on the roadway. The AASHTO Guide for the development of Bicycle facilities strongly discourages the type of sidepath accommodation proposed for the project.

*Allen Muchnick (allenmuchnick@yahoo.com) (703) 271-0845
1030 S. Barton St. unit 274 Arlington, VA 22204*

Response

Shared lane bicycle markings will be added to the curbside lanes on King Street and Beauregard Street to alert road users of the presence of bicyclists. These markings also assist bicycles with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side-by-side within the same travel lane. At 12 feet wide (as measured from the lane stripe to the edge of the gutter pan), the curbside lanes of this project meet that definition and are thus eligible for shared lane markings in addition to the planned shared use path.

This intersection improvement accommodates bicycles and pedestrians on 10-foot wide shared use paths because of its limited scope and proximity to other shared-use facilities – primarily the path on Walter Reed which provides an existing, direct connection to the 45-mile long W&OD Trail.

The City's Pedestrian and Bicycle Mobility Plan includes bike accommodations along Beauregard Street, along King Street between Beauregard Street and 28th Street and on 28th Street. The long term goal of the Plan is to construct bike lanes or shared use paths along Beauregard Street from Braddock Road to King Street. The Beauregard Street and Braddock Road intersection is outside the project limits.

18. It makes no sense to eliminate access/parking to shopping center on south west corner while leaving the curb cut at the Tauber property.

Traffic analyses and consultants need to provide complete information to substantiate how “levels of service” were decided.

Response

1. *The existing entrance to the shopping center on the southwest corner along King Street is too close to the intersection of King Street/Beauregard Street and will be closed. The Tauber property entrance is far enough away from the intersection and therefore does not need to be closed. There is not enough space to leave the parking in front of the buildings along King Street with the planned improvements.*
2. *The level of service (LOS) for the roadways are determined by guidelines in the Highway Capacity Manual.*

19. To what extent has the impact of the BRAC implementation at Mark Center been taken into account for this plan? Transportation and Environment will surely be heavily impacted within several miles of the 6,500 person building.

Robert L. Edge (bobedge1@comcast.net)

4800 Fillmore Ave. #658 Alexandria, VA 22311

Response

The Mark Center site had an approved site plan before the property was considered for BRAC. In this regard the traffic generated by development of the Mark Center site was known about when the traffic analysis was performed for the King/Beauregard intersection. The City does not anticipate any significant changes between the traffic generated by the original Mark Center site plan and the traffic generated by BRAC at the King/Beauregard intersection. The proposed improvements at King and Beauregard will help facilitate any increased traffic resulting from BRAC.

20. Been patient & treated by BMG 35+ years. Visit office for allergy injections weekly basis for over 20 years. Therefore, am in good position to comment on the characteristics & importance of this practice.

“Mega Practice” (In addition to general/ family medicine, several specialties incl. geriatrics, cardio-pulmonary, allergy). Perform minor surgical procedures & full range of lab tests & X-ray studies, including cardiac stress testing.

Along with pre-made appointments, docs see patients on an emergency “Walk-In” basis & pts. come in for weekly allergy immunizations. Therefore, waiting room is usually full.

Parking facilities are required to accommodate not only the patients, but a staff of approximately 30 doctors, nurses, lab technicians + drug representatives, drivers picking up lab specimens for outside analysis, etc.

To reduce the number of spaces available is to jeopardize Healthcare of thousands of Alexandria residents & represents yet another nail in the coffin of our Healthcare.

This proposal completely ignore the needs of infirm and disabled patients.

Whatever happened to “sensitivity”? (wheelchair/walker/crutch dependent)

Paul T. Ferraro (donpaolol@verizon.net)

5300 Holmes Run Pkwy (#703) Alexandria, VA 22304

Response

Parking accommodations will be assessed during the right of way process. The property owners will be accommodated or compensated for any impacts created by the project. Every attempt will be made to provide as much parking as possible.

LETTER COMMENTS

21. Context: Part owner of the small family business that owns the land on the corner of King and Beauregard Streets the property that is having the most land taken for the construction. Our small family business has owned one of the corners in question since the 1940s and has had this development hanging over our heads since 1978 when it was originally proposed and there was significant public opposition. We have been obligated to disclose that our land has been included in the plans for this potential development since 1978 which over the course of the last 30+ years has made it more difficult for us to lease the retail space at market rates and for longer more desirable lease terms.

Memories: As a little girl exchanging my rolled coins for bills at the corner store, sitting on the curb of the stores drinking grape soda purchased with my new bills, and talking with the brother's owners and creators of the Five Guys Franchise.

Questions: Why have you chosen to remove all access for vehicles into the small shopping area from route 7? You could easily move the egress/access point that you have planned such that it would not further diminish the value of our property. Why has this not been considered? Can you explain why it is necessary to take significantly more of the land on the [southeast] corner of King and Beauregard Street as compared to the other 3 corners (which has been a more recent development)? This decision will make it more difficult for drivers to access the stores on this corner and this property has always had this access point to route 7. This will only cause more traffic backup on route 7 at this intersection because now instead of being able to pull directly in when heading eastbound you will have to wait at the light to turn right and then further back up [Beauregard] when you will turn left into our property. Additionally if you want to depart from our property heading eastbound on route 7 you will further back up [Beauregard] waiting to turn right when you could have just turned right out of the property directly onto route 7. Removing the access to route 7 will significantly diminish the value of our property while adding additional congestion to an already busy intersection.

What is the incentive to build a 10 ft wide bike path as a part of this development? Was there a request or significant interest by the public for this bike path that prompted this newer addition to the plans? Where exactly is this bike trail meant to encourage bikers to bike to when it doesn't connect to a larger network of bike trails?

Mary Cregger

Resident of the City of Alexandria

Response

The existing entrances to the shopping center on the southwest corner along King Street are too close to the intersection of King Street/Beauregard Street and will be closed for safety. There is not enough space to leave the parking in front of the shopping

center along King Street with the planned improvements. The entrance for this property cannot be moved further east on King Street because the property frontage to King Street ends before an entrance could safely be accommodated due to the proximity of the intersection.

A majority of the widening for the King Street project is to the south along the eastbound roadway. The curb line on the north side of the road was held to minimize impacts to the residential condominiums. The shopping center in the southwest corner (Summit Center) is not impacted as greatly because the existing right turn slip lane and channelization island are being removed for safety improvements.

Pedestrian and bicycle accommodations are an element of the larger intersection improvement. The Virginia Department of Transportation and City of Alexandria initiate all road construction projects with the presumption that they will accommodate all modes of transportation. The 10-foot-wide sidepaths on King Street and Beauregard Street are shared-use facilities intended for utilitarian (transportation) use by pedestrians and bicycles. The added width provides ample space for different user groups. The accommodations at this intersection will connect to existing facilities including a path on Walter Reed Drive which provides an existing, direct connection to the 45-mile long W&OD Trail and other regional facilities such as the Mount Vernon Trail and C&O Canal.

22. November 18, 2009

Re: Street Widening of King Street between Chesterfield and Walter-Reed (Beauregard)

It is being proposed that the above section of King Street be widened to add 2 left turn lanes with a median in the center.

Our property comprising a Wendy Restaurant, A Seven Eleven store and A Taco Bell restaurant fronts the north side of this stretch of King Street and the main entrance for this small shopping center is on King Street. The proposed median would cut off direct access to fully half the customers for these 3 properties, namely for all traffic on King Street flowing from West to East.

We would request that since King street is being widened with two left turn lanes from King Street into Walter Reed, that these same lanes also be designated as U-turn lanes and this would somewhat reduce the harm done by the median to our properties.
Vera and Bernard Ehrlich (ICHELELI@verizon.net) (301) 649-2259
913 Clintwood Drive Silver Spring, Maryland 20902

Response

U-turns will be allowed at the King Street/Walter Reed Drive intersection with the inside left turn lane as the U-turn lane.

23. Beauregard Medical Center, LTD.

November 23, 2009

Khalid Gandhi P.E.
Senior Transportation Engineer
NOVA LND

14685 Avian Parkway Chantilly, VA 20151-1104

RE: Project #0007-100-F04,D603,C501,PI01,RIOI

Dear Mr. Gandhi:

It certainly was a pleasure meeting and speaking with you at the public hearing on November 18th concerning the King and Beauregard project. As you are now aware there seems to be very little public interest in seeing this project continue. As a matter of fact there were no positive comments made about this project, except for the city engineers and their so called experts or consultants. I'm sure that you will remember that at this meeting there were several concerns about the ability to make turns at the Larchmont Apartments and the Summit Center. There were also concerns about making turns for cars going south on Beauregard into one of the entrances of the Beauregard Medical Center. We were told on several occasions when these concerns were brought up that cars could easily and safely make turns at the corner of King and Beauregard St.

Mr. Gandhi, I took the time to make a U-turn at the corner of King and Beauregard St. I took my 1983 Jaguar and made this turn, it resulted in rubbing my tires on the curb of the west side of Beauregard St. Since this is only a car I am wondering how a van, SUV, box truck (such as a U-Haul), or Chevy suburban would negotiate this complex turn. I would also like to see how an 18 wheeler would be able to do this. 18 wheelers consistently go in and out of the Summit shopping Center so that they can provide food supplies to the Dominoes Pizza and TGI Fridays restaurant. The CE, which was dated August 21, 2007, CE category 23 CFR 771-117 DO 1, states on page 5 that "review of these documents did not reveal foreseeable plan projects in the vicinity of this project." As you may be aware, there is a plan project for the corner of King and Beauregard St. by the Tauber foundation. Further information about this project can be obtained from the City of Alexandria. It also states on page 5 that no residential, commercial, or non profit organizations are within the right of way and none will be displaced by the project. I am sure by now you are quite aware of the objections of the Beauregard Medical Center and that the taking away of 30 parking spaces certainly could lead to the displacement of a commercial organization. The construction of a median strip on Beauregard St., south of King with a widening of this strip will result in the obstruction of one present lane requiring the construction of one additional northbound lane. We were told this was necessary in order to straighten out the flow of traffic on Beauregard St. I have driven down Beauregard St. for the last 27 years and have never had a problem negotiating this small curve. We were told that this was to increase pedestrian safety. If you will take a look at Beauregard St. you will notice that on the west side of Beauregard St. there is also a small curve. You will also notice on the plans that there is no effort to straighten out this curve. Why is there no concern for the pedestrians and the bicyclists on the west side of Beauregard St.? The 11 million dollars being spent on this project will do nothing but add a left hand turn lane on King St. onto Beauregard and onto S. Walter Reed Drive along with a 6 foot buffer and 10 foot multi use path. It will not increase the number of lanes of traffic going north and south on Beauregard St. or the number of lanes of traffic going east and west on King St. It will only increase the number of cars attempting to cross Braddock Rd. and Seminary Rd. off of southbound Beauregard St. and result in the obliteration of 30 parking spaces at the Beauregard Medical Center. As the nation and state of Virginia faces it's greatest

economic period of hardship since the great depression in the 1930's I feel that the 11 million dollars being spent on this project can be put to much better use. Since the access to primary care physicians has become a national priority, this project can only result in a great hardship to thousands of patients who are elderly, or disabled. If the medical was forced to continue to exist with the loss of these parking spaces, it would require patients to park one or two levels above our building and on the adjacent hill. The elderly and disable would find it difficult to negotiate this hill as well as the stairs necessary to access the above parking. Mr. Gandhi we appeal to you to take this project under careful review and to see that the greater good of the community would be served by eliminating these 6 foot buffer and 10 foot multi use paths so that continued access to the medical center would not be hampered.

Sincerely,

Stephen C. Kauffman, M.D.

Beauregard Medical Center, Ltd.

3450 N Beauregard St., Suite 1, Alexandria, VA 22302; 703-820-7000 (telephone)

Response

A traffic signal will be installed at the Beauregard Street/Branch Avenue intersection (southern Beauregard Medical Center entrance). This signal will provide safer access to and from the Beauregard Medical Center and the Larchmont Apartments. All vehicles coming from King Street and Walter Reed Drive can use this signalized intersection to safely access the Beauregard Medical Center. No vehicles coming to or leaving the Beauregard Medical Center will need to make a U-turn if they use the southern entrance.

The U-turn movement will be for passenger cars and light trucks only. Existing Beauregard Street has inadequate lane widths of between 10 and 11 feet. U-haul trucks (single unit trucks) and 18 wheelers cannot negotiate the U-turn. Most truck drivers know the turning limitations of their vehicle and plan their delivery routes accordingly. Beauregard Street will have two 15 foot lanes and a 2 foot gutter at the intersection with King Street in the southbound direction (which tapers to one 12 foot right through lane and one 11 foot left through lane) to accommodate the double left turn from westbound King Street per VDOT standards. The additional width will accommodate U-turns for passenger cars and light trucks.

The median barrier on Beauregard Street provides improved safety and traffic flow. The median is minimized in width and only widened at the beginning to provide a taper for the double left turn lanes, to align the thru traffic lanes (both northbound and southbound) and to provide a barrier between the left turn lane from southbound Beauregard Street to the Beauregard Medical Center. The entire roadway will follow the existing curvature of the roadway. The northbound lanes have an additional "kink" in the alignment that will be corrected.

Pedestrian and bicycle accommodations are an element of the larger intersection improvement. The Virginia Department of Transportation and City of Alexandria initiate all road construction projects with the presumption that they will accommodate all modes of transportation. The 10-foot-wide sidepaths on King Street and Beauregard Street are shared-use facilities intended for utilitarian (transportation) use by pedestrians and bicycles. The added width provides ample space for different user groups. The

accommodations at this intersection will connect to existing facilities including a path on Walter Reed Drive which provides an existing, direct connection to the 45-mile long W&OD Trail.

Improving safety and reducing accidents for vehicles, bicycles and pedestrians is in the best interest of the road users. Turning left from an entrance onto an undivided roadway without a median refuge is one of the most dangerous maneuvers for a vehicle.

Parking accommodations will be assessed during the right of way process. The property owners will be accommodated or compensated for impacts created by the acquisition of property for the project. This compensation will be in accordance with state and federal requirements for property acquisition. Additional information regarding VDOT's right-of-way acquisition process is available at http://www.virginiadot.org/business/resources/property_owner_2006.pdf. Every attempt will be made to provide as much parking as possible.

24. My name is Nancy Jennings and I live at 2115 Marlboro Drive. I attended part of the public hearing last Wednesday evening on the King/Beauregard Improvement Project and will send these comments to the City for consideration.

The proposed project and the fact that it is funded is VERY good news. Since I began residential traffic management 25 years ago when I lived in Claremont-the Arlington neighborhood northeast of this project-the intersection at Beauregard and King Streets has worked poorly. It bumps traffic that should be on arterial streets onto neighborhood streets, such as South Dinwiddie Street, where I lived, and Seminary Road, west of I-395.

This project is slated to improve capacity and flow on King Street by adding more turn lanes and restricting some movements but it does not yet reduce congestion caused by the funnel effect when three lanes of traffic are reduced to two. The section of King Street on either side of Beauregard starts as four lanes and then opens up to six in both directions. While the contentious issues that prevented the widening of King Street to the east-between Beauregard and I-395-may still be unresolved, the City may NOW have the opportunity to widen King Street to the west-between Beauregard and Dawes Avenue. I suggest:

- Extending this project another 100 yards west to the City boundary with Fairfax County and widening that section to six lanes.
- In the past, one obstacle to widening this section was the drive-through lanes at the bank. Perhaps the City could vacate South 25th Street by the bank so it could relocate it drive-through.

Nevertheless, I'm hopeful this project will benefit us all by reducing overflow traffic on residential streets and allowing customers easier access to the businesses in that end of Alexandria, which means more revenue to the City. Thank you.

Nancy Jennings

Response

In a previous, more extensive scope, this area was included. Since this project has been dramatically reduced in scope, improvements past Chesterfield Road are no

longer included in this scope and budget. There would be significant impacts to the businesses in that section of the roadway.

RECORDED PUBLIC MEETING COMMENTS

(The following comments were read into the record.)

Comment 25.

10 DR. PULIZZI: I'm Dr. John Pulizzi,
11 P-u-l-i-z-z-i, from the Beauregard Medical Center. I've
12 been in this practice to care for the citizens of
13 Alexandria in Northern Virginia for the past twenty-six
14 years.

15 At the present time the entire nation is
16 involved in a bitter debate concerning access to health
17 care. I might add that the debate is taking place in an
18 unprecedented economic downturn.

19 When the King Street/Beauregard project was
20 originally drawn up, circumstances for health care and the
21 economy were much more rosy.

22 This plan has not been changed since the
23 original concept. It seems to me that the City of
0067

1 Alexandria would be much better served by directing
2 precious resources into enhancing patient access to
3 medical and health facilities like the Beauregard Medical
4 Center.

5 This project will terribly limit 30,000
6 patients from gaining access to primary medical care and
7 in the process possibly cause the medical center to
8 disappear entirely. That really would be rationing
9 medical care. Thank you.

Response

Parking accommodations will be assessed during the right of way process. The property owners will be accommodated or compensated for any impacts created by the project. Every attempt will be made to provide as much parking as possible.

Comment 26:

10 MS. CREGGER: Okay. First my name is Mary
11 Cregger, and I am the daughter of Gerard T. Hopkins. I'm
12 a resident of Alexandria.

13 There are some things I've been concerned
14 about in this particular meeting are that the welcome sign
15 says welcome, public hearing, King Street/Beauregard
16 Street Improvement Project.

17 However when I asked if it will be a formal

18 question and answer, I was told that there would not be.
19 When I asked if there would be minutes of the
20 proceedings, they told me that there would not be and to
21 talk to the Court Reporter which is not the same as
22 minutes of a meeting. So I think that that's not very
23 clear.

0068

1 I came here prepared to be heard, and it felt
2 there was a lot of resistance to the people asking
3 questions and being answered.

4 The second thing that - another thing I found
5 disturbing was in the proposed view landscape perspective
6 which is one of the visual aids -- it's looking east from
7 Beauregard Street - it's actually inaccurate which I feel
8 like it's deceptive to the participants of this meeting.

9 This particular board does not show the
10 proposed bus stop. In addition it shows an access into
11 that property that they will not be actually on that
12 property.

13 There are two access points being taken from
14 my family's property, and there will be no access on
15 Route 7. However that drawing shows that there will be
16 access which is not true.

17 Something that I didn't understand was two
18 years ago there was a citizen information meeting, and
19 apparently one of the two biggest concerns was a blocking
20 of access to properties and the elimination of parking.

21 Basically two-thirds of the access to my
22 family's property is being removed, and over twenty-two
23 parking spaces are being eliminated which is one-third of
0069

1 the parking for our family business.

2 I'm concerned that the City of Alexandria will
3 not be compensating people for the value of parking.
4 Parking is really valuable to businesses and negatively
5 impacts businesses in that whole intersection.

6 I'd like to point out that there was a BRAC
7 Advisory Planning Group meeting scheduled at the exact
8 same time as this meeting.

9 The speaker of this meeting said that these
10 two development plans are being coordinated by the same
11 traffic engineers and are closely connected to the larger
12 plan.

13 For them to schedule them for the same time it
14 seems irresponsible. It seems to be bad planning, and it
15 seems to not allow the public to be able to participate in

16 things that affects that intersection.

17 There's something I said during the meeting
18 that I would like to reiterate on which is that it seems
19 to me that it's taken Alexandria over thirty years to get
20 to this point in the developmental plan.

21 It began in 1970 when I was three years old,
22 and they're saying now that the shared-use walkway is
23 needed because in the future it will connect to a larger
0070

1 network of bicycle paths.

2 I would like to know when that is because I do
3 feel that there is no reason for businesses to lose their
4 parking during the time before that actually does happen.

5 If it is implemented we can continue to have
6 parking for our businesses and not have our values
7 decreased until Alexandria City is actually prepared and
8 able to construct the larger network of bike paths.

Response

The meeting was held to inform the community on the progress of the project and receive comments from the public. It was an informal style meeting which meant that citizens could stop by anytime between 6pm to 8pm to review the environmental document, review the plans, talk to City staff and the consultants and provide comments for the public record. This meeting format is used to provide the greatest opportunity for attendees to receive specific and detailed information about the project and have their questions addressed.

Thank you for bringing the error in the visual rendering to our attention, we will make sure that any future plans show the entrance correctly. Parking accommodations will be assessed during the right of way process. The property owners will be accommodated or compensated for impacts created by the acquisition of property for the project. This compensation will be in accordance with state and federal requirements for property acquisition. Additional information regarding VDOT's right-of-way acquisition process is available at:

http://www.virginiadot.org/business/resources/property_owners2006.pdf.

Every attempt will be made to provide sufficient parking.

There are always challenges when scheduling meetings. In the time period we had to hold the meeting there were a number of conflicts on all the dates chosen.

Pedestrian and bicycle accommodations are an element of the larger intersection improvement. The Virginia Department of Transportation and City of Alexandria initiate all road construction projects with the presumption that they will accommodate all modes of transportation. The 10-foot-wide sidepaths on King Street and Beauregard Street are shared-use facilities intended for utilitarian (transportation) use by pedestrians and bicycles. The added width provides ample space for different user groups. The accommodations at this intersection will connect to existing facilities including a path on Walter Reed Drive which provides an existing, direct connection to the 45-mile long W&OD Trail.

Comment 27:

9 MS. EHRLICH: I have a very short message.
10 Okay. We're told about the widening of King Street
11 between Chesterfield and Walter Reed which is Beauregard.

12 It is being proposed that the above section of
13 King Street be divided to add two turn lanes with a median
14 in the center.

15 Our property comprising a Wendy restaurant, a
16 7-Eleven store, and a Taco Bell restaurant confronts the
17 north side of this stretch of King Street, and the main
18 entrance where the small shopping center is on King
19 Street.

20 The proposal medium would cut off direct
21 access to half the customers of these three properties,
22 namely for all traffic on King Street flowing from west to
23 east which actually in this economy would be a total
0071

1 disaster to the owners and the employees.

2 We would request that since two left-turn
3 lanes are being established from King Street into Walter
4 Reed that these same lanes also be designed as a U-turn
5 lane, and this would somewhat reduce the harm done by the
6 median to our property. Thank you, and it's signed by
7 Verna and Bernard Ehrlich.

Response

U-turns will be allowed at the King Street/Walter Reed Drive intersection with the inside left turn lane as the U-turn lane. Construction of the median in King Street will eliminate the mid-block left turn movements. This will improve safety and traffic flow through the corridor.

Comment 28:

8 MS. CHOI: Yeah. I have a business on 4622
9 King Street since 1999, January. I mean my life is there.
10 That is the only one I have for my life.

11 Now the project kind of tear down and destroy
12 our business. I don't know what is going to happen, but
13 kind of their project looking good but to me there is no
14 entrance, no exit at all, and I can't even drive around
15 the building.

16 Who can come? That is just a few people who
17 walk down to get in the store. That means no business at
18 all. With my short limited language, I want to appear my
19 situation.

Response

The City is looking at every option to minimize the impacts to all property in the corridor, including the businesses at 4622 King Street. The project will be removing parking and a drive aisle. Parking accommodations will be assessed during the right of way acquisition process. The property owners will be accommodated or compensated for impacts created by the acquisition of property for the project. This compensation will be in accordance with state and federal requirements for property acquisition. Additional information regarding VDOT's right-of-way acquisition process is available at http://www.virginiadot.org/business/resources/property_owners2006.pdf.

Every attempt will be made to provide as much parking as possible.

Pedestrian and bicycle accommodations are an element of the larger intersection improvement. The Virginia Department of Transportation and City of Alexandria initiate all road construction projects with the presumption that they will accommodate all modes of transportation. The 10-foot-wide sidepaths on King Street and Beauregard Street are shared-use facilities intended for utilitarian (transportation) use by pedestrians and bicycles. The added width provides ample space for different user groups. The accommodations at this intersection will connect to existing facilities including a path on Walter Reed Drive which provides an existing, direct connection to the 45-mile long W&OD Trail.

The new shared use path will provide safer walking and biking routes for customers to access the businesses located here.

Comment 29:

20 **MS. WILSON:** She feels like this was her
21 lifelong savings, and then losing job and losing business,
22 and once the construction starts she just have to walk out
23 empty handed. There's nothing that she can do anything
0072

1 about, so she's feeling really, really bad about that.

Response

The City is looking at every option to minimize the impacts to all property in the corridor, including the businesses at 4622 King Street. The project will be removing parking and a drive aisle. Parking accommodations will be assessed during the right of way acquisition process. The property owners will be accommodated or compensated for impacts created by the acquisition of property for the project. This compensation will be in accordance with state and federal requirements for property acquisition. Additional information regarding VDOT's right-of-way acquisition process is available at http://www.virginiadot.org/business/resources/property_owners2006.pdf.

Every attempt will be made to provide as much parking as possible.

Pedestrian and bicycle accommodations are an element of the larger intersection improvement. The Virginia Department of Transportation and City of Alexandria initiate all road construction projects with the presumption that they will accommodate all modes

of transportation. The 10-foot-wide sidepaths on King Street and Beauregard Street are shared-use facilities intended for utilitarian (transportation) use by pedestrians and bicycles. The added width provides ample space for different user groups. The accommodations at this intersection will connect to existing facilities including a path on Walter Reed Drive which provides an existing, direct connection to the 45-mile long W&OD Trail.

The new shared use path will provide safer walking and biking routes for customers to access the businesses located here.

Comment 30:

2 MR. LOWENSTERN: I think the new construction
3 will make the sidewalks prettier. I happen to live in the
4 Larchmont Apartments, and it will make it impossible for
5 me to make a left turn out of the main entrance.

6 The entrance I can make a left turn out is
7 basically a single-file road so it's kind of more
8 difficult for the amount of traffic that's going to be on
9 it now.

10 Because of the location of the Fridays and the
11 impossibility for people to make a left turn into it, it's
12 going to change some traffic patterns including that
13 military installation attached to small businesses in the
14 Fridays complex.

15 So again you're going to have some backup in
16 the mornings on King Street going west, and again some
17 people will be wanting to do weird U-turns and other
18 things on Beauregard to King which is going to make it a
19 little tricky, but again we're in a recession.

20 It's a beautifying project. It's putting some
21 construction people in business, but I'm not sure this is
22 really a necessary project to do as far as the scope of
23 it. Again it's going to make the neighborhood weird with
0073

1 all these weird boundaries and kind of medians that will
2 be high.

3 It's going to take away a business that does a
4 fairly good job, Five Guys, and make it almost impossible
5 with no parking. I just think basically this is a waste
6 of money in these economic times. Thank you.

Response

A traffic signal will be installed at the Beauregard Street/Branch Avenue intersection (southern Beauregard Medical Center entrance). This signal will provide safer access to and from the Beauregard Medical Center and the Larchmont Apartments. All vehicles coming from King Street and Walter Reed Drive can use this signalized

intersection to safely access the Beauregard Medical Center and the Larchmont Apartments. No vehicles coming to or leaving the Beauregard Medical Center will need to make a U-turn if they use the southern entrance.

The median barrier on Beauregard Street provides improved safety and traffic flow.

Pedestrian and bicycle accommodations are an element of the larger intersection improvement. The Virginia Department of Transportation and City of Alexandria initiate all road construction projects with the presumption that they will accommodate all modes of transportation. The 10-foot-wide sidepaths on King Street and Beauregard Street are shared-use facilities intended for utilitarian (transportation) use by pedestrians and bicycles. The added width provides ample space for different user groups. The accommodations at this intersection will connect to existing facilities including a path on Walter Reed Drive which provides an existing, direct connection to the 45-mile long W&OD Trail.

Improving safety and reducing accidents for vehicles, bicycles and pedestrians is in the best interest of the road users. Turning left from an entrance onto an undivided roadway without a median refuge is one of the most dangerous maneuvers for a vehicle. This project is very necessary to accommodate not only existing but projected traffic growth. The Beauregard corridor is expected to see future traffic growth. In addition to the BRAC site more businesses are expected to relocate into the area to support the Army at this site. In addition, Arlington has seen significant high density redevelopment in Shirlington and the surrounding area. The cumulative affect of the traffic generated by this new building density, both in Alexandria and Arlington, necessitates improvements at the King/Beauregard intersection.

Comment 31:

7 MS. SEXTON: My name is Mary Anne Sexton.
8 Most of you here know me. I am the manager of Beauregard
9 Medical Center. As manager I feel responsible for all my
10 employees and the partners that I work for.

11 I have been with the group for thirty years.
12 The one thing I have learned about doctors is that they
13 don't really pick a year to retire like most folks do.
14 Healing and caring seems to be built into their fiber.
15 They want to work as long as they are physically able.

16 Now I find myself in a dilemma, not being able
17 to help. This situation is brought about by the City of
18 Alexandria, which we support and pay real estate, license,
19 and personal property taxes.

20 Our practice will be curtailed and possibly
21 closed down by the actions of the city. By acquiring land
22 in front of our building for the King/Beauregard project,
23 our parking lot will be cut in half. That is not the only

0074

1 issue. Our ingress and egress will be made more
2 difficult, making it dangerous for our employees and our
3 patients.

4 I am here to plead with you not to disrupt our
5 business in this way. We were here two years ago with
6 this same plan, and we were promised by the city engineers
7 that they would work with us. Nothing changed.

8 We give much to the community. Obviously, the
9 city does not appreciate what we do. We want to implore
10 you to really take another look at this project. Don't
11 waste our tax dollars.

12 The thousands of patients that frequent our
13 practice every year will not forget how you have wasted
14 their money, if there is no practice there or we can't see
15 the volume that we do now or can't take the walk-ins,
16 which would otherwise end up at Alexandria Hospital
17 emergency room which is already overburdened.

18 Now is the time for the city to give back to
19 us. Thank you for listening.

20 * * * * *

Response

A traffic signal will be installed at the Beauregard Street/Branch Avenue intersection (southern Beauregard Medical Center entrance). This signal will provide safer access to and from the Beauregard Medical Center and the Larchmont Apartments. All vehicles coming from King Street and Walter Reed Drive can use this signalized intersection to safely access the Beauregard Medical Center. No vehicles coming to or leaving the Beauregard Medical Center will need to make a U-turn if they use the southern entrance.

The median barrier on Beauregard Street provides improved safety and traffic flow.

Improving safety and reducing accidents for vehicles, bicycles and pedestrians is in the best interest of the road users. Turning left from an entrance onto an undivided roadway without a median refuge is one of the most dangerous maneuvers for a vehicle.

Parking accommodations will be assessed during the right of way process. The property owners will be accommodated or compensated for impacts created by the acquisition of property for the project. This compensation will be in accordance with state and federal requirements for property acquisition. Additional information regarding VDOT's right-of-way acquisition process is available at:

http://www.virginiadot.org/business/resources/property_owners2006.pdf.

Every attempt will be made to provide as much parking as possible.



ATTACHMENT 3

DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

P.O. Box 178 - City Hall
Alexandria, Virginia 22313

alexandriava.gov

Engineering & Design Division
703-746-4045

Site Plan Section
703-746-4045

February 1, 2010

Land, Clark, Carroll, Mendelson and Blair, P.C.
524 King Street
Alexandria, VA 22314
Attn: Mr. Duncan Blair

Re: King/Beauregard Project

Dear Duncan:

Thank you for your letter outlining your client's, the Laszlo N. Tauber Family Foundation, Inc. (the Foundation), comments regarding the King/Beauregard project and your support of the project. The City has met with you and the development team on a number of occasions to discuss the development of the Tauber property and would like to see this area redeveloped. Planning & Zoning has reviewed your current proposal and sent you a letter dated December 29, 2009 (attached) with their comments on the current proposal.

After reviewing the traffic information and the concept plan implementing the revisions, we have reached the conclusion that the revisions can not be implemented into our plan without significant schedule changes. The current plan is 65% complete and is scheduled to go to construction in the Fall of 2011. Since this is a federally funded project, if the changes were to be incorporated into the plan, we would have to revise the scoping and environmental documents. This would set the project back at least two years and add considerable costs to the project for redesign. Due to these cost and schedule implications as well as the uncertainty associated with your project schedule, staff is recommending that we proceed with the project as currently designed.

We understand your need for the revised lane configuration in order to make the mixed use development plan a success. We look forward to working with you and the Foundation

through the City's Development Review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa T. Jaatinen". The signature is fluid and cursive, with a large initial "L" and "J".

Lisa T. Jaatinen, P.E.
Civil Engineer IV
Department of Transportation and Environmental Services
Engineering Division

cc: Richard J. Baier, P.E., AP LEED, Director – Transportation & Environmental Services
Emily A. Baker, P.E., Deputy Director- Engineering
Abi Lerner, P.E., Deputy Director- Transportation
Maurice Daly, P.E., Division Chief – Engineering and Design
Faroll Hamer, Director – Planning & Zoning

Attachment: December 29, 2009 Letter from Faroll Hamer



DEPARTMENT OF PLANNING AND ZONING

301 King Street
Room 2100
Alexandria, VA 22314

Phone (703) 746-4666
Fax (703) 838-6393

www.alexandriava.gov

December 29, 2009

Mr. Daniel R. Abramson
Abramson Properties
507 Wythe Street
Alexandria, Virginia 22314

Dennis A. Davison, Esquire
McKenna Long & Aldridge LLP
1900 K Street N.W.
Washington, DC 20006

Duncan Blair, Esquire
Land Clark Carroll Mendelson & Blair, PC
524 King Street
Alexandria, Virginia 22314

Dear Danny, Dennis and Duncan:

Thank you for sharing your plans for the Tauber Property recently. I know a lot of thought went into the sketches and architectural renderings. At the end of the meeting, you requested some feedback from the City. Having discussed this with the City Manager, I offer the following comments.

You are requesting a zoning change that roughly doubles the amount of FAR permitted on this site. As you may know, the City's practice in recent years is not to approve zoning changes such as this without an accompanying Small Area Plan. The reason for this is to ensure that development in the City of Alexandria occurs in an orderly, predictable, and manageable way, and does not represent spot zoning.

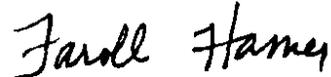
The Small Area Plan process includes a comprehensive analysis of traffic and transit, public facilities, housing, parks and recreation, sewer and water, environmental issues, and other issues that are relevant to the area as a whole. While this is a policy, and not a regulation, the City has not deviated from it within the last ten years.

Mr. Daniel R. Abramson
Dennis A. Davison, Esquire
Duncan Blair, Esquire
December 29, 2009
Page 2

As you are aware, last year the owner offered this parcel to the City as a gift. At that time, the City prepared a conceptual sketch of what we would like to see on the property which we shared with you. That conceptual sketch met current zoning standards, and included mostly office in the front of the site close to the intersection, with a small amount of multi-family affordable housing in the rear. We felt that a plan such as this would be sensitive to the neighborhood context, and we came to the conclusion that the site was quite developable under current zoning standards.

We appreciate your desire to work collaboratively with the City to create the right scale of development, to create a fitting gateway for Alexandria, and to provide tangible public benefits. These are laudable goals, and we look forward to working with you and your team towards this end.

Very truly yours,



Faroll Hamer, Director
Department of Planning and Zoning

cc: The Honorable William D. Euille, Mayor
James K. Hartmann, City Manager
Mark Jinks, Deputy City Manager
Jeffrey Farmer, Deputy Director, Urban Design
Karl Moritz, Deputy Director, Long Range and Strategic Planning
Gwen Wright, Development Division Chief

LAND, CLARK, CARROLL, MENDELSON AND BLAIR, P.C.

Attorneys & Counsellors at Law

524 KING ST.

ALEXANDRIA, VA 22314-3104

H. CARTER LAND, III
JAMES C. CLARK
F. ANDREW CARROLL, II
RICHARD S. MENDELSON
DUNCAN W. BLAIR

(703) 836-1000

FACSIMILE
(703) 549-3335

December 1, 2009

Lisa T. Jaatinen, P.E.
Civil Engineer IV
Dept. of Transportation & Environmental Services
301 King Street
City Hall, Room 3200
Alexandria, Virginia 22314

DELIVERED BY HAND AND BY PDF

**In re: King Street/Beauregard Street Improvement Project
VDOT Project No. 0007-100-F04 (the "Project")**

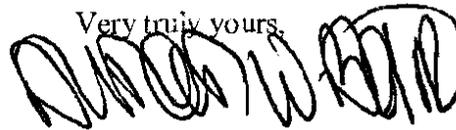
Dear Lisa:

I am writing on behalf of our client, the Laszlo N. Tauber Family Foundation, Inc. (the "Foundation") the owners of the property known as City of Alexandria Tax Map Parcel Map 003.04, Block 02, Lots 01, 05, 06, 07 and the tenant in possession of Tax Map Parcel 003.04 02 04.L, to provide the Foundation's written comments on the Project and to request that the Project's plans be modified as recommended in the attached report dated December 1, 2009 by Wells & Associates concerning adequate access to the Foundation's property. Further, regarding the access point on King Street, at our last meeting with you everyone agreed that we would work together on locating that point. Our present plan anticipates it being at the east end of the King Street side of the property. All of the modifications we request do not impact the integrity of the Project.

We look forward to continuing to work with you to our mutual best interests. Thank you for your continued professionalism and courtesy which you bring to this process.

Lisa T. Jaatinen, P.E.
Civil Engineer IV
Dept. of Transportation & Environmental Services
December 1, 2009
Page -2-

If you have any questions concerning this report, please do not hesitate to call.

Very truly yours,


Duncan W. Blair

DWB:kf/Jaatinen Tauber 1209

Enclosure

cc: PDF only with attachment:
Daniel R. Abramson
Dennis A. Davison, Esquire
Amy C. Falls, Esquire
Craig S. Everly
Douglas N. Carter, AIA
Murray Walker
Martin J. Wells, P.E.
Chris Turnbull
Scott Delgado
Steve Liam



WELLS + ASSOCIATES

December 1, 2009

Ms. Lisa T. Jaatinen, P.E.
Project Manager
City of Alexandria City Hall
301 King Street
Room 3200
Alexandria, Virginia 22314

Re: King/Beauregard PH Comments

Dear Ms. Jaatinen:

Wells + Associates have been retained by the Laszlo N. Tauber Family Foundation, Inc. (the "Foundation") to review the City's plans to improve the King/Beauregard intersection as they affect the Foundation's existing property and its plans to re-develop its property, which is located in the southeast quadrant of the intersection. This letter recommends changes to the City's plans that are needed to accommodate the existing property and the Foundation's re-development.

The Jefferson Memorial Hospital Joint Venture's property

We understand that for many decades, the property in the southeast quadrant of the King/Beauregard intersection contained substantial, integrated medical facilities owned by the Jefferson Memorial Hospital Joint Venture. These included the Jefferson Memorial Hospital, the six-story Medical Office Building (the "MOB"), which fronted on King, and the one-story Beauregard Medical Office Building and the garage above it.

On King Street, there was a traffic light in front of the MOB that allowed vehicles traveling west to turn left into the site in front of the MOB. Vehicles traveling east could make a right turn into the same entrance. Vehicles leaving the site could make either a right or left turn onto King Street. Parking on the site extended from under and in front of the MOB, up and around the hospital, around to the garage, and down in and around the Beauregard building.

Recently, the City removed that traffic light so that vehicles traveling west can no longer make a left into the site. They must make a left turn onto Beauregard and then turn left at the small entrance at the far end of the property.

On Beauregard Street, there were and are two entrances, one at the southern end of the property and another near the one-story retail building at the corner of Beauregard and King. Vehicles cannot make a left into the latter entrance. It is right-in/right-out only.

The entire site could park 301 vehicles, *not* including the one-story retail building at the corner. Additional vehicles could enter the site to drop off and pick up patients without parking.

This amount of parking and vehicular access could be re-created, or even exceeded, under a matter-of-right development.

Re-development Plan

The Foundation has advised the City that it has begun the process of obtaining entitlement for a major re-development in the southeast quadrant of the King/Beauregard intersection. The Foundation plans, which are being formulated by Davis Carter Scott, Architects and Site Planners, contemplate a major mixed-use project, fitting for the Western Gateway to the City of Alexandria. Under consideration are a large residential building, an office building, retail stores, and specialty restaurants.

King/Beauregard City Improvement Plans

The City's plans, which were prepared without knowledge of the Foundation's intentions, include dual left turn lanes on both approaches on King Street, construction of a raised median on both King and Beauregard, elimination of the channelized right turn lanes on King, and a 10-foot shared use path on King and Beauregard. The plan eliminates the two, existing, full-movement site driveways on King into the area of the one-story retail building at the corner. It then converts the full-access entranceway that was in front of the MOB into a single right-in/right-out driveway. This significantly limits access to all of the property at the south east corner.

The major point of access to the property has been changed to Beauregard, where the City's plan provides a new, full-movement driveway opposite Branch Avenue.

The City's plans feature a 100± foot long, full width, left turn lane and a 50± foot taper on southbound Beauregard at the site driveway opposite Branch Avenue. This lane would effectively provide 80± feet of stacking distance, if a crosswalk is marked on Beauregard, with a storage capacity of only four (4) vehicles.

These City's plans are based upon a 2006 traffic study prepared by Fitzgerald & Halliday, Inc. (sub-consultants to Volkert & Associates, Inc.). This study does not take into account vehicular traffic in and out of the property at the southeast corner, or from neighboring driveways across the street (the Larchmont) or to the south on Beaugard. The 2006 traffic counts and the 2030 traffic forecasts are "balanced" between public street intersections; they do not include traffic that currently turns in and out of the southeast corner driveways or neighboring driveways.

Site Trips

The project contemplated for the Western Gateway of the City of Alexandria would generate approximately 12,500 vehicular trips in and out of the southeast corner of this intersection. The City's plan distributed before the last public meeting did not accommodate vehicular traffic for the southeast corner either at its current entitlement, and certainly not the future.

The subject property currently generates 83 AM peak hour trips and 212 PM peak hour trips; however, the property is greatly underutilized at this time. The proposed project would generate approximately 744 AM peak hour trips, and 1,294 PM peak hour trips. Thus, the proposed re-development would generate 661 additional AM peak hour trips, and 1,083 additional PM peak hour trips. Other properties in the immediate vicinity of the subject intersection also may be re-developed across time.

We estimate that approximately 274 vehicles would turn left in, 122 vehicles would turn right in, 248 vehicles would turn right out, and 200 vehicles would turn left out of the subject site driveway on Beaugard opposite Branch in the future during the critical PM peak hour.

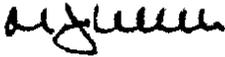
The following changes to the current Beaugard/Site Driveway/Branch intersection improvement plan are required to adequately accommodate re-development of the subject property:

- A new traffic signal at the far entrance on Beaugard Street,
- Marked crosswalks and stop bars on all four intersection approaches,
- Two 120± foot southbound left turn lanes (dual lefts) and 80± foot taper, and
- Associated Site driveway improvements.

Accordingly, we recommend that the southbound left turn lane be improved to include dual lefts and a lengthened pocket of 40 feet, from 100 to 140 feet. Preliminary layouts indicate that this recommended improvement would have no impact to that proposed by the City at the King/Beaugard intersection.

Thank you for the opportunity to comment on the City's plans for the King/Beauregard intersection. We would welcome the opportunity to meet with you to present our technical analysis and discuss this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Wells".

Martin J. Wells, P.E.
President

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 6, 2007

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THRU: JAMES HARTMANN, CITY MANAGER

FROM: RICH BAIER, P.E., DIRECTOR, TRANSPORTATION AND ENVIRONMENTAL SERVICES 

SUBJECT: KING/BEAUREGARD INTERSECTION IMPROVEMENT - PROPERTY OWNER MEETING

The King Street corridor is a heavily traveled urban principal arterial roadway serving residents of Northern Virginia. T&ES is currently in the design phase for improvements at the intersection of King Street and Beauregard Street/Walter Reed Drive, the segment of King Street between Chesterfield Drive and North Hampton Drive. This area is comprised of high density office, commercial and residential uses. The projected traffic demands over the next twenty years show the existing intersection will experience unacceptable operating conditions.

The proposed at-grade improvements along King Street and Beauregard Street will include four through lanes, dual left turn lanes, and a raised median of variable width. The proposed section along Walter Reed Drive will include four through lanes, a single left and right turn lane and a raised median of variable width. Wide sidewalks will be provided on both sides to accommodate pedestrians and bicyclists. The improvements will increase capacity and safety though the corridor. A plan of the improvement area is attached to this memo.

Community participation and coordination with the adjoining municipalities has been ongoing as the concept for this project was developed, and their input has been considered during the development of the final concept. As you may recall, this project was originally conceived as a grade-separated interchange and has been scaled back considerably in response to concerns from property owners in Alexandria and Arlington County who would have been impacted through acquisition of right-of-way. Although the right-of-way impacts have been reduced, the project will still require the acquisition of right-of-way.

This project is being funded through VDOT Urban Funds with a combination of State and federal funding and is following federal and State guidelines for right-of-way acquisition. The project is currently at the 30% design phase.

T&ES staff will be meeting with the property owners on April 12, 2007, to discuss the project and the potential right-of-way/construction easements required from the properties. We will have our right-of-way consultant on hand at the meeting to explain the State and federal acquisition process and next steps.

We are also arranging a Citizen Information Meeting to be held tentatively in mid-May to inform the general public of the progress of the project. We will advise you of the date of that meeting as soon as it has been scheduled. If you have any questions or would like an individual overview of the project, please contact me or Emily Baker.

Attachment

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 18, 2007

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THRU: JAMES HARTMANN, CITY MANAGER 

FROM: RICH BAIER, P.E., DIRECTOR, TRANSPORTATION AND ENVIRONMENTAL SERVICES 

SUBJECT: KING/BEAUREGARD INTERSECTION IMPROVEMENT CITIZEN INFORMATION MEETING SUMMARY

As you know, the Department of Transportation and Environmental Services (T&ES) is currently in the design stage of a capital improvement project at the intersection of King and Beauregard Streets. The purpose of this project is to improve operational efficiency at the intersection and more safely integrate pedestrian and motorists. This is being accomplished by adding additional turn lanes for vehicles and adding or widening pedestrian and bicycle facilities.

T&ES conducted a Citizen Information Meeting on Thursday, May 31, 2007, at the Minnie Howard Ninth Grade Center from 6 p.m. to 8 p.m. The meeting was hosted by the T&ES Engineering Division.

Vice Mayor Del Pepper attended along with fifty two (52) citizens. Representatives from Arlington County staff also attended.

Four stations were set up around the cafeteria with displays to view. Each station had a minimum of two design team members to answer questions. The stations presented information on:

- Project Design
- Transportation
- Right of Way
- Environmental/Landscape

An overview of the project was given at 6:30 p.m., including:

- Introduction of design team
- Project History
- Community Involvement

- **Project Objectives & Benefits**
 - Promote safety for pedestrians and motorists
 - Increase capacity
 - Improve operational efficiency
- **Project Challenges**
- **Project Design**
- **Project Schedule**

A handout describing an overview of the project was given to all of the attendees. A copy of that handout, along with a copy of the presentation is attached. All of these materials are posted on the City's website at:

<http://alexandriava.gov/tes/ed/kingbeauregard.html>.

Attendees were invited to submit comments in a variety of formats, including a comment form, a court reporter, and via email. More than twenty comments related to the roadway design, pedestrian facilities traffic and transit have been received so far. Comments received by June 15, 2007, will be included in the official project record. Staff will be preparing written responses to all of the comments received. The comments and responses will be posted on the project website. Some of the citizen concerns received to date relate to the need for medians along the project corridor, widths of shared use paths and use of noise reducing pavement.

Property owners in the southwest block of the intersection have also expressed concern about the impact of the project on their properties (as the project will require taking part of their properties). City staff will work with those property owners in regard to reviewing the best available options.

Currently, we are proceeding to the 60% design phase. We expect to have the 60% design plans submitted to the City in November 2007. These plans will incorporate the comments received at the May 31, 2007, citizen information meeting. A public hearing will be held in the spring of 2008 to receive further comments from the community. Right-of-way acquisition is expected to begin in mid-2008. Construction is expected to occur in the 2010-2011 timeframe.

If you have any questions regarding this project, please contact Emily Baker, City Engineer, at 703-838-4327.

*City of Alexandria, Virginia***MEMORANDUM**

DATE: NOVEMBER 9, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: JAMES K. HARTMANN, CITY MANAGER 

FROM: RICHARD J. BAIER, P.E., LEED AP, DIRECTOR, T&ES 

SUBJECT: KING/BEAUREGARD INTERSECTION IMPROVEMENT - PUBLIC MEETING

As you know, T&ES has been working on the design of improvements to the intersection of King Street and Beauregard Street/Walter Reed Drive, a segment between Chesterfield Drive and North Hampton Drive. This project has been discussed and has undergone many planning processes over the last 30 years. The King Street corridor is a heavily traveled urban principal arterial roadway serving residents of Northern Virginia. This area is comprised of high density office, commercial and residential uses. The existing traffic analysis, including projected traffic demands over the next twenty years, shows the existing intersection will continue to experience increasingly unacceptable operating conditions. These improvements also will help provide an alternative for BRAC-related traffic and other peak-hour traffic.

The proposed at grade improvements will add an additional left turn lane in each direction on King Street, medians and a 10' shared use path on portions of King Street and North Beauregard Street. The improvements will increase capacity and safety through the corridor.

City staff has held meetings with the community and the adjoining municipalities of Arlington and Fairfax Counties and their input has been considered during the development of the plans. City staff met with the affected property owners in March 2007 and a Citizen Information Meeting was held in May 2007. City staff recently met again with the affected property owners on October 14, 2009, to discuss the process for acquiring the necessary easements and right of way. Two main concerns discussed by the property owners and tenants were the proposed medians affecting ingress and egress to some of the business and residential properties and the loss of parking spaces adjacent to North Beauregard Street which impacts a number of businesses.

We have obtained federal funding for this project and are working with VDOT on the design. We are currently at the 60% design phase and plan to go to construction in the spring of 2011. The City has \$11.5 million in VDOT/FHWA funding available for this project.

We are holding a design public hearing on November 18, 2009 from 6pm to 8pm at Minnie Howard School, 3801 West Braddock Road to inform the general public of the progress of the project and obtain input. The plans and the approved environmental document will be on display for review and comment. Following the meeting, we will be accepting comments until December 1, 2009. City staff will compile the comments, along with responses. We will share this information with Council later this year or early in 2010. At that time, we will bring a Resolution to Council for endorsement of the public hearing recommendation that will be forwarded to VDOT and the Commonwealth Transportation Board for approval.

If you have any questions about the project, please contact Emily Baker, City Engineer at 703-746-4045.

cc: Mark Jinks, Deputy City Manager
Emily A. Baker, P.E., City Engineer
Maurice Daly, P.E., Division Chief-Engineering & Design
Lisa T. Jaatinen, P.E., Civil Engineer IV
Honorable Arlington County Board
Ron Carlee, Arlington County Manager

RESOLUTION NO. 2387

**LOCATION AND DESIGN PUBLIC HEARING APPROVAL: INTERSECTION
IMPROVEMENTS ON KING STREET AT NORTH BEAUREGARD STREET**

WHEREAS, after due and proper notice, a public hearing was conducted on November 18, 2009, in the City of Alexandria at the Minnie Howard School, for the purpose of considering the proposed design of intersection improvements on King Street at North Beauregard Street, VDOT Project Number 0007-100-F04, B603,C-501, P101, R201 in the City of Alexandria, at which Public Hearing drawings, NEPA documents and other pertinent information were made available for public inspection in accordance with state and federal requirement; and

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in the Public Hearing; and

WHEREAS, representatives of the City of Alexandria were present and participated in said Public Hearing; and

WHEREAS, the Council had previously requested the Virginia Department of Transportation to program the Project; and

WHEREAS, the Council has considered all such matters;

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Alexandria, Virginia hereby approves the major design features of the proposed project as presented at the Public Hearing; and

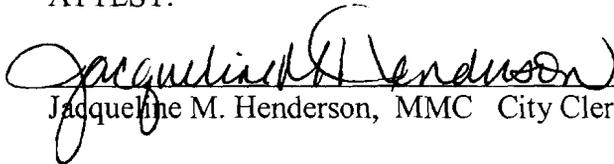
BE IT FURTHER RESOLVED that the City of Alexandria hereby requests the Virginia Department of Transportation to provide all necessary resources to expedite the Project.

ADOPTED: March 9, 2010



WILLIAM D. EULLE MAYOR

ATTEST:



Jacqueline M. Henderson, MMC City Clerk