**Public Email comments received for PA2021-0007 2550 Huntington Avenue Plan Amendment**

Subject: Development at 2550 Huntington Avenue

Good morning,

My name is Ethan Jansen, and I live at 2451 Midtown Avenue in Alexandria. There was a recent

meeting regarding the development of park land at 2550 Huntington Avenue for a ~15 story building

for mixed or 100% residential use, and I have some concerns over the impact to traffic based on this

proposal. There is currently only one way in and out, utilizing the traffic signal at Metroview

Parkway, for three existing communities (Midtown Alexandria Station, The Parker, and Huntington

Station), with construction ongoing for another large development at the intersection of Midtown

Avenue and Metroview Parkway. I am concerned with another large, multifamily community adding

to this single-point usage, as the plans I saw did not account for any improvements or additions

regarding access. I understand how denser development near public transit helps housing

affordability and climate considerations, and am not opposed to the building itself, but am

requesting either more information on how traffic and access at this intersection will be impacted or

further consideration on this topic before approval of this development.

Thank you,

Ethan Jansen

**Public Email comments received for PA2021-0006 2806 Popkin’s Lane Plan Amendment**

Subject: 2806 Popkins Lane (PA-2021-00006)

I am submitting a comment regarding 2806 Popkins Lane (PA-2021-00006), proposal to create

homes in the currently wooded area near the Verizon facility.

This area cannot withstand the increased population density from 2 to 3 du/ac to 5 to 8 du/ac. The

area is already crowded with 2 very active schools, an active and large church, and very poor Rt. 1

access. The streets do not have full sidewalks and during busy traffic days residents are forced to

exit the community past Bucknell ES, which is also strainedamd no sidewalks on the adjacent

streets. Even an ingres/egress point not on Popkins Ln, would over saturate tiny residential streets

without sidewalks and safe pedestrian passage. And taking land from homeowners to create space

is not/not an option. If members have not visited, please note that Google Earth satellite view looks

roomier than the reality on the streets. Please also note that during special events at the school or

church, parking can extend down to Ross and Coventry streets.

The assumption that the poor public transportation would be utilized over personal vehicles is

naive. If bicycles are a preferred idea, injury and death will be certain on ill supported and

maintained streets that are often one lane wide due to parking.

Wildlife in the surrounding area is already struggling to cohabitate with the current residents and

creating issues with fox, deer, and skunks. If this moves forward, an effort to preserve some wooded

and natural area should be required.

The new North Hill development will add a large amount of traffic to an already strained and often

gridlocked Rt. 1. The increase in density and rush to complete the Popkins Ln project will add no

benefit to the community. If/when Embark has addressed the mess of street intersections between

Popkins Ln and Memorial dr, and made a reasonable attempt to improve public transportation, then,

perhaps, the community can be enlarged without negative impact. But enlarged to create dwellings

at the original density and not the current proposed increase. The surrounding residents should not

be forced into an unsafe situation by rushing this development before the infrastructure is ready.

Jeri W