



DOCKET ITEM #6
Master Plan Amendment #2024-00003
AlexWest Small Area Plan

<p>Issue: (A) Initiation of a Master Plan Amendment; and (B) Public hearing and consideration of an amendment to the Master Plan to create the AlexWest Small Area Plan replacing the Alexandria West Small Area Plan and the Beauregard Small Area Plan.</p>	<p>Planning Commission Hearing:</p>	<p>September 5, 2024</p>
	<p>City Council Hearing:</p>	<p>September 14, 2024</p>
<p>Staff: Karl Moritz, Director; Jeffrey Farner, Deputy Director; Cory Banacka, Urban Planner; Carrie Beach, Division Chief; Christian Brandt, Urban Planner; José Delcid, Urban Planner; Michael D’Orazio, Urban Planner; Andra Roventa Schmitt, Urban Planner; Melissa Symmes, Urban Planner; <i>Office of Housing</i>: Helen McIlvaine, Director; Tamara Jovovic, Housing Program Manager; <i>Recreation, Parks and Cultural Activities</i>: Jose Carlos Ayala, Principal Planner; Bethany Znidersic, Division Chief; <i>Transportation and Environmental Services</i>: Hillary Orr, Deputy Director; Ryan Knight, Division Chief</p>		

I. WHY A PLAN UPDATE

The nearly 1,300-acre Plan Area is experiencing redevelopment pressures and the market rate affordable housing is being threatened because of the on-going rent/price escalations in the area and the region. In addition, planning elements for the Plan Area such as land use, public parks and open space, mobility, and community facilities need to be updated to reflect current City policies and best practices. This Plan creates an updated long-term policy and land use framework to proactively plan for the challenges and opportunities for the next 15-20 years.

II. COMMUNITY COMMENTS

Staff solicited community feedback throughout the planning process. Collected feedback is documented on the project website. Specific methods of engagement are discussed in more detail in the Appendix of the Plan (Attachment 2) and feedback on the Draft Plan gathered during the public comment period, from June 25th to August 1st, can be found in the attachments, along with a timeline of the process and additional compiled comments.

Community comments were a key component of developing the Plan recommendations, with many of the plan's core elements, such as housing affordability, the land use strategy, and the required retail areas, originating from feedback gathered during the process. The key themes that came out during the community process included:

1. Concerns about displacement because of redevelopment and rent escalation and redevelopment;
2. Desire for more housing affordability, especially at 40-60% of Area Median Income (AMI);
3. Concerns about on-going building maintenance issues;
4. Need for more neighborhood-serving retail;
5. Need for improved safety for pedestrians and cyclists;
6. Importance of design for new buildings;
7. Concerns about traffic and safety in some neighborhoods;
8. Concerns about the implementation of the WestEnd Transitway;
9. Improve sustainability practices;
10. Importance of retaining tree canopy; and
11. Concerns about proposed building heights and density, particularly on King Street.

As is evident in the key themes listed above, feedback from the community included many different interests. In order to develop the Plan Recommendations, staff balanced these community comments and interests against each other and while ensuring that the recommendations could be implemented effectively. The resulting recommendations and Plan components represent a balancing of the needs of AlexWest community members while providing a practical land use framework that delivers crucial community benefits.

III. PLAN OVERVIEW

The Plan proposes a long-term land use strategy based on an anti-displacement land use/housing policy framework that prioritizes opportunities for new affordable and market-rate housing in areas that will minimize displacement of existing market rate buildings. The Plan also recommends key community benefits that will enhance the overall livability of AlexWest neighborhoods through elements such as

new public parks, new connections, neighborhood-serving retail, and a new recreation center. The Plan also recommends measurable progress toward implementing the City’s sustainability goals and policies.

IV. DISCUSSION

A. Inclusive Growth

As part of the Plan’s goal to minimize displacement, the Land Use Strategy establishes criteria for three different “Areas” based on existing and planned development: the Focus Area, Area 2, and Area 3. Within the **Focus Area**, commercial and office spaces, as well as approximately 75 acres of surface parking lots, represent an opportunity for new market rate and affordable residential development to occur in areas that do not displace existing residents. Development that occurs on existing parking lots will provide new parking for both existing and future needs.

1. **Focus Area:** New residential development in the Focus Area will provide 10% committed affordable housing, and market rate housing, as well as other community benefits, such as neighborhood-serving retail, new public open spaces, and safety and mobility improvements. The location of new development will be close to frequent bus service, affordably connecting residents to jobs, amenities, and other destinations.

It should be noted that while the overall goal is to focus development in commercial areas or parking lots, the 137-acre Morgan Property site in the southern portion of the Focus Area contains existing garden apartments. This site was included in the Focus Area due to the amount of development permitted through existing zoning. The Plan does not recommend additional density for the site.

2. **Area 2:** Development is not incentivized in **Area 2** as much as in the Focus Area because less density and building height are recommended by the Plan. However, there may be sites that will develop in the future which will be required to provide the same community benefits of affordable housing, design, public open space, and connectivity, as development in the Focus Area.
3. **Area 3:** Areas designated as **Area 3** are a combination of single-unit homes, townhouses, or condominium communities. The Plan does not recommend additional density or building heights for these locations. Development that may occur within Area 3 will be subject to City policies and regulations in place at the time of development, such as the Zoning for Housing initiative.

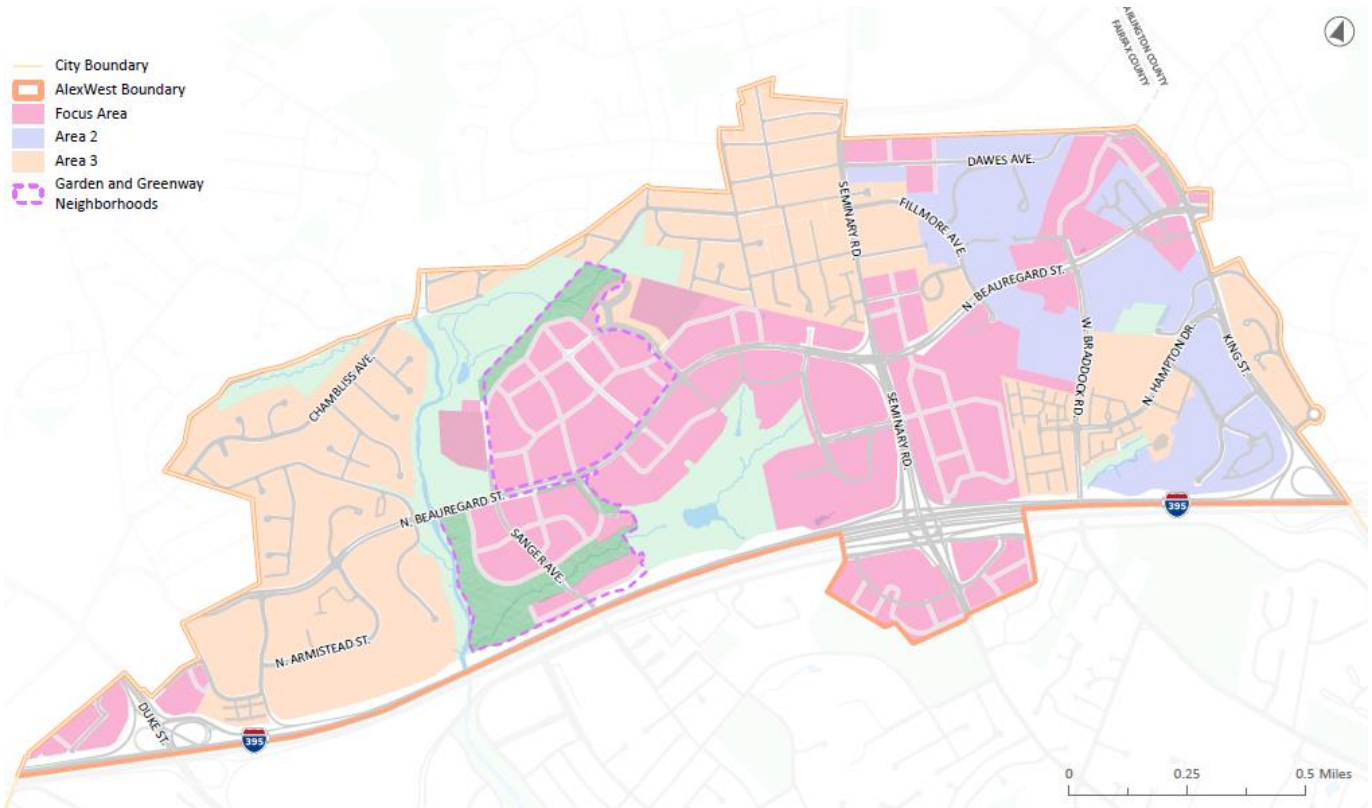


Figure 1: Land Use Strategy

Additional Land Use Context

The Plan and recommendations are building on previous and current City policies, including the 1992 Alexandria West and Beaugard Small Area Plans. As part of the 2012 Beaugard Small Area Plan, many of the large privately-owned properties within the new Focus Area were rezoned and granted redevelopment approval rights for additional height and density, including Coordinated Development Districts (CDD) #4, #21, #22, and #23. During the AlexWest planning process, staff worked with all property owners with existing approvals to incorporate the sites into the AlexWest Plan.

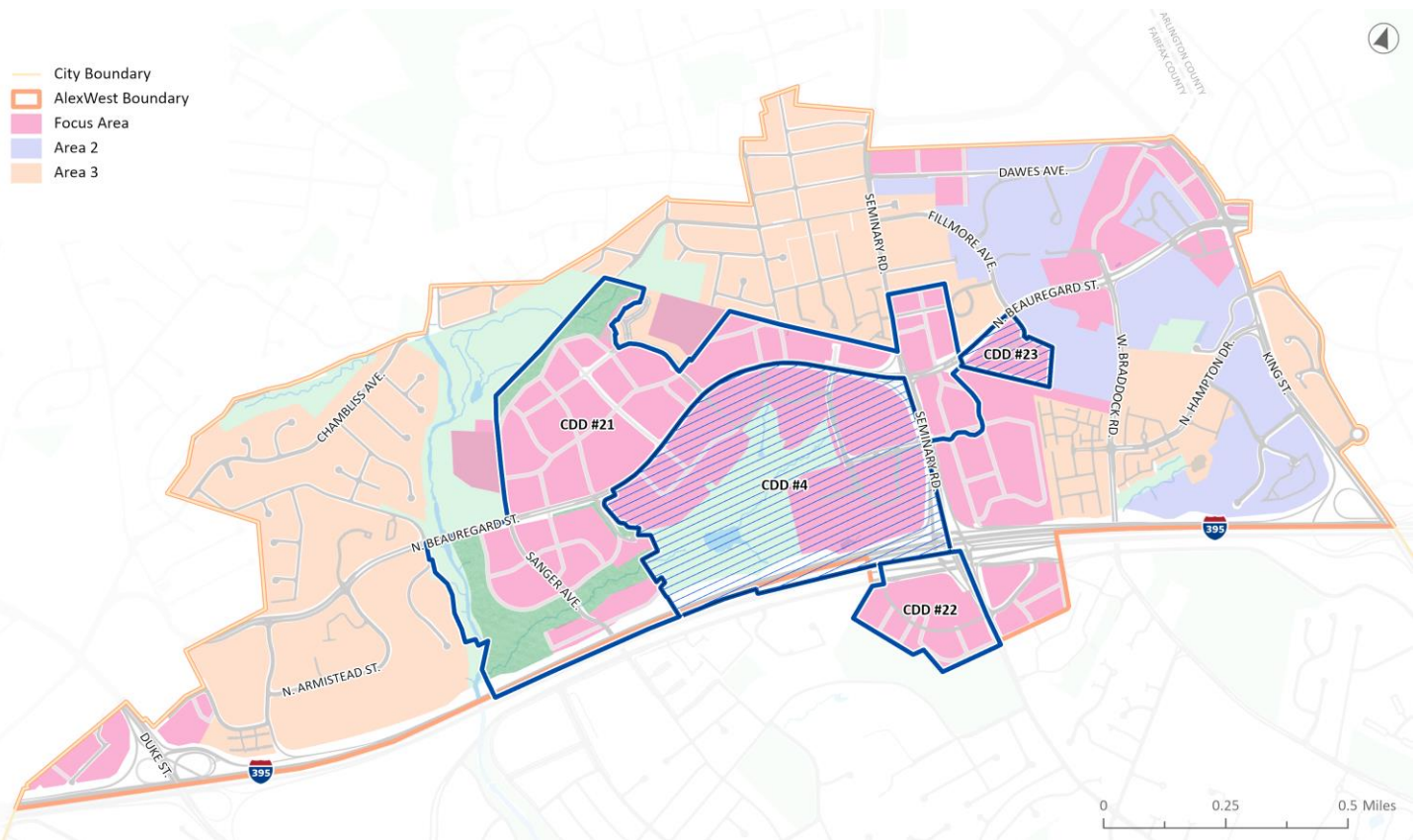


Figure 2: CDDs in AlexWest

The Plan also implements other City policy documents, such as the Housing Master Plan, Environmental Action Plan, Open Space Master Plan, and Alexandria Mobility Plan. In addition, new development will be subject to any new or updated policies approved by City Council.

B. Housing Affordability

Background

In AlexWest today, approximately 27% (~3,200 units) of all rental units are market affordable and 6% (713 units) of all rental units are committed affordable units (CAUs), serving a range of incomes as illustrated in the figure below. See Attachment 3 for a complete list of CAUs in AlexWest.

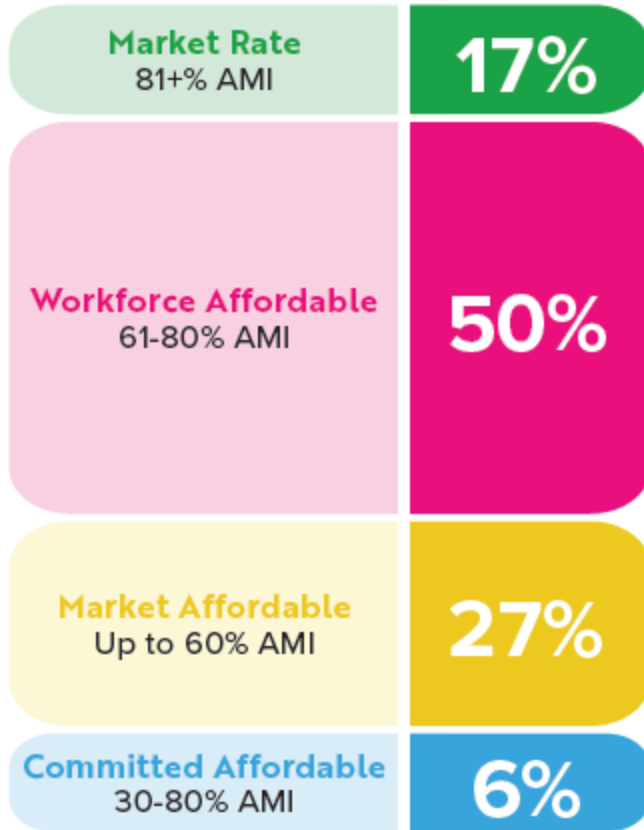


Figure 3: Existing Rental Housing Stock by Level of Affordability

Alex West is home to approximately 40% of the City’s market affordable units, the affordability of which is being threatened due to increases in rents common throughout the City and the region. Housing affordability is a challenge today and will continue to be a challenge in the future, both with and without the Plan. Without the Plan, the loss of affordable housing will occur at a faster rate, as market affordable units become increasingly unaffordable and the number of committed affordable units grows by a limited amount, ultimately leading to a significant loss of affordability and the displacement of many of the existing residents. With the Plan, the loss of market affordable units can be somewhat mitigated with a net increase in market rate and committed affordable units. New units will likely take some pressure off rent escalation in the Plan Area, particularly in the short to mid-term. The chart below illustrates the projected housing forecast based on Plan build-out.

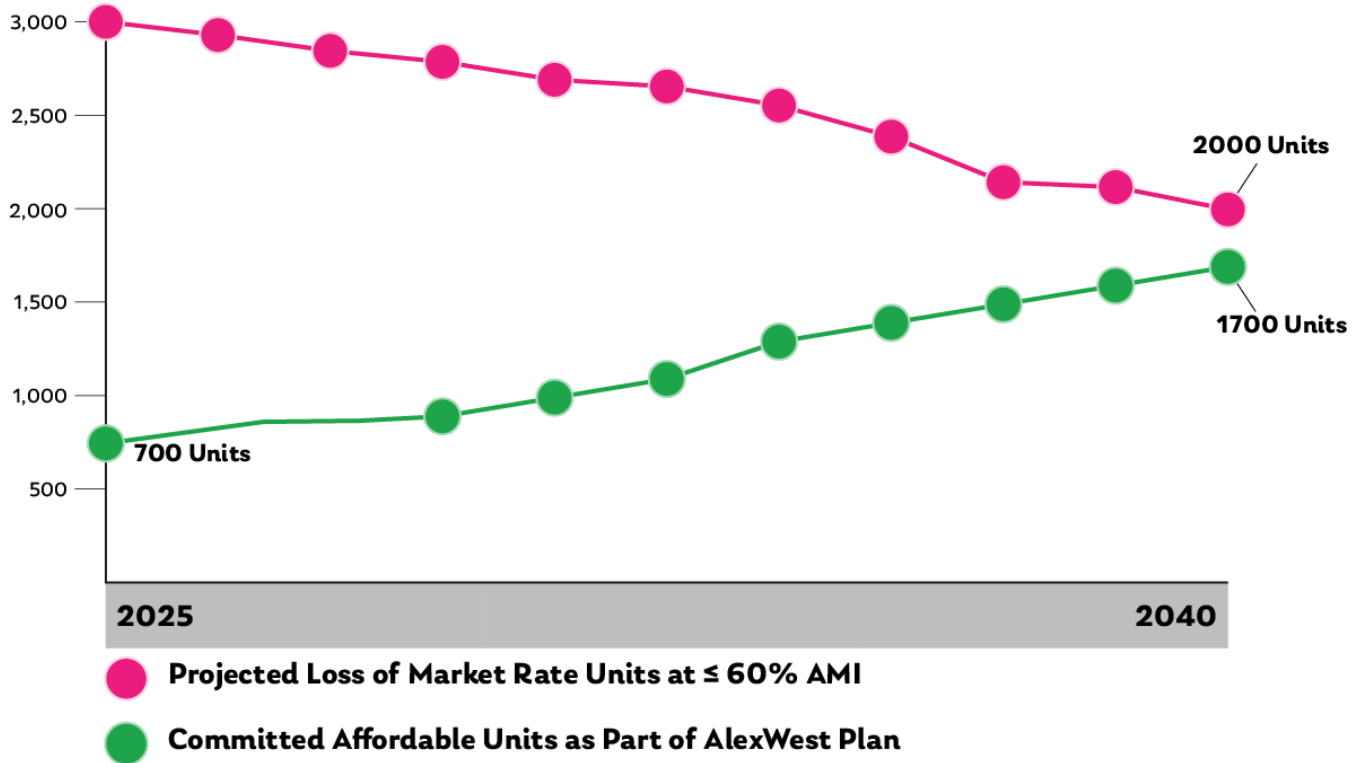


Figure 4: Projected Loss of Market Rate Units and Increase of Committed Affordable Units

Housing Tools + Strategies

Recognizing the magnitude of the resources required to both address the depth of housing need and minimize displacement of existing residents, the Plan prioritizes housing as one of the main community benefits to be provided through new development. The housing strategy will also implement any recommendations of the upcoming Housing Master Plan update and acknowledges that the City will need to pursue additional legislative authority to address housing affordability. The cost to produce affordable housing significantly outweighs the ability for the City or new development to solve the issue alone and therefore underscores the importance of considering every potential opportunity, partnership, funding source, and policy tool to provide affordable units.

The Plan recommends strategic housing development and retention through a multi-layered approach, including:

1. **Percentage of Affordable Housing Requirement:** In the Focus Area, development will provide 10% of new residential development over the development “base” as committed affordable housing. In Area 2, development will provide 10% of new residential development over the existing zoning as committed affordable housing. In either area, the amount must be consistent with the City’s affordable housing contributions policies and regulations in effect at the time development is accepted for review, whichever is greater. Affordable rental units are intended to be affordable to households at 60% AMI, while for-sale units are priced to be affordable between 70% and 100% of the AMI.
2. **Bonus Density:** The Plan allows bonus density as specified in Section 7-700 in the Zoning Ordinance above 30% percent in the Focus Area and Area 2 to encourage further

production of affordable housing.

3. ***Affordable Housing Plans:*** The Plan encourages property owners with large sites and/or who own multiple sites to work with the City to maximize housing affordability through practices such as retaining existing buildings, dedicating land for affordable development, and developing an affordable housing plan.
4. ***Public, Private and Non-profit Partnerships and Federal, State and Private Funding:*** The Plan recommends the use of public-private partnerships to maximize the use of private and public land and all available funding resources for the development of affordable and deeply affordable housing.
5. ***Supporting Homeownership Communities:*** 74% of the ownership units in the Plan area are condominium homes, which serve as an important source of housing for first-time homebuyers, seniors, and households on fixed incomes. However, more than 50% of the multi-unit condominium communities were built in the 1960s and 70s, and face growing capital maintenance needs, jeopardizing their affordability. The City will continue to provide technical assistance, including governance training, to support and strengthen the Plan area's condominium and HOA communities. The Office of Housing will also expand access to training, counseling, and related financial and non-financial resources to prepare interested residents for homeownership.
6. ***Building Maintenance:*** Many homes in the Plan area are experiencing maintenance and building issues that impact livability. The state of building conditions was one of the most common concerns expressed by community members during the planning process. As a result, planning was temporarily paused for several months so that a series of resident meetings could be hosted by the property owners at Southern Towers and Morgan Properties to listen to tenant concerns and lay out a plan for near-term and long-term improvements.

It is the intent of the Plan to ensure that community members have access to safe and healthy, not just affordable, homes. The City will continue to utilize ongoing partnerships and inter-departmental collaborations to identify and proactively address building condition issues with property owners and existing limited enforcement mechanisms. The Plan states that if existing housing units are retained through property owner dedication to the City (or other means), they will be required to be maintained to meet all codes and standards.

While the Plan lays out a comprehensive strategy for addressing housing affordability, some of the housing-related concerns raised by the community over the course of the process and as part of the review of the draft Plan were not able to be accommodated in the Plan. These include a desire for a deeper level of affordability, a higher percentage of required affordable housing, and more tenant protections. All of these are responded to in detail in the community engagement section at the end of the Staff Report.

One of the questions raised by the community as part of the planning process is whether the Plan recommendation of 10% affordable housing could be higher. A fundamental element of the short to mid-term strategy is the production of market rate units and the delivery of associated committed affordable units as part of development. We believe that 10% of the new units at 60% AMI is consistent

with what can be provided now given the current economic conditions in the plan area. If the upcoming (2024-25) Housing Master Plan Update, including a review of the contribution policy recommends that a higher percentage of affordable housing is feasible, new development in AlexWest will be subject to the updated recommendation. Affordable housing plans will be considered as development is proposed. Finally, AlexWest progress regarding housing production and anti-displacement will be tracked on an annual basis in the City's Annual Status of Implementation Report, produced each September for the City Council and community.

Additional Legislative Authority

The City lacks authority to implement some of the housing policies that were suggested by members of the community during the planning process. To address this, the Office of Housing and its partners are in the process of developing housing-related legislative priorities for FY25, with the final list expected in the Fall. The intent is to continue to prioritize legislation that was introduced in FY24 that addresses eviction prevention, housing conditions, and the preservation of affordable housing, including:

- Enabling localities to adopt authority to enforce provisions of the Virginia Residential Landlord Tenant Act governing housing conditions;
- Permitting tenants to enter into payment plans for back rent (one month of rent or less);
- Limiting/capping certain "extra" fees and maintenance costs;
- Establishing anti-rent gouging authority;
- Increasing pay-or-quit notice timeframe from five to 14 days; and
- Providing localities right of first refusal to purchase affordable housing development.

The City will continue to work towards expanding legislative authority in FY26 and future years to strengthen tenant protections. These are themes and topics for potential future legislative requests. However, staff will need to work with City Council in the coming months on final elements to be addressed as part of future legislative authority.

Upcoming Housing Master Plan Update

The Office of Housing is in the initial stages of an update to the Housing Master Plan. That process will explore many of the policies discussed in the Plan. The AlexWest Plan is intended to reinforce this future effort by creating a land use framework that supports the provision of affordable housing. In addition, new development will be subject to the future recommendations of the Housing Master Plan.

How do all of our housing policies work together?

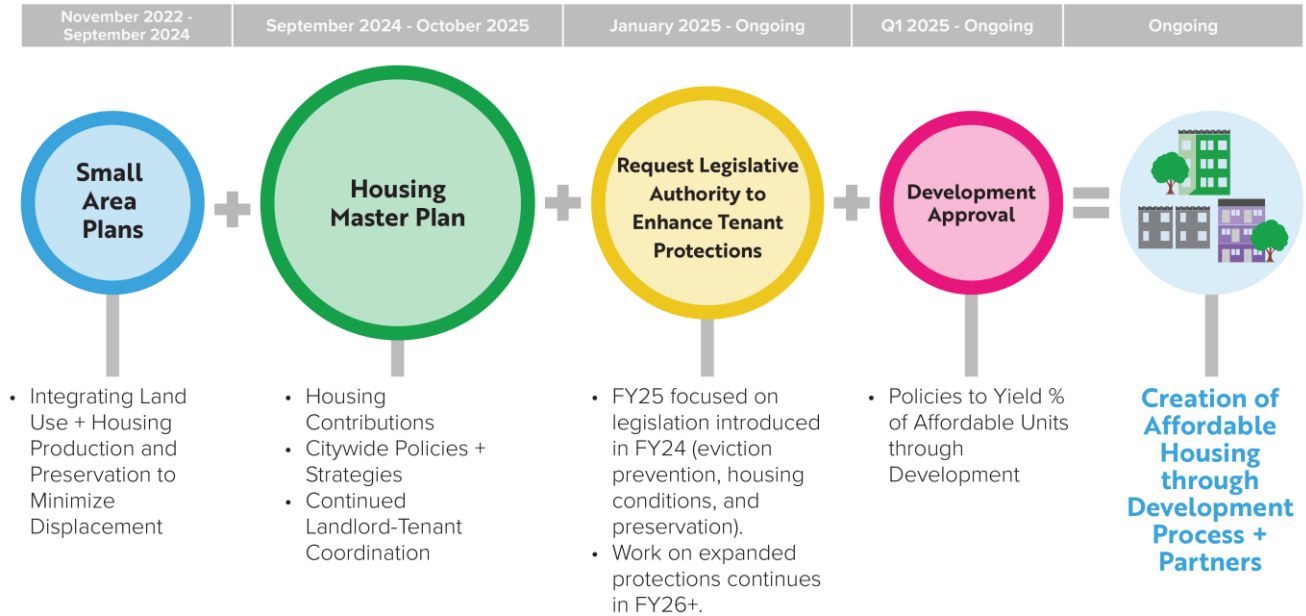


Figure 5: Housing Policy and Housing Production

Neighborhoods

Because of the scale of the Plan area, it was important to ensure that the intent and recommendations of the Plan were clear at a neighborhood level. The Plan identifies twelve (12) neighborhoods in the Focus Area with guidance to support implementation for each in alignment with the Plan recommendations and intent. Chapter 8: Neighborhoods breaks down the requirements for land use, retail, density, heights, housing, streets, and open space size and amenities by neighborhood and development block. Notably, this chapter also establishes the base density for development blocks, above which the 10% affordable housing requirement will be calculated.

In the Adams Neighborhood (Neighborhood 10), the current Small Area Plan (Beauregard) and the current zoning (CDD #21) limits new development to non-residential. The AlexWest Small Area Plan supports allowing predominately residential development in the Adams Neighborhood, and at Focus Area densities, which is consistent with the Plan’s anti-displacement land use strategy. All of the increase in residential density in the Adams Neighborhood would be subject to the 10% affordability requirement, because all of it is a net increase over what they currently have.

The major property owner in the Adams neighborhood (Monday Properties) originally agreed to this but has more recently suggested that the affordable housing contribution on top of other plan requirements for open space, etc., could be more than the project could financially bear. They noted that the during the CDD and DSUP processes there are opportunities to work through and balance out plan requirements on a case-by-case basis, and they ask that their perspective be noted in the staff report.

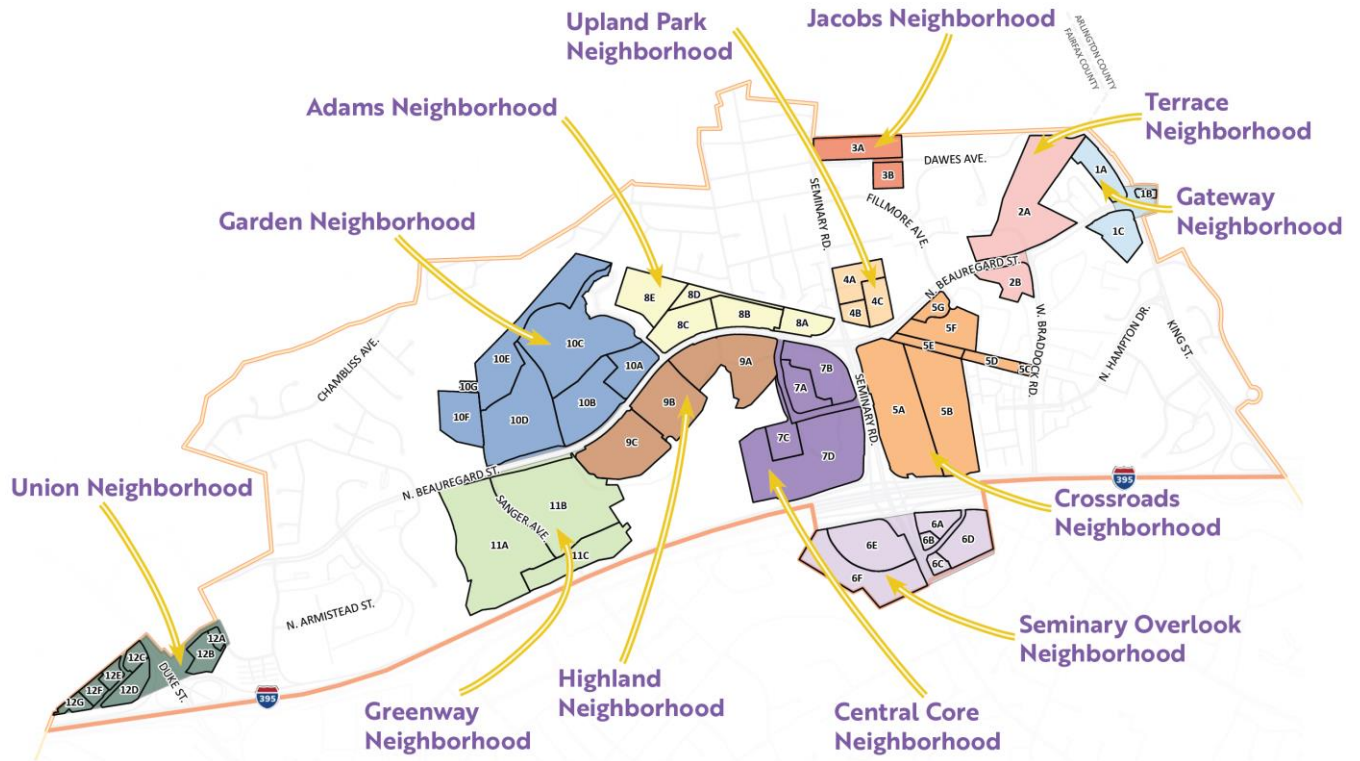


Figure 6: Focus Area Neighborhoods Map

Northern Virginia Community College (Terrace Neighborhood)

The Northern Virginia Community College (NVCC) Alexandria Campus is an important community and regional asset located in the Plan area, with 14,000 students attending annually. Although it comprises a large area of the Plan, at 54 acres, it currently remains relatively isolated and disconnected from adjoining neighborhoods. The Plan recommends a redevelopment framework for the 22-acre lower campus that includes the potential provision of a new City recreation facility. The Community College has indicated that revenue from the development of the lower campus would be used to implement campus improvements. Redevelopment of the lower campus is consistent with the intent of the Plan to encourage residential development and new affordable units in areas that do not displace existing units. The redevelopment will include a new street network, new public parks, and market-rate and affordable housing close to a transit stop, presenting a generational opportunity to stitch the college back into the fabric of the neighborhood rather than remaining as a separate isolated facility.

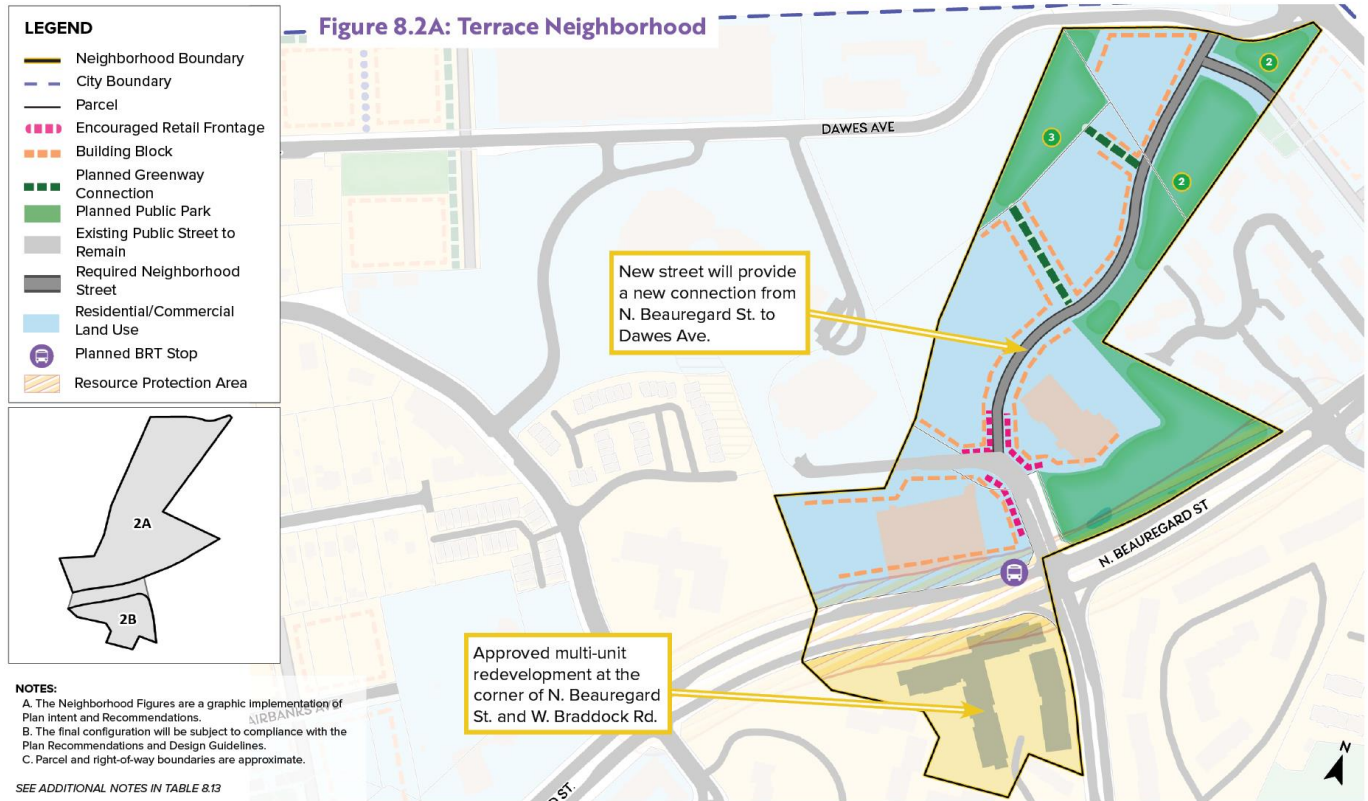


Figure 7: Terrace Neighborhood Map (Northern Virginia Community College Lower Campus)

Building Heights and Floor Area Ratio (FAR)

The Plan generally recommends taller heights within the Focus Area, closer to transit service, and along major corridors. The Plan also illustrates the potential maximum heights for buildings utilizing the City’s Bonus Density/Height provision in the Zoning Ordinance (Section 7-700). To gain additional density, one-third of the bonus units must be provided as committed affordable housing. For reference, the Bonus Density/Height provision has been used in an average of approximately 1-2 projects per year.

Across the Plan area there are varying Floor Area Ratios (FARs) recommended depending on location. The Plan generally recommends FAR of 3.0 for the Focus Area and FAR of 2.0 for Area 2. Further detail regarding FARs is provided in Chapter 8: Neighborhoods. The recommended FARs are intended to enable a meaningful increase in market and committed affordable housing supply in the Focus Area while also taking into consideration urban design, public facilities, and infrastructure capacity.

The 1992 Alexandria West Plan has an inconsistent patchwork of height limits and allowable FARs, including specific parcels that are not consistent with neighboring parcels. The new AlexWest Plan seeks to have a more consistent strategy for height and density to incentivize new development based on sound planning principles and City priorities, such as implementation of a transportation corridor and the provision of important community benefits like housing affordability, open space, and pedestrian oriented streetscape.

Zoning

It is anticipated that future zoning and development approvals, consistent with the intent of the Plan, will occur simultaneously as part of the Plan implementation.

Design Guidelines

Community members and property owners conveyed to staff the importance of a clear and simple set of design guidelines. The proposed Guidelines will be considered for approval after approval of the small area plan to enable additional time for discussion. When approved, the Design Guidelines will apply to development. Until the new guidelines are approved, the existing previously approved Beaugard Design Standards will apply.

Concentrate Retail/Retain Neighborhood-Serving Uses

Throughout the planning process, the community emphasized the importance of retaining neighborhood-serving retail in the Plan area. Within the Focus Area and Area 2 there are locations where retail will be required as part of development. This strategy concentrates retail at key locations to ensure a critical mass of people during the day, the evening, and throughout the week to support the businesses. It is essential that these ground floor retail spaces be connected and provide active uses such as restaurants, personal services, entertainment, food markets and grocery stores, and other uses that activate the public realm and support a high degree of pedestrian activity. The Plan also supports additional flexibility in other areas if supported by market conditions. Given the 15-20 year timeframe of the plan, the development of new neighborhood-serving retail will take time. The Plan allows for interim uses and additional flexibility on underutilized sites like surface parking lots. Given the size, scale, and availability of some of these surface parking areas there is an opportunity for entrepreneurs to provide services for the community.

Recommendations for retail locations took into account planned retail areas in adjoining jurisdictions. For example, retail is not required in the southernmost area of the Plan area – the Union Neighborhood – because it is within walking distance of a major retail area envisioned for future redevelopment and expansion in Fairfax County.

Commercial to Residential Conversion

The potential conversion of office buildings to residential uses is a regionally and nationally occurring trend because of market conditions, ownership, technology, age of the building, floor to ceiling heights, and building footprint sizes. While many of these buildings are providing market-rate affordable office spaces for tenants, as demand for commercial office space continues to decline, the Plan anticipates that many of these sites will convert to residential uses, as already seen at AlexWest sites such as Park + Ford and the Sinclair.

We anticipate that the demand for office use in the Plan area will continue to decrease. With the Plan's land use strategy, there are opportunities, particularly in the Focus Area, for existing office buildings to convert to residential buildings, increasing the supply of housing in the City and meeting the needs of the community, without displacing existing residents. However, the Plan does not require that office uses be converted to residential, as the market for some office uses will continue to exist and can provide a source of employment for community members and opportunities for local businesses.

Development Forecast

The Focus Area, where the majority of new development is anticipated, comprises roughly one-third of the Plan Area. For projected development in the Focus Area, the Plan analysis assumed the City’s Metropolitan Washington Council of Government’s (MWCOG) growth forecast, a high-level population and employment projection through 2045. The forecast generally assumes on average a new residential building (approximately 400,000 square feet) in the Plan area per year. For the purposes of testing infrastructure capacity, a sensitivity analysis was conducted assuming approximately 30% more development than the forecast, an amount that is intentionally conservative to ensure adequate infrastructure in the Plan area.

School Capacity

Public schools are a core element of the civic framework of any community, especially in areas that are expected to see a growth of families and young professionals over time. The Plan provides flexibility for Alexandria City Public School (ACPS) sites, including William Ramsay and John Adams Elementary Schools, to expand to meet the needs of their student populations. Both sites, as well as the existing Ferdinand T. Day K-8 school and the new adjacent ACPS-owned site, are incorporated within the Focus Area.

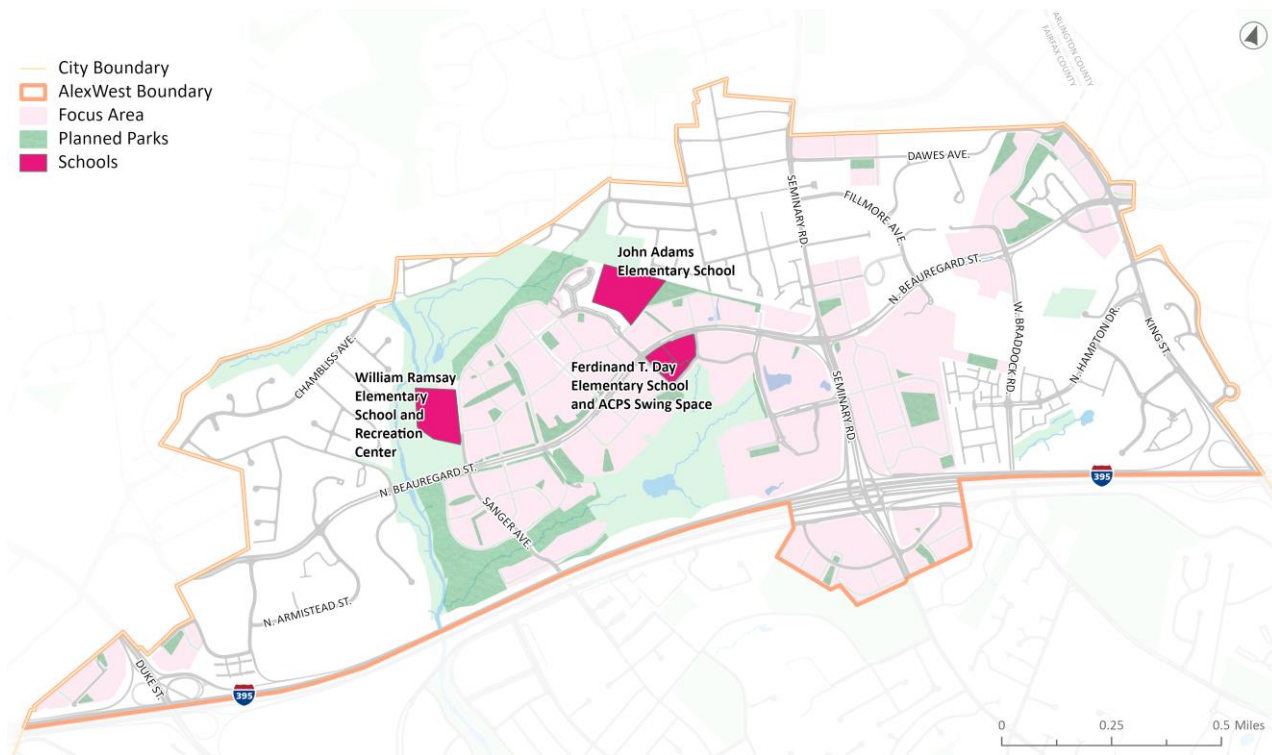


Figure 8: Alexandria Public School Sites in AlexWest

Analysis of the City’s 30-year development forecast and 2023 student generation rates suggest approximately 100 net new ACPS students will live in AlexWest by 2050, spanning all grade levels K-12. Staff also conducted a more conservative stress-test of the forecast, which while unlikely to occur, suggests approximately 350 net new ACPS students by 2050. Given the current capacity of elementary

school facilities within the Plan area, their ability to expand, and the planned future school capacity in higher grades elsewhere in the City, additional public education facilities are not expected to be needed within AlexWest in either the typical or stress-test forecast scenarios.

The City and ACPS regularly monitor and integrate projected student generation numbers in school enrollment projections to consider existing zoning. Annually produced school enrollment projections will integrate and consider these estimates in upcoming school capacity and ACPS and the City will continue to coordinate to review, plan, and allocate resources for necessary capacity to ensure all ACPS students are provided with safe and equitable learning environments. Further, student generation analysis is an integral part of the development special use permit process and an additional opportunity to plan for changing needs as they arise.

C. Transportation + Mobility

The Plan recommends an integrated transportation network that builds on the existing pedestrian, bicycle, and vehicular networks and promotes safe and flexible mobility for all users as well as the desired character of the public realm. In response to concerns raised by the community about specific intersections and locations, the Plan recommends a series of improvements in the following high crash, high-volume corridors and intersections:

- Seminary Road and N. Beauregard Street – Compact intersection to maintain operations and improve safety
- Seminary Road and Mark Center Drive – Operational and safety improvements
- Seminary Road and I-395- this interchange has been identified as the primary cause of the safety and operational issues on Seminary Road between N. Beauregard Street and I-395, as well as the two adjacent intersections.
- Sanger Avenue and N. Beauregard Street – West End Transitway (WET) improvements for safety
- Improved roadway connectivity to provide additional options for existing and future residents to access their homes and other neighborhood destinations.

Mobility will be improved throughout the Plan area with reliable transit service provided by the West End Transitway; improved pedestrian, bike, and trail connectivity; the expanded N. Beauregard Street multi-use trail; and improved intersections crossings for existing and future projects.

West End Transitway

The West End Transitway (WET), first identified in the 2008 Transportation Master Plan, and later in the 2021 Alexandria Mobility Plan, is currently in design for Phase 1 of the project, which is focused on transit signal priority, queue jump lanes, and new bus stations, and is anticipated to begin operation by FY 2027. Phase 2 of the project, which includes dedicated transit lanes on portions of Van Dorn Street and N. Beauregard Street, is not yet funded and will require work with private developers for additional right-of-way.

Southern Towers Transit Facility

To support the WET, new development will be required to enhance transit services by providing transit facilities, such as bus shelters or other improvements. The Plan recommends a new enhanced transit

facility within Southern Towers, which has one of the highest transit ridership rates in the City. A new facility will create a safe and accessible way for current and future residents to access transit.

Transportation Study

A transportation study prepared by Kimley Horn evaluated the impacts of the changing traffic demands on the surrounding transportation network with the Alexandria West Plan. Major study area corridors include N. Beauregard Street, Seminary Road, Little River Turnpike, W. Braddock Road, Sanger Avenue, and King Street. The traffic study analyzed the transportation network under the following land use scenarios: (1) 2022 Existing Conditions; (2) 2045 Base Conditions - Based on forecasted volumes from the Metropolitan Washington Council of Government (MWCOC) travel demand models; and (3) 2045 Sensitivity Test - Considers a 30% growth in addition to the 2045 projected growth. The 2045 Sensitivity Test was the basis for proposed land use development recommended by the Alexandria West Plan.

The transportation study analyzed 15 study area intersections and conducted intersection operational analysis of delay and queuing under AM and PM peak hour conditions. The analysis did not assume any additional infrastructure, operational, and safety improvements identified in the Plan. However, staff has preliminarily identified additional improvements that could further improve overall network functionality and safety. In general, the analysis found overall traffic delays were relatively unchanged under the 2045 Sensitivity Test scenario, noting slightly higher PM peak delays, and slightly higher congestion at major intersections such as Little River Turnpike, Sanger Avenue, and King Street.

Per City policy, all new development proposals will be required to conduct a transportation study at the time of development application to further consider and mitigate the impacts of the specific project.

D. Public + Connected Open Spaces

During the planning process, staff conducted an open space and recreation needs assessment in the Plan area. The analysis identified gaps in access to open space as well as gaps in recreational amenities to serve the diverse recreational needs of the community.

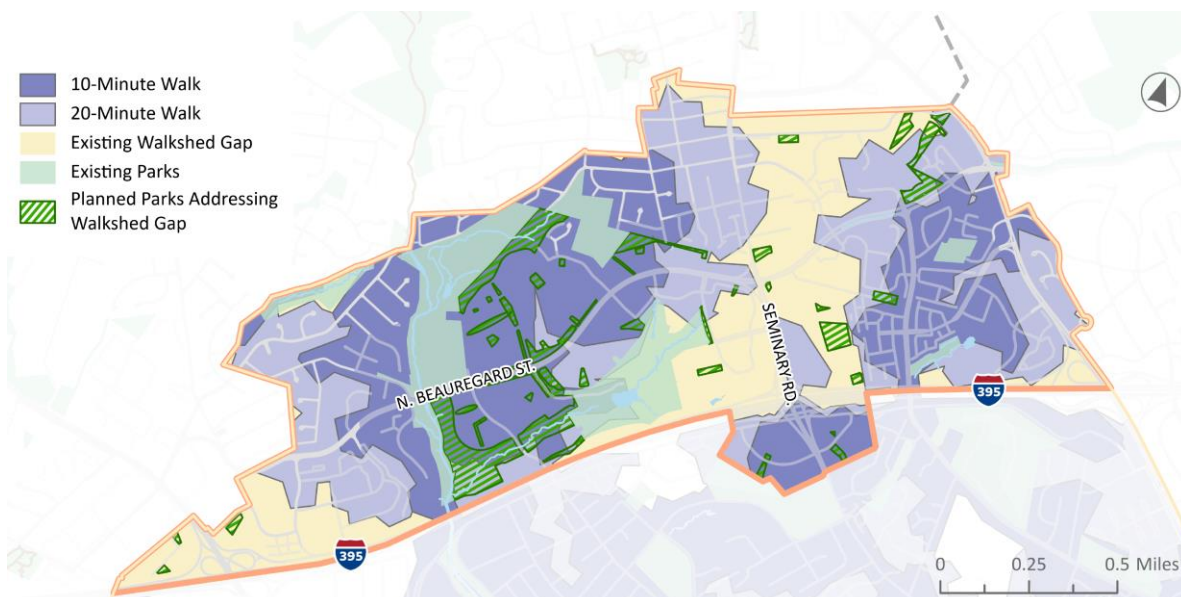


Figure 9: Existing Open Space Walkshed Analysis Map

In addition, the analysis highlighted that AlexWest lacks a full-time recreation facility with services accessible to the community on a daily basis, confirming community feedback expressing a need for recreation facilities, especially for youth and young children. William Ramsay Recreation Center, the only facility in the Plan area, is only available for community use after school hours as it is shared with Ramsey Elementary School and used during the day for classes and after school programming. Recreation centers provide many important services beyond active recreation for social support and cultural interaction, including after school care, adult services, classes, community meeting spaces, cultural celebrations, and more. The analysis found that AlexWest residents lack equitable access to recreational and support services as compared to other parts of the city and identified the need for an additional recreation center to meet the needs of both existing and future residents anticipated by the Plan.

To ensure AlexWest residents enjoy the same level of access to these services as residents in other parts of the City, the Plan recommends the City locate a new recreation center or similar facility on City-owned land and/or co-located with other uses as part of new development within the Plan Area. Funding for such a facility will compete for funding through the City's Capital Improvement Program (CIP) and/or grant funding sources. The location for a new facility will be considered as part of future development and/or City-owned properties and would ideally be located north of Seminary Road to serve a broader portion of the Plan area.

Responsive to the needs assessment and feedback from the community regarding both access to open space and recreational amenities within open space, the Plan requires each neighborhood in the Focus Area to provide new publicly accessible open space with specifics regarding required size, general location, and desired amenities for each. In total, the Plan proposes an additional 60 acres of new ground level public open space/parks. Combined with the existing 132 acres of existing publicly accessible parks, the Plan's open space network will comprise more than 192 acres at full buildout. In addition, the Plan recommends access improvements and/or new access to existing parks, including the Winkler Botanical Preserve, James Mulligan Park, and the Stonegate Scenic Easement.

The intent of the complete open space network is summarized in the following principles:

- Parks accessible to all within walking distance;
- Connections between open spaces within and outside of the Plan area;
- Spaces that feel and function as inviting and truly public for all users;
- Spaces that are multi-functional for social and recreational use with amenities that enhance usability of the parks, such as seating options, flexible lawn and shaded areas, exercise equipment, and play equipment; and
- Play spaces for youth and younger residents.

The new ground-level, publicly accessible open spaces recommended by the Plan will increase access to residents by filling in missing connections, locations, or functions in the current network.

E. Sustainable + Healthy Communities

As the impacts of climate change become more consequential, inclusive growth and sustainable development will be integral to addressing and mitigating impacts. In AlexWest, consistent with City-

wide priorities, planning for sustainability will include enhancing tree canopy for shade, reducing impervious surfaces, managing and treating stormwater to protect waterways, enhancing the natural habitat and landscaping, utilizing the City’s green building principles for energy efficiency, and creating transit-rich, walkable, bikeable neighborhoods.

Pervious Surfaces + Tree Canopy

While the area’s total tree canopy coverage is slightly higher than the City average (33% existing), canopy coverage is inconsistent across AlexWest’s neighborhoods. This is due primarily in part to a higher proportion of surface parking lots (and consequently a lower proportion of tree coverage) in some areas (currently 141 acres of surface parking lots across the Plan area). The Plan recommends that development provide on-site tree canopy coverage consistent with applicable City policies at the time development is submitted for review.

Tree canopy as part of development will enable more cooling, improve stormwater management, and enhance the community’s green spaces. If this requirement cannot be met onsite due to physical constraints, the required canopy can be provided in another City approved location. In AlexWest, tree canopy should be provided within the same land use strategy area (either Focus Area, Area, 2 or Area 3) in which the development is located. This will ensure that canopy coverage proportionately increases in the Focus Area overall, improving equitable access to shade and other canopy benefits.

N. Beauregard Street + Seminary Road Intersection, Intermittent Stream

The City’s previous design for an “ellipse” intersection at N. Beauregard Street and Seminary Road, a design that required additional right of way to implement. The transportation recommendations in the AlexWest Plan no longer call for the ellipse design and instead propose a more compact intersection design that better achieves the City’s policy goals for safety and mobility for all users. The additional right of way that was proposed for the previous ellipse design would have eliminated an existing intermittent stream in the northwest corner of the intersection. The property owner for Upland Park (Neighborhood 4) has indicated that the change to intermittent stream impacts their ability to develop the site. Staff has indicated that we are willing to work with property owner but any changes to an intermittent stream would require future staff review and approval by City Council.



Figure 10: The “Ellipse”, the previous design for N. Beauregard Street and Seminary Road

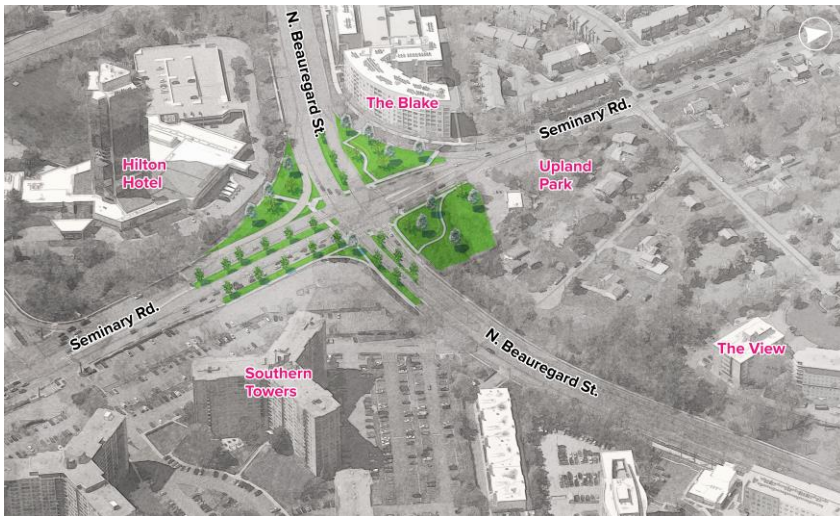


Figure 11: The current design for N. Beauregard Street and Seminary Road

Stormwater Management

Most of the Plan area was developed prior to the 1990's, which means almost none of the existing buildings detain or treat stormwater to current standards and best practices, intended to mitigate potential flooding, minimize environmental impacts, and improve water quality. As surface parking lots are redeveloped in the Focus Area, new development provides an opportunity to improve system resilience and environmental sustainability by detaining and treating stormwater that otherwise would negatively impact the ecology of nearby waterways. Projects within the Plan area will be required to implement green infrastructure to the maximum extent feasible to reduce pollutants and reduce runoff.

Sewer Capacity

Ensuring adequate sanitary sewer infrastructure capacity is a critical aspect of planning for the future to protect the health of the community and waterways. In AlexWest, there are two cross-jurisdictional sanitary sewersheds: the AlexRenew Service area and the Arlington County Service area. Analysis of forecasted development conducted indicates there is adequate capacity based on the development forecast. To ensure capacity is monitored, as redevelopment occurs over time, new development will comply with the most current requirements for sanitary infrastructure and conduct relevant analysis as part of the development review process.

V. PLAN IMPLEMENTATION AND FISCAL IMPACT

Consistent with other small area plans, funding and implementation of improvements and community benefits, such as deeply affordable housing, open spaces, streetscape improvements, and improved infrastructure, will be shared by developers and the City. The share attributed to new development is recommended to be provided in-kind rather than via monetary developer contributions. Developer contributions anticipated to mitigate impacts of new development include the provision of affordable housing, new roads and connections, and ground level publicly accessible open spaces and parks consistent with the neighborhood area maps in Chapter 8 and/or other recommendations of the Plan. These improvements are in addition to standard onsite development requirements such as stormwater/green

infrastructure, streetscape improvements, tree canopy, shared mobility, and public art.

Larger infrastructure projects, such as improvements to existing roadways (not on redevelopment sites), or other Plan area wide benefits, such as a new recreation facility, will be implemented by the City with grant funding and/or will compete with projects for funding through the City's 10-year Capital Improvement Program (CIP). Given constrained resources and the importance of implementing improvements strategically and efficiently, the Plan provides guidance for prioritizing the improvements that require City and/or grant funding.

VI. MASTER PLAN AMENDMENTS

This Plan, if adopted, will replace the 1992 Alexandria West Small Area Plan and the 2012 Beauregard Small Area Plan. Additionally, the Beauregard Design Guidelines will be replaced with the AlexWest Design Guidelines.

VII. STAFF RECOMMENDATIONS

Staff recommends that the Planning Commission, on its own motion, initiate a Master Plan Amendment and recommend approval of the proposed AlexWest Small Area Plan replacing the Alexandria West Small Area Plan and the Beauregard Small Area Plan.

Attachments:

1. Resolution MPA2024-00003
2. AlexWest Draft Plan and Appendices September 2024 ([Link](#))
3. Existing Committed Affordable Units (CAUs) in AlexWest
4. Community Comment Summary
5. Community Comment and Response Matrix on June 25 Draft Plan
6. List of Revisions to June 25 Draft Plan Incorporated in September 2024 Final Draft Plan
7. Community Comment Letters
8. Property Owner Comment Letters
9. Boards and Commissions Endorsement Letters
10. AlexWest Project Timeline

RESOLUTION NO. **MPA 2024-00003**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendment will create the AlexWest Small Area Plan chapter of the City's Master Plan, and replace the **Alexandria West Small Area Plan and Beauregard Small Area Plan** chapters of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **September 5, 2024** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **AlexWest Small Area Plan** section of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **AlexWest Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **AlexWest Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **AlexWest Small Area Plan** chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The attached AlexWest Small Area Plan and any appendices to such document are hereby adopted replacing the Alexandria West Small Area Plan and Beauregard Small Area Plan chapters of the 1992 Master Plan of the City of Alexandria, Virginia, creating the AlexWest Small Area Plan Chapter of the City's Master Plan in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia.
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the **5th day of September, 2024.**

Chair, Alexandria Planning Commission

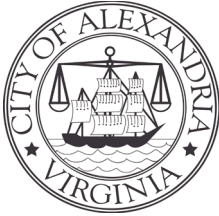
ATTEST: _____
Karl Moritz, Secretary

Attachments:

1. *AlexWest Small Area Plan*

PROJECT NAME	COMMITTED AFFORDABLE CATEGORY	PUBLIC HOUSING	AMI LEVEL OF AFFORDABILITY	COMMITTED AFFORDABLE UNITS	TOTAL UNITS IN COMPLEX	YEAR BUILT
28TH STREET	RESOLUTION 2876 UNITS	YES	0-30	15	15	
BEAUREGARD & ARMISTEAD	RESOLUTION 2876 UNITS	YES	0-30	5	5	
HALSTEAD TOWER	SET-ASIDES	NO	60	9	174	2007?
HERMITAGE	RESOLUTION 2876 UNITS	YES	0-30	8	8	
MILLER HOMES	RESOLUTION 2876 UNITS	NO	0-30	1	1	
MILLER HOMES	RESOLUTION 2876 UNITS	NO	0-30	1	1	
OASIS & BRAGG	RESOLUTION 2876 UNITS	YES	0-30	15	15	
RAMSEY SCHOOL	RESOLUTION 2876 UNITS	YES	0-30	10	10	
SAXONY SQUARE CONDOMINIUMS	RESOLUTION 2876 UNITS	YES	0-30	5	264	
SOUTHERN TOWERS	SET-ASIDES	NO	55-60	105	2184	Set-asides introduced in 2016.
ST. JAMES PLAZA	FED ST OR LOCAL SOURCES	NO	40-60	93	93	2018

THE NEXUS AT WEST ALEX	FED ST OR LOCAL SOURCES	NO	40-60	74	74	2019
THE SPIRE	FED ST OR LOCAL SOURCES	NO	40-60	113	113	2021
PARKSTONE (FORMER AVANA)	FED ST OR LOCAL SOURCES	NO	60-80	244	326	Became affordable in 2020.
THE BLAKE (MONDAY PROPERTIES)	SET-ASIDES	NO	60	5	300	2022
PARK + FORD	SET-ASIDES	NO	70	10	435	2021



DOCKET ITEM #6
Master Plan Amendment #2024-00003
AlexWest Small Area Plan

<p>Issue: (A) Initiation of a Master Plan Amendment; and (B) Public hearing and consideration of an amendment to the Master Plan to create the AlexWest Small Area Plan and Design Standards replacing the Alexandria West Small Area Plan and the Beauregard Small Area Plan and Beauregard Design Standards.</p>	<p>Planning Commission Hearing:</p>	<p>September 5, 2024</p>
	<p>City Council Hearing:</p>	<p>September 14, 2024</p>
<p>Staff: Karl Moritz, Director; Jeffrey Farner, Deputy Director; Cory Banacka, Urban Planner; Carrie Beach, Division Chief; Christian Brandt, Urban Planner; Maya Contreras, Principal Planner; José Delcid, Urban Planner; Michael D’Orazio, Urban Planner; Robert Kerns, Division Chief; Andra Roventa Schmitt, Urban Planner; Melissa Symmes, Urban Planner; <i>Office of Housing</i>: Helen McIlvaine, Director; Tamara Jovovic, Housing Program Manager; <i>Recreation, Parks and Cultural Activities</i>: Jose Carlos Ayala, Principal Planner; Bethany Znidersic, Division Chief;; <i>Transportation and Environmental Services</i>: Hillary Orr, Deputy Director; Erin Bevis-Carver, Division Chief; Ryan Knight, Division Chief; Gavin Pellitteri, Principal Planner; Daniel Scolese, Civil Engineer IV; Christopher Ziemann, Division Chief; <i>Office of Climate Action</i>: Valerie Amour, Energy Manager; Ryan Freed, Climate Action Officer; Dustin Smith, Green Building Manager</p>		

I. COMMUNITY ENGAGEMENT

The AlexWest Plan area is comprised of a diverse collection of neighborhoods. Given the high degree of overall diversity and the scale of the Plan area, staff conducted preliminary engagement with residents and community organizations beginning in Summer 2022 seeking input on how to design community engagement to ensure the process would be accessible to people of all backgrounds and would reflect a broad spectrum of input. This preliminary engagement helped staff understand who the community stakeholders were and the best way to ensure all voices were included and heard, reducing potential barriers to participation. (Details of the planning process and the types of outreach conducted are provided in the Plan Appendix as Attachment 2).

Engagement specifically targeted communities who have historically not participated in City planning processes, such as residents of rental communities, communities of color, senior communities, youth, faith-based organizations, and foreign-born communities. To serve the language needs of the residents, translation and interpretation services were provided at community meetings in Spanish and Amharic and Arabic, Dari, and Pashto as requested or needed.

Community engagement included a variety of in-person and online strategies that would best serve the Plan's engagement strategy, including meetings and pop-ups at a variety of times and locations throughout the Plan area and on-demand digital engagement tools. With this approach, all members of the community were invited to participate, discuss, and collaborate on a shared vision for the future by participating in the range of options that worked best for them. Key aspects of the community engagement strategy included:

- Hybrid online and in-person community meetings and open houses
- Staff attendance at informal meetings hosted by local organizations
- Digital and physical polls and questionnaires
- An online interactive StoryMap
- Notifications via digital communications tools (WhatsApp, eNews, and email)
- Pop-up events and information tables at local events
- In person and virtual office hours
- Video updates
- A project webpage providing online access to meeting materials, draft Plan components, frequently asked questions, and reference materials.

In addition to City-sponsored community meetings, staff also coordinated directly with neighborhood community organizations, including: Tenants and Workers United, Southern Towers United, African Communities Together, Seminary West Civic Association, Fairlington Homeowners Association, Seminary Hill Civic Association, West End Business Association, and others.

II. COMMUNITY FEEDBACK

Based on engagement and community conversations in the early phases of the planning process, staff developed draft plan objectives responsive to community concerns, including the special focus on the preservation and expansion of housing affordability, improvement of housing conditions, and

strengthening of tenant’s rights. These objectives are the foundation upon which the Plan recommendations were drafted. The draft plan objectives also addressed mobility and safety, land use and neighborhood serving retail, open space, and community health.

Community members expressed consistent support for the plan objectives as they were refined, simplified and summarized as follows:

- Preserving and expanding affordable housing in the neighborhood;
- Improving mobility and circulation generally, and prioritizing pedestrian and cyclist safety;
- Locating neighborhood serving retail and community services within walking distance;
- Improving access to and expanding the open space network; and
- Enhancing sustainability and community health.

All comments submitted as part of formal feedback opportunities during the planning process were posted to the project webpage with staff responses. All community comments on the June 25th Draft Plan that were received prior to August 1 are provided in Attachment 5 and include staff responses. Community feedback received on or after August 2 is posted to the project website and collected in Attachment 6. Community Comment Letters received are included in full in Attachment 7. Endorsement letters submitted by the Parks and Recreation Commission, Transportation Commission, Alexandria Housing Affordability Advisory Committee, and Environmental Policy Commission are provided in Attachment 8.

Feedback received both during the planning process and on the Draft Plan itself generally falls into three main categories, as detailed with staff responses below.

A. Housing:

As discussed previously, some of the housing-related concerns raised by the community were not able to be accommodated in the Plan. Some will be addressed in the upcoming citywide Housing Master Plan update and/or will require additional legislative authority from the State.

Comment – Enforce Additional Tenant Protections:

The City currently has limited legislative authority with regard to tenant protections. Expansion of legislative authority to expand these protections will be a topic of the upcoming Housing Master Plan Update, and may include:

- Requiring a property owner or developer to support the formation of tenant associations;
- Providing enhanced notice and support, such as navigation services, in instances of relocation;
- Reimbursing displaced tenants for moving expenses;
- Requiring building maintenance / improvements;
- Offering tenants in good standing a right to return;
- Providing temporary replacement housing payments for low-income, elderly, or disabled tenants who are unable to return following redevelopment.

Comment - Require Deeper Levels of Affordability and/or a Higher Percentage of Committed Affordable Housing Units (CAUs):

Some members of the community shared a strong concern that the Plan recommendations for housing affordability do not go far enough in protecting existing residents' ability to remain in the neighborhood and could potentially contribute to the increased displacement of existing families.

The Plan recommendations require that 10% of the additional density achieved through the Plan be provided as affordable units at or below 60% AMI (for rental units). The Plan's economic analysis looked at maximizing the level of affordability and producing the highest yield of affordable housing units while balancing the need to ensure projects are feasible to construct given market rents and costs of construction.

Housing at or below 40% AMI is extremely expensive to produce and difficult to finance. Market rents dictate the construction types of buildings that will be built. In AlexWest, market rents do not currently support the cost of construction for steel and concrete high-rise buildings. It is expected that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories.

Requiring a deeper level of affordability or a higher percentage of units would likely yield fewer units, projects that aren't financially viable, and potentially an overall reduction in the affordability of the market affordable and workforce affordable units over time, causing further displacement. What the City has successfully achieved to date is producing more deeply affordable units through public-private partnerships that bring many financing sources together, including City funding. The upcoming Housing Master Plan update may address opportunities and strategies that deepen affordability and housing stability over the long-term, such as alternative ownership and governance structures (e.g., community land trusts and shared equity cooperatives).

The Plan recommendation creates a feasible framework for housing production that minimizes displacement and further expands affordable housing.

Comment - Implement Rent Control:

Many members of the community commented that the Plan should help address rapidly rising rents through rent control. However, the City does not have the authority to institute rent control. The City's powers are limited to those granted to it by the State of Virginia. The City *does* have a voluntary rent increase cap policy and encourages property owners to adopt the policy. The Plan recognizes that increases in rent, especially after the height of the pandemic, are resulting in high levels of housing cost burden on lower- and moderate-income renters. Staff analysis estimates that 98% of households with incomes at or below \$50,000 are estimated to be housing cost-burdened (paying more than 30% of their gross income in rent). Many residents also share housing in order to remain in the community. Expanding the supply of committed affordable housing options is one way in which housing cost burden can be addressed over the longer-term.

Comment - Pause the planning process in order to seek more/stronger tools to protect residents:

The City cannot legally prohibit development, so pausing the process would not stop development from happening. Development would continue but without the vision and associated requirements of a Comprehensive Plan. The upcoming citywide Housing Master Plan will consider options for additional legislative authority that would apply citywide as opposed to within AlexWest only.

B. Building Height

Comment – Limit Building Heights/Increase Building Heights:

Some members of the community, particularly Fairlington residents, strongly object to the heights proposed for King Street. These residents prefer heights that are lower scale and suburban in nature, comparable to the heights of the Fairlington Condos. Other residents strongly suggested a greater flexibility for taller heights, particularly in proximity to the future West End Transitway and in Area 3, in order to achieve more affordable housing throughout the Plan area.

Staff considered many factors in developing the height recommendations, including the minimum amount above existing heights that would be needed in order to achieve affordable housing, as well as what would be appropriate given a range of variables including: land use, viability of residential construction typologies, proximity to transit, commercial uses, and existing heights. Ultimately, the Plan's proposed heights are consistent with existing City policy and practice.

C. Traffic

Comment – Development Will Increase Traffic/Existing Roads are Unsafe:

Community members also expressed concerns about increased traffic, safety, parking and congestion as a result of increased development in the Plan area. The City did prepare a traffic analysis testing traffic based on forecasted development as well as a 30% increase over forecasted development. The results of the study indicate limited impacts to the transportation network with some minor additional delays through the corridor at full buildout.

In addition to the network benefits anticipated as a result of the range of transit and transportation improvements planned for all modes of travel, the Plan recommendations address traffic- and parking-related issues that may arise with new development. All new development will prepare a traffic and parking study and meet the City's policy for traffic mitigation and parking.

Date Received	Source	Draft Plan Chapter	Community Comment	Staff Response
6/27/2024	Email	General	At the May meeting with Fairlington Villages, Jeff spoke about the south-side of King Street having a sidewalk tree-line design while the north-side of King Street (Fairlington Villages) will be left undisturbed. When asked if that can be written into the SAP, Jeff had said a provision can be written within the SAP. Can you please tell me the actions I need to take to ensure that provision is written in the SAP?	The Plan identifies King Street as a “Primary Street,” and provides a recommended street section design with streetscape improvements for all Primary Streets. Due to the significant tree canopy and steep topography on the north side of King Street, the Draft Plan does not recommend streetscape improvements for that side of the street. To provide further clarity on this topic, Staff will add the following language in the Primary Streets section of the Mobility + Safety chapter: Streetscape improvements for King Street will only be on the south side of the street.
6/27/2024	Comment Form	Sustainable + Healthy Communities	Figure 6.1 in the plan shows a close correlation with tree canopy and surface temperature, however the following page states that while new development should provide tree cover, if it can’t provide it on site it should provide the tree cover within one of the same land use strategy areas. However these areas are much larger than the cooling effect zone around a tree or trees. This policy could still lead to inequitable access to tree canopy.	The goal of the Plan is that development will provide on-site tree canopy coverage consistent with City policies. The Focus Area is already deficient in tree canopy when compared to the rest of the Plan area. If a project in the Focus Area cannot meet the on-site tree canopy requirements, the intent is that the off-site tree canopy still be provided in the Focus Area. This is addressing inequitable access to tree canopy as there isn't enough tree canopy in the Focus Area currently.
7/1/2024	Email	Public and Connected Open Spaces	Are the trees in the NOVA campus, endangered in Alexandria West Plan, to build more housing in the Tree or NOVA parcel?	In the Small Area Plan, NVCC (neighborhood 2) includes significant new parks and open spaces. These overlap with the existing tree canopy to a large extent. Currently, there are no development applications for the NVCC property. However, should a development application be received it would be evaluated through the City’s Development Review process and would have to comply with the Small Area Plan and the City’s other City-wide policies, including regarding tree canopy.
6/27/2024	Comment Form	Mobility + Safety	I’m excited to see vastly improved pedestrian and biking infrastructure. For pathway lighting, I would like to see this area (as well as additional small area plans) focus on lighting that is friendly to migratory birds and nighttime insects, whose migration and/or reproduction are disrupted by light pollution. This includes low temperature lighting (lower than 3,000K, which also benefits humans), not over-lighting, and pointing light fixtures down so that they do not project light upwards into the sky.	Pathway lighting will be subject to Citywide standards.
		Public + Connected Open Spaces	I particularly support adding entrances to Winkler BP and connecting Winkler with the Holmes Run Scenic Easement, as well as connecting Dora Kelley with Chambliss Park.	Thank you for your comment.
		Sustainable + Healthy Communities	I appreciate the focus on expanding tree canopy to combat the heat island effect and overall health of the community, as well as buffer areas for erosion control and water quality. Alexandria’s urban forest policy is to plant native trees, which is not explicitly called out here, but could be. AlxWest has a few large areas of native habitats currently — Dora Kelley, Winkler, and the Holmes Run areas. However we can also think about integrating native habitat more seamlessly into residential and commercial areas through use of green infrastructure such as rain gardens and bioswales, and by integrating pockets of native pollinator gardens into open spaces that may have other primary use cases. Private development should be encouraged to landscape with native plants, and avoid known invasive plants, to the extent possible. The latter is especially important as invasive plants from landscaping	Alexandria Urban Forestry policy and City Landscape Guidelines currently and will in the future apply to the AlexWest Plan area. Projects through the development review process are required to plant native trees. No invasive species are allowed to be planted.

			easily spill over into adjacent natural areas, which we already see happening in Dora Kelly, Winkler, and Holmes Run.	
6/28/2024	Comment Form	General	At a local community meeting in May, staff had stated that "the south-side of King Street in Area 2 will have a tree-lined sidewalk design-scape while the north-side of King Street in Area 2 will be undisturbed". When asked if that can be put into the SAP, staff stated that a provision can be written. My two questions are: 1. How does one have this particular provision "the south-side of King Street in Area 2 will have a tree-lined sidewalk design-scape while the north-side of King Street in Area 2 will be undisturbed" be put in the SAP? 2. Where will this particular provision be written in the SAP?	The Plan identifies King Street as a "Primary Street," and provides a recommended street section design with streetscape improvements for all Primary Streets. Due to the significant tree canopy and steep topography on the north side of King Street, the Draft Plan does not recommend streetscape improvements for that side of the street. To provide further clarity on this topic, Staff will add the following language in the Primary Streets section of the Mobility + Safety chapter: Streetscape improvements for King Street will only be on the south side of the street.
7/1/2024	Comment Form	Mobility + Safety	It seems like you are not accounting for the amount of traffic in the area. More attention should be paid to traffic flow because there is a lot of traffic in this area.	As part of the planning process, KimleyHorn and Associates prepared a high-level traffic study to evaluate the impacts of the changing traffic demands on the surrounding transportation network with the Alexandria West Plan. Major study area corridors include N Beauregard Street, Seminary Road, Little River Turnpike, W Braddock Road, Sanger Avenue, and King Street. The traffic study analyzed the transportation network under the following land use scenarios: 2022 Existing Conditions, 2045 Base Conditions - Based on forecasted volumes from the Metropolitan Washington Council of Government (MWCOC) travel demand models, 2045 Sensitivity Test - Considers a 30% growth in addition to the 2045 projected growth. The study concludes that the transportation network can reasonably accommodate the currently forecasted growth, based on the 2045 MWCOC travel demand models and the 2045 sensitivity test. This study does not negate the requirement for site-specific transportation studies for individual development projects, as required by the City's Transportation Planning Administrative Guidelines. You can find the study on the project page under Resources and More Information.
7/2/2024	Comment Form	General Comment	I'd really like the city to recognize that most residents just want basic services (police, street maintenance, refuse collection, parks maintenance). We don't want or need huge plans that involve social engineering.	The AlexWest Plan is a land use plan that addresses multiple elements including land use, mobility, and parks/open spaces when development occurs. Public feedback informed the Draft Plan where many flagged housing affordability as a concern and the Draft Plan creates a proactive vision for future development. Many elements of this plan, such as the Street Network, Street Cross Sections, Bike and Pedestrian Network, commitment to green buildings, and more, will help support the efficient provision of important basic services, such as maintenance, public safety, and recreation.
7/8/2024	Email	Neighborhoods	I'm one of the Alexandria leads for YIMBYs of NoVA. We've been reading through the draft Alex West plan and are looking forward to providing some comments. Thank you to you and the team for your hard work to communicate complex subject matter in a document that is easy to read and understand - it is a world of difference from the 1990s SAPs, and shows that the city really cares about giving people the opportunity to understand what's planned for their neighborhood. As we work on our comments, I want to make sure we understand correctly what the plan is for the Crossroads neighborhood. Is the plan to leave all of the existing Southern Towers buildings standing, and develop new residential buildings on top of all of the surface parking lots surrounding them? If so, do you have an example of a development similar to this that has been successful?	The plan for the Crossroads Neighborhood is to retain the existing towers while incentivizing development on the parking lots. That development will provide parking, open space, a new street grid, expanded retail spaces, and a new transit center. Locally, one example of this approach is the RiverHouse redevelopment in Pentagon City: https://www.arlnow.com/2022/10/17/jbg-smith-files-plans-to-turn-riverhouse-parking-lots-into-more-housing/ . Also in Arlington, Lofts 590 is a large apartment development built on a former parking lot: https://www.donohoe.com/construction/projects/lofts-590/

7/3/2024	Comment Form	Inclusive Growth	There's nothing at all inclusive. It will force people to move.	Without a Plan, the housing challenges faced by many existing residents in AlexWest will continue to worsen. The Plan's Land Use Strategy prioritizes development of new market rate housing and new committed affordable housing on surface parking lots and underutilized commercial and office space to minimize displacement of existing residents.
7/3/2024		Mobility + Safety	The traffic and road proposals are TERRIBLE. People need cars to get to work and buses are a TOTAL waste of time and money and bus lanes will HARM WORKING PEOPLE.	As part of the planning process, KimleyHorn and Associates prepared a high-level traffic study to evaluate the impacts of the changing traffic demands on the surrounding transportation network with the Alexandria West Plan. Major study area corridors include N Beauregard Street, Seminary Road, Little River Turnpike, W Braddock Road, Sanger Avenue, and King Street. The traffic study analyzed the transportation network under the following land use scenarios: 2022 Existing Conditions, 2045 Base Conditions - Based on forecasted volumes from the Metropolitan Washington Council of Government (MWCOG) travel demand models, 2045 Sensitivity Test - Considers a 30% growth in addition to the 2045 projected growth. The study concludes that the transportation network can reasonably accommodate the currently forecasted growth, based on the 2045 MWCOG travel demand models and the 2045 sensitivity test. This study does not negate the requirement for site-specific transportation studies for individual development projects, as required by the City's Transportation Planning Administrative Guidelines. You can find the study on the project page under Resources and More Information.
7/3/2024		Public + Connected Open Spaces	The connected spaces seem to be all about preventing people from driving to work.	The Draft Plan wants to balance all users traveling by car, bike and also by vehicle. Having connected spaces gives community members better access to a local park within walking distance.
7/4/2024	Comment Form	Inclusive Growth	The requirement to replace parking that is developed is in direct contradiction to the goal of inclusive growth in that it will raise development costs while being out of sync with the really important mobility improvement set to benefit the corridor with the West End Transitway	Plan Recommendation 13 requires development that occurs on parking lots to provide new parking for existing and future uses consistent with the Zoning Ordinance. Current regulation allows for parking reductions for sites that have high access to multiple transit options, acknowledging that access to transit provided by the WET enables lower car ownership rates.
7/4/2024		Housing Affordability	I suggest that removal of Parking Minimums should be applied to the West End to maximize the flexibility to develop land. The majority of residents only have 1 or no cars as it stands because of the affordability benefits of not being reliant on cars. This would allow us to maximize our housing stock while allowing businesses to evaluate the minimum needs for parking. It will not make as much sense for development on the west end transit way to need significant parking space.	The Draft Plan is not proposing changing city policies as it relates to parking minimums, however, the zoning ordinance does enable parking reductions based on improved access to transit.
7/4/2024		Sustainable + Healthy Communities	Removing parking minimums or even requiring sustainable additions (trees and solar production) to lots of certain sizes would be a nice addition to maintaining a sustainable community as well through improving tree canopy and energy efficiency.	The City's existing requirements regarding energy efficient and sustainable development practices are in the Green Building Policy, which is in the process of being updated. You can read more about that process here: https://www.alexandriava.gov/GreenBuilding
7/4/2024	Comment Form	Maintaining Community	I strongly support development the encourages walkable development, with a variety of uses, and a variety of price points.	Thank you for the comment.

7/4/2024		Inclusive Growth	Area 3 in the Plan shelters generally wealthy and low density neighborhoods from inclusive growth. Keeping Area 3 with no significant plans for redevelopment undermines our goals for inclusive growth for all residents, because we will fail to provide a variety of housing types in Area 3 that provide access to a variety of incomes and family types. At the very least, we should rewrite Area 3 to allow for greater variety of housing types consistent with the vision of inclusive growth.	The long-term (20-25 years) Plan prioritizes development in the Focus Area. The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercial area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing. Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.
7/4/2024		Housing Affordability	Area 3 preserves too much low density housing, and thereby hinders the City's goals with respect to housing affordability. Area 3 neighborhoods also tend to be the wealthiest, and are the least susceptible to displacement. There should be greater consideration of mixed housing types and some increased density to address housing need and affordability.	Area 3 includes single-unit, townhouses, and multi-unit communities. Area 3 also has a variety of townhouse and condominium communities that are unlikely to redevelop. Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.
7/4/2024		Mobility + Safety	The City should more strongly commit to dedicated bus lanes in Alexandria West. In particular, we should commit strongly to dedicated lanes on Beauregard, Seminary, King, and Sanger Avenues. Reliability is a significant factor in transit use, and if we want to encourage access then we must ensure that buses don't face additional traffic and congestion issues. The City should avoid sharrows. In particular, the City should commit to a separate bike lane for the full length of Braddock to support cyclists and scooters. Connectivity for pedestrians and bicyclists to Chambliss is poor. The Plan should provide for access between the cul-de-sacs into the park for pedestrians and cyclists. Without that access, a significant portion of the plan is not really accessible to all transportation modes.	The West End Transitway, first identified in the 2008 Transportation Master Plan, approved by Council in 2011, and re-affirmed in the 2021 Alexandria Mobility Plan, is currently in design for Phase 1 of the project, which is focused on transit signal priority, queue jump lanes, and new bus stations, and is anticipated to begin operation by FY 2027. Phase 2 of the project, which includes dedicated transit lanes on portions of Van Dorn Street and N. Beauregard Street, is not yet funded and will require work with private developers for additional right-of-way. Additional separated bike lanes, while desirable, have to be balanced with competing priorities for limited right of way and other factors. Future bike facilities could be considered as part of a future update to the citywide Alexandria mobility plan. Access between cul de sacs would necessitate taking private land for public right of way which was not identified as a priority in the plan area.
7/4/2024		Public + Connected Open Spaces	I support connected open spaces as accessible third places for residents in the community. The city should include, where possible, shelter from the rain and weather for users and residents. Frequently, rain and sun can hinder enjoyment of outdoor places, and it's relatively easy to provide some shelter for these places.	The specific design of the new parks and open spaces included in the Plan, including the design of specific amenities like shelters, lighting and benches, will occur during the development of the park and will include opportunities for community members to provide feedback on the design. Chapter 8, page 65 shows park amenities, generally, that are required in the public parks provided as part of the Plan, including the provision of shade structures and flexible seating areas. In addition, the plan explicitly states that parks should be designed with functionality and enjoyment in mind.
7/4/2024		Sustainable + Healthy Communities	Area 3 is relatively close to many of the transit hubs, particularly to the north along Seminary Road. To support sustainable communities, the City should incorporate more transit-oriented design choices into both Area 2 and Area 3 (with particular emphasis on the need to reconsider Area 3 in light of transit-oriented design principles).	The long-term (20-25 years) Plan prioritizes development in the Focus Area. The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercial area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing.

7/4/2024		Plan Recommendations	Overall, I support the Plan recommendations. I believe the Plan provides strong support to address housing need, transit access, mixed development, and third places for the local communities. However, as a long term plan we should more definitively commit to the connections, land use, and roadway use to support our goals of inclusive growth, diversity, local retail, and maximum transit use. By acting with foresight, we can minimize displacement. However, Area 3 in particular will actively encourage displacement by hindering transit access and land use in ways that discourage building housing where it is desperately needed.	The long-term (20-25 years) Plan prioritizes development in the Focus Area. The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercial area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing. Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.
7/5/2024	Comment Form	Implementation	I'm ok with it as is	Thank you for the comment.
7/7/2024	Comment Form	Public + Connected Open Spaces	I would love to see an expectation that open spaces are NOT on rooftops and include gathering spaces (benches, tables, pavilions). That is part of needing to be accessible to the public!	Thank you for the comment. The Plan anticipates approximately 60 acres of new publicly accessible ground level parks in the Focus Area. Chapter 8 shows park amenities that are required by neighborhood. This is in addition to the open space requirements for new development which may be at or above-grade.
7/7/2024	Comment Form	General	I really like the added multi use trails, parks, multi modal connectivity and planned pedestrian safety improvements. I also really like the focus on housing and development over parking lots, like the current conditions. This seems like a very good plan. Thank you.	Thank you for the comment.
7/10/2024	Comment Form	Inclusive Growth	I broadly support the approaches in this chapter. In addition to requiring/encouraging retail in designated districts, I would consider allowing (by administrative DSUP) local serving retail such as coffee shops/bodegas in ALL areas.	The Draft Plan recommends neighborhood-serving retail and the Plan does not preclude retail where it is already allowed by zoning.
7/10/2024	Comment Form	Mobility + Safety	I support the approach in Chapter 4, and would prioritize both dedicated transit lanes and a connected low stress bike network.	Thank you for your comment
7/15	Comment Form	Mobility + Safety	I appreciate the mobility and safety plan, particularly the improvements in the areas near King Street. However, I would strongly suggest making the areas immediately left of King Street a focus area. King Street is heavily used and is very close to the exit to I-395. While we love the planned multi-use paths on King Street, it's also crucial to encourage public transit use over cars. This means we need dedicated bus lanes and infrastructure that make it easier and faster to take public transit.	One of the key Plan objectives developed by the community was to create a multimodal environment, making it easier and safer for people walking, biking, taking transit, as well as in cars, requiring a necessary balancing of needs to accommodate all users.
7/15	Comment Form	Public + Connected Open Spaces	Regarding the connected open spaces plan, I would suggest adding a park or communal area near King Street and Northampton Drive. This area is experiencing an influx of new residents, and we've noticed families with children using empty parking lots for play. An established communal space would be highly beneficial and appealing to these families.	The intersection is located in Area 2 of the Plan. While development is not broadly anticipated here, if new development occurs it would need to provide open space (which could be a combination of at or above-grade). In Figure 5.3 the Plan calls for possible new/upgraded pedestrian access to the nearby James Mulligan Park.
7/29	Comment Letter	Inclusive Growth	The Draft Plan takes large swaths of Plan Area off the table for affordable housing construction. With a few exceptions "Area 3" covers Alexandria West's lowest density and wealthiest neighborhoods, sheltering them from meaningful growth. Heights in these areas are capped at 45 or even 35 feet: enough for a townhome or single family home but not much more, and certainly not enough for any building that includes dedicated affordable units. In fact the city's "bonus height" provision doesn't even apply to these areas, only coming into play for areas where heights of at least 50 feet are allowed. We can't afford to prioritize the aesthetic preferences of	In developing the Plan's land use strategy, Staff considered areas that won't displace existing residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The properties in Area 3 would be subject to current zoning, which includes the Zoning for Housing updates to the Zoning Ordinance approved by City Council.

			low-density neighborhoods if we want to avert serious displacement. The 10% affordability requirement in this Plan won't apply to most of Area 3, because there is no allowed increase in height or density from which the City can extract 10% affordability.	The 10% affordable housing requirement applies to new development in the Focus Area and Area 2. In addition, property owners can request bonus density and height above what is depicted in the Plan with the provision of committed affordable units as permitted by Section 7-700 of the Zoning Ordinance.
7/29	Comment Letter	Inclusive Growth	Even in the core “target area” and along the planned West End Transitway, allowed heights and densities in some areas are insufficient - in some cases less than what already exists there today.	In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit. Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories.
7/29	Comment Letter	Inclusive Growth	The plan’s vision of building on surface lots and in commercial areas is admirable, but we question its feasibility given current parking mandates. To replace existing parking on the lots where these homes are envisioned, projects would need to build expensive parking garages that can quickly make the new projects unaffordable or infeasible.	The Design Guidelines require one level of below-grade (underground) parking. Developers are allowed to provide at- or above-grade parking but will need to screen it with active uses and it does count towards Floor Area Ratio (FAR). The City’s parking standards do allow parking ratio reductions based on proximity to transit and other amenities. Parking will be reviewed as individual projects go through the development process.
7/29	Comment Letter	Inclusive Growth	Remove Area 3: Area 3 appears to largely shelter wealthier, lower-density neighborhoods from any growth, preventing them from contributing to housing affordability in any meaningful way. Despite parts of Area 3 being adjacent to high-amenity commercial areas in both Alexandria and neighboring jurisdictions, this plan prevents any growth beyond what’s allowed by the current zoning code. The low height limits used in this area ensure that some of our best tools for creating affordable homes are unavailable. Low-density neighborhoods in Area 3 should be incorporated into Area 2, with increases in height and FAR to match this new classification, to open the full Plan Area to new and affordable housing.	In developing the Plan’s land use strategy, Staff considered areas that won’t displace existing residents, areas that will be near transit, and properties likely to redevelop with existing zoning. Area 3 also has condominium communities and other garden apartments. The goal of the Plan is to minimize displacement and the Focus Area of the Plan prioritizes development on surface parking lots and commercial areas as an anti-displacement and with the goal of producing new housing. In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit. Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories.
7/29	Comment Letter	Inclusive Growth	Increase baseline height to 85 feet: The Draft Plan mentions that very large buildings are unlikely to pencil out in Alexandria West for the near future. If this is the case, we should be maximizing the area in which smaller mid rise buildings can be constructed. 85-foot height limits are enough to enable construction of buildings short enough to rely on relatively inexpensive materials but large enough to add significant housing supply, including affordable housing. It would also ensure the	In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit. The entirety of the Focus Area includes heights that are over 60 ft, which will enable the use of Section 7-700 for bonus height.

			universal applicability of the Bonus Height rule, which is only allowed where heights of at least 50 feet are allowed, and of the 10% affordability requirement.	
7/29	Comment Letter	Inclusive Growth	Transit-adjacent land should maximize allowed height and density: All land adjacent to the Alexandria West Transitway should allow the tallest buildings envisioned by the plan, with 150 feet of baseline height. This will allow the City to maximize return on its investment in the Transitway, while also adding as much housing as possible.	<p>The long-term (20-25 years) Plan prioritizes development in the Focus Area, a third of the Plan area.</p> <p>Market rents dictate the construction types of buildings that will be built. In AlexWest, market rents do not currently support the cost of construction for steel and concrete high-rise buildings. It is expected that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Property owners can request additional density or height above what is depicted in the Plan with the provision of committed affordable units as permitted by Section 7-700 of the Zoning Ordinance.</p>
7/29	Comment Letter	Inclusive Growth	Existing heights should be legalized: Many of the Plan’s neighborhoods have height limits that are significantly lower than existing buildings in the neighborhood. For example, the Hilton is 338 feet tall, but the Plan imposes a height limit of only 100 feet on the parcel where the Hilton is located! If we must defer to the character of low-density neighborhoods in Area 3, The Plan should at least respect high-density neighborhood character as well by ensuring that height limits are at least as tall as existing buildings. If this requires Council creating a new Zone that allows more height, the Plan should recommend Council do so.	<p>In Figure 2.4: Building Heights, Note 3, the plan states that existing constructed building heights as of 2024 are permitted to remain and subject to all applicable Zoning Ordinance provisions.</p> <p>This would apply to existing buildings throughout the Plan area.</p>
7/19	Comment Letter	Mobility + Safety	First, AFSS urges the City of Alexandria to more strongly commit to public transit access in its redesign of roadways. AFSS urges the City to commit to dedicated bus lanes for all the major transit corridors in the Plan. A reliable transportation system dependably provides users with a consistent range of predictable travel times. As drafted, the Plan commits to a dedicated transit lane only along a segment of Beauregard. Generally the Plan only commits to study and address mobility-related issues at the intersections and along the corridors identified in Figure 4.9. AFSS urges the City to include an initial vision of dedicated bus lanes on identified public transit corridors. More fully committing to these enhancements is consistent with the Plan’s goals to enable individuals of all ages and abilities to more safely navigate within AlexWest and establish stronger connections to both the rest of the City and the wider region.	<p>The current West End Transitway improvements include signal priority and queue jumps. The design and configuration of the Draft Plan does not preclude implementation of a future dedicated transitway (through building setbacks, etc.). The design and implementation of a dedicated transitway if it is pursued would involve community input.</p>
7/19	Comment Letter	Mobility + Safety	AFSS supports the expansion of off-road multiuse paths and protected bicycle facilities in Figure 4.6. These two trail types constitute the majority of the planned trails for bicyclists and scooters throughout the neighborhoods. However, AFSS urges the City to avoid the use of any sharrows in the AlexWest Plan. Research demonstrates that sharrows are ineffective at improving cyclist safety. In fact some results suggest that not only are sharrows not as safe as bike lanes, but they could be more dangerous than doing nothing at all. Use of sharrows is inconsistent with access for cyclists of all ages and abilities in the Alexandria Mobility Plan. Especially in a long-term Plan like AlexWest, the City should commit to safe bicycle infrastructure that moves bicyclists from the streets into their own designated corridors. AFSS urges the City to avoid the use of sharrows along Braddock, which forms an important connection for cyclists between Dawes and Beauregard.	<p>Sharrows are currently only being shown in areas where they are also shown in the Alexandria Mobility Plan. Sharrows are not included on higher capacity in corridors like King St., Duke St., N. Beauregard St.</p> <p>More specifically, sharrows are shown on the neighborhood streets in the Terrace, Upland Park, Adams, and Central Core neighborhoods or are shown in Area 3 where development is not anticipated.</p>
7/19	Comment Letter	Mobility + Safety	For pedestrians and cyclists, safe and comfortable connections are important to support daily trips and errands. The Plan recommends new and improved connections between neighborhoods that will promote safe and comfortable travel	<p>The Plan is committed to ensuring access to the new parks provided as part of development, including an expansion of Dora Kelley Nature Park in the Garden</p>

			<p>by foot. AFSS supports the Plan’s commitment to connections for walkers. Walking takes longer than traveling by car, and extended detours due to connection issues discourages people from walking to their destinations rather than driving. However, access across Holmes Run remains poor in the Plan, with only two crossings planned for the neighborhoods. Individuals at Chambliss Avenue or North Armistead will need to detour to North Beauregard to access the park or the rest of the neighborhood. AFSS urges the City to add additional pedestrian and bicycle crossings that will support access for pedestrians and bikers between the neighborhoods and parks from Chambliss and Armistead. This will also help support access to the Park, which is largely not realized on the west despite Figure 5.2 indicating that these neighborhoods are within a 5 minute walk. Currently such access is illusory, since any walker must detour blocks to access the trails and parks along Holmes Run.</p>	<p>Neighborhood and the Holmes Run Easement in the Greenway Neighborhood. Recommendation 41.b stipulates that new public parks/open spaces must have “multiple publicly accessible entrances” in order to help facilitate their use.</p> <p>In addition, Note 1 on Figure 4.6: Pedestrian + Bike Network states, “When possible, the City will work with property owners to add bicycle/pedestrian connections not shown on this map to other parks and routes.”</p>
7/30	Comment Letter	Inclusive Growth	<p>Remove Area 3: The Plan shelters wealthy and low-density neighborhoods from development. This is contrary to our goals of inclusive growth and minimal displacement. Sheltering these neighborhoods will result in less inclusive growth, with lower-income residents priced out of certain locations because the affordable housing (such as small garden apartments) simply will not exist in these neighborhoods. Further, it means that residents are more likely to be displaced due to the lack of available affordable housing in these neighborhoods. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere.</p>	<p>The long-term (20-25 years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won’t displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p>
7/30	Comment Letter	Inclusive Growth	<p>Allow greater development near transit: The Plan right focuses development along the Planned West End Transitway. Transit-oriented development is one of the best mechanisms through which we can encourage and support transit use in Alexandria. Transit-oriented development is important to address climate change, relieve congestion, and reduce crashes. However, I’d urge the City of Alexandria to allow more growth near transit to maximize the supply of accessible housing. In some places, allowed heights are less than what already exists. We should allow heights of at least 150 feet near the Transitway, which is consistent with buildings in the area that already exist</p>	<p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories.</p>
7/22	Comment Letter	Inclusive Growth	<p>We are pleased that the south side of King Street will have a tree design-scape and that City staff has agreed that the north-side of King Street from 28th Street South to South 30th Street will not be disturbed and that these will both be included in the Alexandria West SAP. This area has provided tree coverage for the Alexandria City residents within Fairlington Villages adjacent to King Street and the high-rise and mid-rise buildings along the south side of King Street for over 20 years. It provides a visual buffer for our residents for 5 ½- 6 months of the year when leaves are present.</p>	<p>The Plan identifies King Street as a “Primary Street,” and provides a recommended street section design with streetscape improvements for all Primary Streets. Due to the significant tree canopy and steep topography on the north side of King Street, the Draft Plan does not recommend streetscape improvements for that side of the street. To provide further clarity on this topic, Staff will add the following language in the Primary Streets section of the Mobility + Safety chapter: Streetscape improvements for King Street will only be on the south side of the street.</p>
7/22	Comment Letter	Appendix	<p>We hope that specific types of high-quality, non-city-scape external building design expectations will be a part of the proposed Alexandria West SAP for Area 2. Many of</p>	<p>Thank you for the comment. The recent developments along King Street were not subject to Design Guidelines.</p>

			the building-designs constructed near Fairlington within the past approximately 20 years have been without charm nor are they attractive or appealing.	
7/22	Comment Letter	Inclusive Growth	<p>Throughout the development of the Alexandria West SAP, City of Alexandria residents within Fairlington Villages have been voicing their concerns about not wanting a city-scape built on the adjacent property (King Street Area 2), the partially adjacent property (150 Feet Height Neighborhood Area 2), and the proximate neighborhoods (Newport Village and Bolling Brook Condominiums Area 2).</p> <p>Fairlington Villages’ residents living in the City of Alexandria sent a letter (March 2023) with 51 signatures expressing a desire for a “small town look and feel” like Old Town for our area and another letter was sent in May 2023 with over 100 signatures expressing our vision for King Street and nearby neighborhoods (copies available upon request). The May 2023 letter stated that the Fairlington residents did not desire to have buildings constituting a city-scape built on the adjacent property and proximate neighborhoods. Fairlington Villages’ City of Alexandria residents responded to a City survey (November 2023) stating their preference for Area 2 to continue as a suburban setting and not be redeveloped into a city-scape (list of names available upon request).</p> <p>These residents offered comments on the first draft of the SAP and a packet of comments (copy available upon request) was sent to City staff (March 28, 2024). The City of Alexandria staff met with two of our longtime residents and unit owners living in the City of Alexandria to discuss concerns about the second draft of the SAP (June 2024).</p>	Development is not broadly anticipated in Area 2. Current zoning for parcels across King Street already allows for heights greater than building heights for Fairlington Villages. Any development would need to implement the Area 2 Criteria found in Table 2.2. The Draft Plan calls for maximum heights along King Street up to 100’. The remaining heights in Area 2 reflect existing zoning.
7/22	Comment Letter	Inclusive Growth	Given the area’s topography, any new building’s juxtaposition, and/or redevelopment sites next to each other, and/or the size of the parcel of land, the proposed 100-foot-high buildings with a 2.0 FAR will continue to have the same effects as the Alexander, Northampton, and Halstead Tower.	There is steep topography throughout the Plan area. As part of the development review process, any new development would need to implement the Plan recommendations for Open Space, Mobility + Safety, etc. Design Guidelines would apply to all projects requiring approval of a Development Special Use Permit.
7/22	Comment Letter	Inclusive Growth	<i>The heights and building size should be in proportion to the adjacent to those in Fairlington Villages.</i>	Current zoning for parcels across King Street already allow for heights greater than building heights for Fairlington Villages. Any development would need to implement the Area 2 Criteria found in Table 2.2.
7/22	Comment Letter	Inclusive Growth	<i>The character and nature of the Fairlington Villages’ neighborhood should be respected with the remaining redevelopment sites along King Street. This was not provided to us with the building of the Alexander, Northampton, and Hallstead Tower. We were hoping this would be included within this proposed SAP.</i>	<p>The Plan prioritizes development in the Focus Area, however the Plan acknowledges that development may occur in Area 2. The recommendations and Design Standards seek to make the public realm along King St more walkable and balance all users.</p> <p>New development in Area 2 would need to implement the Area 2 Criteria listed in Table 2.2. Those will be evaluated as part of the development review process.</p>
7/22	Comment Letter	Inclusive Growth	<i>Cap on heights (including affordable housing options)</i>	The most common piece of feedback from community members was the urgent need for more affordable housing. Bonus height and density enables the provision of affordable housing, within a range of reasonable height and density consistent with a major transportation corridor in an urban setting.
7/22	Comment Letter	Appendix	<i>Attractive, appealing, timeless buildings (provided size is not increased).</i>	Projects will be reviewed through the development review process. The goal is high quality designed buildings that comply with the Design Guidelines.

7/22	Comment Letter	Inclusive Growth	<i>Fairlington Villages, along with the Pointe Condominiums, the two-story office buildings, the dry cleaners, the gas station and the former health department building do not constitute a city setting (high-rise or mid-rise), like Eisenhower, Pentagon City, Crystal City, Ballston, or DC midrise city neighborhoods. We would like to see a town-like setting as the direction for the remaining four to five re-development sites, if a suburban setting like the Pointe Condominium Community, is no longer available.</i>	Maximum heights in the Eisenhower East SAP are much greater than the ones proposed in the Draft Plan, with the <i>minimum</i> height on every block except one being 125 feet. Given existing market factors, it is expected that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories.
7/22	Comment Letter	Inclusive Growth	<i>For the 150 Feet Height neighborhood in Area 2, which is directly behind King Street with a corner portion being the adjacent property to Fairlington Villages, we are against a mid-rise or high-rise city-scape being built. This is an established residential neighborhood, and we are asking that the character and nature of this established neighborhood be a part of the proposed SAP. In other words, please do not turn an established residential suburban neighborhood setting into a city setting.</i>	These heights are allowed today under the current Zoning Ordinance.
7/22	Comment Letter	Inclusive Growth	<i>As stated, the two four-story condominium communities (The Pointe and The Palazzo) are within the currently proposed 150 feet height neighborhood. One of the condominium communities (The Pointe) is adjacent to Fairlington Villages and runs parallel to I-395 and the other four-story condominium community (The Palazzo) is next door to the townhouse community and on the west side of the boundary along Hampton Road. With the current proposal of a 2.0 FAR and the 150 feet height, a city-scape will be permitted in this neighborhood. We also ask for a cap on heights (including affordable housing options) and attractive, appealing, and timeless buildings (provided size is not increased).</i>	These heights are allowed today under the current Zoning Ordinance. Staff is not proposing a cap on building heights and is not proposing changes in the provision of affordable housing for additional density and/or height from Section 7-700 of the Zoning Ordinance. The most common piece of feedback from community members was the urgent need for more affordable housing. This tool allows that.
7/22	Comment Letter	Inclusive Growth	<i>For the Newport Village Neighborhood, which is also behind King Street and two other properties (Bolling Brook Condominiums and a small townhouse community), we are asking that a mid-rise city setting not be built here. FVAC Comment Letter Attachment 1 Page 3. The Newport Village property on the north and east side is adjacent to a four-story condominium community named Bolling Brook and two different townhouse communities (Stonegate and a subsidized townhouse community). We are asking for a town setting to be established. Our vision is more in line with Cameron Station, but with apartments or condominiums. We ask that time be devoted to determining how to include affordable housing within a town setting and honor the character and nature of the established residential neighborhoods that are literally next door to this property and have been here for many years.</i>	The height recommendation for Bolling Brook ensures that future development, if it occurs, matches the development around it and is able to provide affordable housing, just the same as Newport Village. There is no guarantee that something will be redeveloped just because the height limit has been increased. However, it is important to be prepared to handle development, however likely it may be. It is important to note that Newport Village, which is in Areas 2 and 3, has heights of 60 feet (85 feet if utilizing Bonus Density). New development that does occur, in Newport Village or otherwise, will need to provide a streetscape that complies with the Secondary Street diagram in Figure 4.5: Street Dimensions + Types and will need to meet the design guidelines. The design guidelines will include specific guidance for the placement and orientation of new buildings, including setbacks, frontages, and relationship with adjacent buildings.
7/22	Comment Letter	Inclusive Growth	<i>Within the 1992 SAP, the heights were 45 feet for both Newport Village and the Bolling Brook Condominiums. We understand that the proposed change of height for Newport Village is to be increased to 60 feet to accommodate affordable housing. We understand and do support affordable housing. We ask that the Bolling Brook Condominium heights remain at the 45 feet height and not be increased to a 60 feet height, as is currently being proposed, since Bolling Brook is a condominium</i>	The 60 foot height enables the potential use of Section 7-700 for bonus height/density to provide affordable housing in Area 2, including Newport Village, Bolling Brook and other areas. These updates were shared at the April 2024 community meeting. While the Plan enables the use of Section 7-700, it will not necessarily be utilized; on average the City has 1-2 bonus density projects per year citywide.

			<i>community and not a rental apartment complex like Newport Villages that could be redeveloped.</i>	
7/30	Comment Form		I appreciate the Draft Plan’s attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities, but don’t believe it does enough to promote housing affordability. To truly meet the goals of improving housing affordability and preventing displacement, the Draft Plan should be changed in two ways: allow affordable housing everywhere, and maximize housing near transit and amenities. Allow affordable housing everywhere: The plan’s Area 3 ensures that Alexandria West’s wealthier low-density neighborhoods remain exclusive. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere. Maximize housing near transit and amenities: The plan focuses development along the planned West End Transitway, but still limits growth in these areas. In places, allowed heights are less than what already exists. To make housing near transit affordable we should maximize the supply of that housing. The Plan should allow 150 feet of baseline height near the Transitway, and more where buildings like the Hilton are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to stabilize rents and prevent displacement, encourage transit-oriented and walkable development, and ensure lower income Alexandrians are welcome in all neighborhoods.	<p>The long-term (20-25 years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September. The strategy prioritizes development in areas such as surface parking lots or commercial areas that won’t displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning . The goal is to produce new housing in locations that will not displace existing residents and secure new Committed Affordable Units.</p> <p>Area 3 is subject to existing City regulation, which includes the 2023 Zoning for Housing updates to the Zoning Ordinance which are intended to incentivize affordable housing production at a variety of scales.</p> <p>Affordable housing is allowed everywhere.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beaugard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
7/30	Comment Form		I have the following comments: - The maximum building heights are insufficient to allow for the kind of dense housing developments needed to keep housing affordable. In many cases, the proposed height caps are lower than the heights of existing structure (e.g., the Hilton). The City Council spends *a lot* of time having to hear about SUPs for new housing developments—keeping height caps too low just means more work for them, and less housing that actually gets built. Honestly, just get rid of height caps altogether. - More should be done to connect AlexWest to the rest of Alexandria in ways that don't involve automobiles. There are few pedestrian and bike routes between AlexWest and the rest of Alexandria, and the plan only includes a possibility of a 4th. I-395 does too much to cut off this part of the city, relegating it to car transit only. - I do appreciate a focus on adding walking and biking trails within AlexWest to make sure that areas within are thoroughly connected and accessible without requiring a car or being forced to walk along busy streets like Beaugard.	<p>In Figure 2.4: Building Heights, Note 3, the Plan states that existing constructed building heights as of 2024 are permitted to remain and subject to all applicable Zoning Ordinance provisions.</p> <p>This would apply to existing buildings throughout the Plan area.</p>
7/30	Comment Form		Wow! What an incredible plan. First, please continue to support multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities. Second, do more to promote housing affordability. The	The long-term (20-25 years) Plan prioritizes development in the Focus Area.

			<p>West End is the Best End and we house so many diverse groups of people. To keep the houses affordable AND livable and to prevent these groups in our community from being displaced, please change the plan to include affordable housing everywhere and maximize housing near transit and amenities. Allow affordable housing everywhere: The plan's Area 3 ensures that Alexandria West's wealthier low-density neighborhoods remain exclusive. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere. I want duplexes or garden apartments integrated into SFH neighborhoods- maybe one of those places can have a coffee shop too.</p> <p>Maximize housing near transit and amenities: The plan focuses development along the planned West End Transitway, but still limits growth in these areas. In places, allowed heights are less than what already exists. To make housing near transit affordable we should maximize the supply of that housing. The Plan should allow 150 feet of baseline height near the Transitway, and more where buildings like the Hilton are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to stabilize rents and prevent displacement, encourage transit-oriented and walkable development, and ensure lower income Alexandrians are welcome in all neighborhoods.</p>	<p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
7/30	Comment Form		<p>First, the plan has been extremely well communicated. The plan itself, as well as all the other communications materials, make a complex topic easy to read and understand, and it shows that the city really cares about giving people the opportunity to understand what is planned for their neighborhood. I really appreciate all the new parks and improvements to transportation in the plan; this will go a long way towards improving the quality of life in Alexandria West. However, the plan does not address our regional housing crisis with the urgency it deserves. Many older apartment buildings in Alexandria West are reaching the end of their useful life, and we urgently need more housing supply to ensure that the people who live in Alexandria now can continue to live here in the future. I believe that the final version of the plan should: - Set a height limit of at least 85 feet everywhere in the plan area, including Area 3. This will ensure that property owners throughout the entire plan area are able to build housing that makes a dent in our housing shortage if they choose to do so. - Set maximum heights of 150 feet or more surrounding all planned West End Transitway stops - Ensure that all height limits in the plan are at least as tall as existing buildings on the parcel. The plan in its current form does not respect neighborhood character, because it mandates shorter buildings than what currently exist. Thank you for listening to community members, and I hope you will take the bold action needed to address our housing crisis.</p>	<p>The long-term (20-25 years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that</p>

				max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.
7/29	Comment Form	Housing Affordability	unlimited car-free affordable housing should be allowed near transit and work centres. It should be no more costly to live here than in other urban or exurban areas.	<p>The Draft Plan is not proposing changing city policies as it relates to parking minimums, however, the zoning ordinance does enable parking reductions based on improved access to transit.</p> <p>The Plan does not preclude construction of affordable housing.</p>
7/29	Comment Form		I'm pretty jazzed to see the improved public transportation options but the housing piece of this puzzle is not quite there. I am deeply worried about displacement and gentrification in this neighborhood, and one way to prevent that is by allowing affordable housing everywhere. Please raise the height limits -- 35 feet is ridiculously short and enshrines single family housing. I would also like to see more dense housing around the planned West End Transitway.	<p>The long-term (~20 year) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
7/29	Comment Form		I appreciate the Draft Plan's attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities, but don't believe it does enough to promote housing affordability. To truly meet the goals of improving housing affordability and preventing displacement, the Draft Plan should be changed in two ways: allow affordable housing everywhere, and maximize housing near transit and amenities. Allow affordable housing everywhere: The plan's Area 3 ensures that Alexandria West's wealthier low-density neighborhoods remain exclusive. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere. Maximize housing near transit and amenities: The plan focuses development along the planned West End Transitway, but still limits growth in these areas. In places, allowed heights are less than what already exists. To make housing near transit affordable we should maximize the supply of that housing. The Plan	<p>The long-term (20-25 years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p>

			<p>should allow 150 feet of baseline height near the Transitway, and more where buildings like the Hilton are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to stabilize rents and prevent displacement, encourage transit-oriented and walkable development, and ensure lower income Alexandrians are welcome in all neighborhoods.</p>	<p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
7/29	Comment Form	Maintaining Community	<p>i appreciate that this section acknowledges that the status quo will result in displacement, and we need to proactively plan for future development</p>	<p>Thank you for the comment.</p>
7/29	Comment Form	Inclusive Growth	<p>Area 3 is largely used to shelter wealthier, low density neighborhoods. If we want to prevent displacement and allow inclusive growth, we can't just leave these parts of Alx West off the table when it comes to affordable housing. All neighborhoods should grow inclusively, and that means all neighborhoods should allow enough height and density to build affordable housing. 50 feet of height is needed to trigger the bonus height provision, and 85 feet would allow small midrise buildings that can easily include affordable units. 85 feet should be allowed everywhere. Allowing residential units everywhere is great! the height map shows allowed heights that are in some cases less than what already exists. existing heights should be the baseline for what's legal going forward, with additional height allowed for future projects. the plan only seems to response "neighborhood character" for low density neighborhoods!</p>	<p>In developing the Plan's land use strategy, Staff considered areas that won't displace existing residents, areas that will be near transit, and properties likely to redevelop with existing zoning. Area 3 is also home has condominium communities and other garden apartments. The goal of the Plan is to minimize displacement and the Focus Area of the Plan prioritizes development on surface parking lots and commercial areas as an anti-displacement and with the goal of producing new housing.</p>
7/29	Comment Form	Housing affordability	<p>figure 3.1 is great, showing where development can happen without any displacement. These areas should all allow maximum height and density, to get as much housing onto them as possible without any displacement risk i'm concerned that the plan to develop on parking lots will be hard or impossible to achieve with the city's current parking mandates. to maximize affordability and mitigate displacement, we should repeal parking mandates</p>	<p>Thank you for the comment. Market rents dictate the construction types of buildings that will be built. In AlexWest, market rents do not currently support the cost of construction for steel and concrete high-rise buildings. It is expected that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Property owners can request additional density or height above what is depicted in the Plan with the provision of committed affordable units as permitted by Section 7-700 of the Zoning Ordinance.</p> <p>New development would be required to provide one level of below-grade parking. At or above-grade will need to be screened with active uses.</p>
7/29	Comment Form	Mobility + Safety	<p>i love the focus on multimodal transportation, connectivity, safety, and accessibility. i would love to see more streets connected into grids, or as close as possible, to further improve this</p>	<p>Thank you for the comment. The Plan shows new streets (required/recommended) only in the Focus Area. The Design Standards require block sizes not exceeding 1,500 feet in perimeter that provide future street connections. The Design Standards apply to all development that requires approval of a Development Special Use Permit.</p>

7/29	Comment Form	Public + Connected Open Space	the vision for a connected park system accessible to everyone in the entire plan area is really beautiful. this plan is a great example of how development and improved public green space can go hand-in-hand	Thank you for the comment.
7/29	Comment Form	Sustainability	i'm shocked to see that the plan area has 141 acres of surface parking lots, 11% of the total plan area. this increases car dependence, worsens runoff, and exacerbates urban heat effects. we should repeal parking mandates and redevelop as many surface lots as possible into housing and green space the plan should note that increasing housing supply near jobs and amenities in alexandria also reduces sprawl, and the long commutes forced on people displaced from Alexandria to more car-dependent suburbs. this makes our community more sustainable and healthier	The Draft Plan is not proposing changing city policies as it relates to parking minimums, however, the zoning ordinance does enable parking reductions based on improved access to transit. The plan prioritizes development on surface parking lots and in commercial areas as an anti-displacement strategy.
7/29	Comment Form	Recommendations	Reviewing neighborhood plans & design standards, much of this plan seems to break if we maintain existing parking mandates. many envisioned projects quickly become infeasible or, at the very least, exceedingly expensive due to requirements for underground parking. we should repeal expensive parking mandates to support inclusive growth	The Draft Plan is not proposing changing city policies as it relates to parking minimums, however, the zoning ordinance does enable parking reductions based on improved access to transit. Plan Recommendation 13 requires development to that occurs on parking lots to provide new parking for existing and future uses consistent with the Zoning Ordinance. Current regulation allows for parking reductions for sites that have high access to multiple transit options, acknowledging that access to transit provided by the WET enables lower car ownership rates.
7/29	Comment Form	Neighborhoods	many of the areas near planned Transitway stops allow much less height than we should. All areas near BRT should allow maximum height and density. And existing heights should be legal to build - the Hilton building is 338 feet tall! Not even half that height is allowed anywhere in the Plan Area, despite it already existing here without problems. "Neighborhood character" exists for high densities too!	In Figure 2.4: Building Heights, Note 3, the Plan states that existing constructed building heights as of 2024 are permitted to remain and subject to all applicable Zoning Ordinance provisions. This would apply to existing buildings throughout the Plan area.
7/29	Comment Form	Implementation	the plan is good overall, but isn't bold enough to prevent displacement. we should allow 85 feet of height everywhere, and 150 feet near the planned transitway. Area 3 should be removed and incorporated into Area 2 so affordable housing can be built everywhere, not just in some neighborhoods.	The long-term (20-25 years) Plan prioritizes development in the Focus Area. The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units. Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production. In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.

				Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.
7/29	Comment Form	Appendix	the chart of building age on page 138 is important and should be more prominent early in the report. Many of the large, affordable buildings in Alexandria West are quickly approaching the end of their useful lives, and when they need to be torn down or face large renovations the area will be facing a huge displacement crisis. This should be the #1 underlying drive behind this plan: preventing that coming crisis by maximizing housing construction, especially of affordable housing	<p>Thank you for the comment. The chart on building age is located in the Appendix for more information. The Plan includes this along with the narrative in the Housing Affordability chapter under Context (p. 30).</p> <p>“...Making the situation more challenging is that more than half of the area’s housing units were built during the 1950s and 1960s, leading to a variety of maintenance issues, which can ultimately lead to increases in housing costs and displacement as potential renovations occur.”</p>
7/29	Comment Form	General	I appreciate the Draft Plan’s attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities, but don’t believe it does enough to promote housing affordability. To truly meet the goals of improving housing affordability and preventing displacement, the Draft Plan should be changed in two ways: allow affordable housing everywhere, and maximize housing near transit and amenities. Allow affordable housing everywhere: The plan’s Area 3 ensures that Alexandria West’s wealthier low-density neighborhoods remain exclusive. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere. Maximize housing near transit and amenities: The plan focuses development along the planned West End Transitway, but still limits growth in these areas and in places allows less height than what already exists. To make housing affordable we should maximize housing supply by allowing 150 feet of baseline height near the Transitway, and more where buildings like the Hilton are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to stabilize rents and prevent displacement, encourage transit-oriented and walkable neighborhoods in the Plan Area, and ensure lower income Alexandrians are welcome in all neighborhoods.	<p>The long-term (20-25 years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won’t displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
7/29	Comment Form	General	Several comments: 1. This is a plan to preserve economic segregation, inefficient land use, and poor transit accessibility, with modest changes in the right direction. 2. A far better plan would be to allow unlimited housing density by-right on every lot in Alexandria, provided that buildings meet relevant health and safety requirements, and to allow commercial uses in all neighborhoods provided that businesses meet genuine nuisance mitigation requirements.	<p>The long-term (20-25 years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won’t displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials</p>

				<p>area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
7/31	Comment Form	General	<p>Our overall concern with the draft plan is that it is not respectful of the many positive attributes of Alexandria West. As a consequence, it does little to protect, preserve, and enhance those positive qualities. Indeed, the very dense, urban vision shown in this document is a threat to the ambiance, character, openness, greenness, and pleasant living which attracted the current residents and businesses, and which continue to do so. The specific threats in this plan include:</p> <ul style="list-style-type: none"> ☒ The West End Transitway (WET) ☒ Dwindling tree canopy and decreasing setbacks ☒ Increasing building heights. 	<p>Please see responses below to the three topics of the letter.</p>
7/31	Comment Form	Mobility + Safety	<p>The idea of the WET was hatched by some transit advocates on the Council nearly 20 years ago. Since that time, Alex West has seen enormous changes in land use (loss of nearly all office space), in demographics, and in life style, especially regarding commuting. Nothing in this plan asked the hard questions about whether a dedicated transitway still makes any sense. In general, Alex West today has a high level of transit service with connections to a large number of destinations. The bus routes penetrate the neighborhoods and thus walking distances to stops are short. There is no evidence of a pattern today or in the future that suggests a need for a special focus on higher transit speeds to get to the Van Dorn Station or to Shirlington (if Arlington is even going to continue the transitway through its territory). We in Alex West need to go to the Pentagon, King Street, Braddock Road, Old Town, Carlyle, Ballston, and many smaller destinations within the City far more than we need to go to Shirlington or Van Dorn, which is near the end of the line. So this plan potentially supports spending several hundred million dollars for an unneeded facility that will destroy the beauty of the nicest boulevard in the City, N. Beauregard Street, from King Street to Sanger Avenue. It will make us walk farther to/from a stop, and create pedestrian safety issues to cross six or more lanes, especially for the children attending four elementary schools which are or will be along Beauregard. We fully</p>	<p>The West End Transitway was proposed and approved as part of a separate process that included significant community engagement over multiple phases, incorporated as part of the Alexandria Mobility Plan, and most recently approved by City Council in 2021, all before the AlexWest Small Area Plan began. You can read more about the project here: https://www.alexandriava.gov/transportation-planning/west-end-transitway</p> <p>The AlexWest Small Area Plan builds on existing City policy, including the policy recommendations of the Alexandria Mobility Plan (AMP), which recommends the Transitway for the Plan area. The AlexWest Plan does not preclude future implementation of the Transitway through additional setbacks of buildings, particularly on Beauregard. Any future design and implementation of a dedicated transitway will require an additional community input process.</p> <p>The current transitway improvements include signal priority and queue jumps that are modest improvement to the existing streets. The transit stations will be greatly enhanced as part of the transitway improvements.</p>

			support location-specific improvements to signal timing, bus priority treatments, et al., and would be happy to work on improvements to our already excellent transit service, but otherwise, please remove this unwise, expensive, unnecessary, and ugly idea from the plan.	
7/31	Comment Form	Healthy + Sustainable Communities; Inclusive Growth	Alex West has only 33 percent tree canopy, compared to the national guidance for 40 percent. And we have experienced major tree canopy loss in the recent past due to how the City permits development to occur. Every new development in our neighborhood in the past 20 years has removed virtually every tree on the property. Examples include the Blake, where more than 100 mature hardwoods were removed; the St. James Place apartments and the townhouses next door, which wiped out nearly four acres of tree canopy; the Spire, or ... the list goes on and on, and this plan does NOTHING to prevent that from continuing to happen. Moreover, this plan is ALL about densification of development, trying to squeeze in more and more dwelling units on a finite amount of land. None of the proposed development will save our tree canopy; rather, new, dense development will continue to wipe it out.	<p>The Focus Area (about 1/3 of the Plan area), which is the area that is recommended for additional development, consists primarily of commercial areas and parking lots, which have almost no open space and limited tree canopy, depending on the site. Parking lots, in particular, make up approximately 20% of the focus area, and contribute negative impacts such as increased surface temperatures and polluted stormwater runoff.</p> <p>With new development sites will be required to provide tree canopy consistent with existing City policy and provide approximately 60 acres of new public parks, further enabling opportunities to increase tree canopy.</p>
			Building residences on existing surface parking lots, most of which do have some trees, eats away at potential green space, and wipes out the trees in the lots. The plan is full of very urban images, trying to show them as —green. But there are NO images of the quality of green openness and tree canopy that we have in Alex West. Our residents cannot relate to the images in this plan because NONE of them show what Alex West is all about and what we want to have maintained. In particular, all one has to do is see the near-zero setbacks of The Spire, St. James Apartments, or all the new development at King/Beauregard to conclude that this plan envisions a street, curb, sidewalk with narrow planting strip (if at all), and then the building. We in Alex West came here because the buildings were well set back from the street: 35–50 feet for SF homes, > 50 feet for places like Mark Center, and many apartment and townhouse developments. The bottom line is this plan does not respect the quality of the Alex West neighborhoods, does not protect or preserve what is desirable, and is hell-bent on creating dense urban development like Crystal City, Rosslyn, or Carlyle. No one in Alex West wants that.	<p>It is true that new development is planned to be constructed in a more urban manner than the development it is replacing. However, it does not have zero setbacks but will instead provide generous streetscapes, street trees, and approximately 60 acres of new public parks. We believe this is consistent with what we have heard are important elements that the community wanted to see as part of the planning process.</p> <p>While 1/3 of the Plan area, the Focus Area, is prioritized for development, the remaining two-thirds of the plan area is not prioritized for development, and is subject to existing (and indeed any future) zoning requirements, policies and regulations. In addition, the redevelopment of the plan is incremental and is anticipated to occur over the next 5-20 years.</p> <p>Throughout the planning process we heard from many community members who advocated for even more density than what this plan includes. These comments are evident both in this document and in previous documents that include public comments gathered earlier in the process. The draft plan considers all the feedback obtained throughout the planning process and balances all of the competing interests and needs of community members.</p>
7/31	Comment	Inclusive Growth	Alex West has some of the tallest buildings in the City. Tall buildings have a place in Alex West. Building heights per se are not so much the problem. Rather, it is where the plan permits the existing heights to be greatly increased that we find problematic. The building heights in general show no respect for the character of the neighborhood, nor for the provision of adequate light and air for adjacent buildings. A recent case in point was at 2000 N Beauregard St., for decades a four-story office building, well set back from the street and adjacent residences, surrounded by trees and parking. Now that site is the Blake Apartments, six stories, hard by the street and far too close to the adjacent residences, some of which now do not even get blessed with sunlight. The previous plan kept ALL the really tall buildings between	<p>In general, the Alex West plan does not propose to substantially increase building heights in the plan area: only 17% of parcels in the AlexWest Plan are seeing an increase in height above what is currently permitted by the existing zoning. While there are limited parcels that increase in building height, design standards are intended to result in buildings that are of higher quality and better fit into the context of each neighborhood.</p> <p>As mentioned previously, and as is evident in both the accumulated public feedback in this document and in others, we heard from many community members who wanted increases in height to an even greater extent than what is</p>

			Beauregard and I-395. We asked at the start of this planning effort to preserve that, and to step down the heights as one got closer to one- and two-story residences. This plan instead brings heights too high into too many residential areas, and that is an affront to the people who live in Alex West. No one bought in with the idea that they would not be able to see the sun from where they live.	included in this plan. The draft plan considers all the feedback we obtained throughout the planning process and balances competing interests and needs of community members.
7/31	Comment	Inclusive Growth	In the Focus Area, nearly everything was pre-approved as part of the BSAP, and it will bring INTENSE change to the Focus Area. And then the plan needs to clearly state exactly what will change: density, building heights, land use types, loss of thousands of mature trees, etc.	<p>It is true that the development approved as part of the Beauregard Small Area Plan was carried forward as part of the Alex West Plan. This is because these sites have already approved zoning. However, while the land uses and heights are proposed to change for certain sites, development will not necessarily occur on all of the sites, even within the ~20 year life of the plan. The land uses and zoning are one parameter to indicate future development, however development is also subject to many other variable elements such as interest rates, access to capital, market conditions, cost of construction, absorption, etc. Therefore, it is anticipated that approximately 1 building per year or 300-450 units/year will be built over the lifespan of the plan.</p> <p>As described above, the Plan only increases heights on 17% of the parcels in AlexWest and new development will need to provide tree canopy that is consistent with the City’s existing policy at the time development is submitted for review.</p>
7/31	Comment	Inclusive Growth	In Area 3, which is nearly all SF homes, detached or townhouses, (of which, by the way, there is not one image of any in the plan report, further demonstrating that the plan cares not about such land uses/types), the plan needs to spell out all of the zoning changes which were made less than a year ago, and which will, when implemented, destroy the character of these fine residential areas. Multiple dwelling units on small SF lots, no off-street parking, etc. --- these are ENORMOUS changes, which the average person in Alex West likely does not really know is coming their way. They must be spelled out in the plan.	The plan does not propose any specific changes to Area 3, which includes single-unit, townhouses, and multi-unit communities. Area 3 also has a variety of townhouse and condominium communities that are unlikely to redevelop. Area 3 is additionally subject to all existing City policies, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production. The policies included in the Zoning for Housing process were part of a separate, unrelated, well-advertised, and publicly noticed process.
7/31	Comment	Housing Affordability	The City went to great efforts to reach out to the relatively low-income, non-English native speaking, chiefly immigrant residents of the many MF buildings in Alex West. This is to the City’s credit. And the plan does flag the concerns these residents have about rent increases, evictions, et al. But the plan really does not present any concrete ideas on how to preserve such market-affordable rentals. Alexandria is not the only city in the US facing these issues, and they have been addressed over the past 75 years through a variety of options --- conversion to condo ownership via low/no-interest mortgages supported by government and charitable organizations, conversion to co-ops (in similar ways), etc. In Alexandria, this was done with, e.g., Park Fairfax in the 1970s. Can the funds be found to save ALL such market-affordable units? Perhaps not, but this plan spends its efforts on talking about trying to squeeze in new construction, which will not be market-affordable until it is as old as the market-affordable rentals currently in Alex West. The residents in the existing market-affordable housing are our neighbors and friends, and our children go to school together. We know, we work, we play with these folks, and they are working hard and saving to be able to buy into our neighborhood, which still has some of the most affordable SF housing in the city (small, older homes). To not come up with better ideas to preserve what we have, rather than focus on the more expensive	<p>In the AlexWest plan on page 32, the plan states, “For areas in the Focus Area with existing garden apartments, those apartments may be retained as part of the development process if they achieve the housing affordability goals of the Plan and comply with the open space and connectivity recommendations of the Plan.”</p> <p>In addition, the plan will result in the development of new Committed Affordable Units, which include affordability protections that market affordable units do not.</p> <p>Lastly, the Office of Housing utilizes many of their existing resources to preserve and develop affordable housing that is not able to be required through development. These tools are addressed in the Housing Chapter of the Plan.</p>

			—let’s build some small amount of new affordable housingll truly misses the boat, and is greatly disappointing.	
7/31	Comment	Inclusive Growth, Neighborhoods	<p>There Is No —Therell There in the plan. Pardon the quote of the old expression, but it seems to fit with our last concern. Since annexation in 1952, Alex West has grown in fits and spurts through a series of unrelated developments. Some were large – Southern Towers, e.g., -- and had a modest degree of internal community. The Mark Center development – the old Hamlets with a common club and several pools, and the Hamlet Shopping Center with its park-like interior --- were highly attractive, and created some modest common space for their residents. But the City has never invested in working with developers and/or using public funds to create a community center or focus area west of I-395. Contrarily, such an effort WAS done when Cameron Station was BRACed and developed, with a large park area being the public contribution. This plan continues what many see as a neglect by the City as it does not propose some sort of public/private focus area for all or at least a significant part of Alex West. It can be hard to provide just one, give the long, narrow configuration of the planning area, but none are provided in this plan. Our concept for such a place would be roughly where the Shops at Mark Center are. Adjacent are two elementary schools, a focus of human activity and foot traffic already. This plan should show/tell/order(?) the developers of that area to create, with the City, some open space, surrounded by retail and residential (with adequate parking, but behind the buildings) as a true Alex West community gathering place. The City is doing some of that at Potomac Yard, so why not here? Splash fountains for the kids, art in public places, etc. — City staff well knows what to consider and provide. There is no reason this plan should lack such amenities, which are available in other parts of the City. While we appreciate that you have worked with us over the two years of the plan, you can tell that we are not satisfied with a number of critical aspects of the plan. We remain willing and able to continue working to get this plan improved by addressing the areas of concern that we have identified in this memo. Thank you.</p>	<p>The AlexWest Plan does identify a site for a potential City facility at the intersection of N. Beauregard and Sanger streets. In addition, the plan commits to pursuing the development of a new recreation center in the Plan area.</p> <p>In addition to the new recreation center, and as stated earlier in this document, the plan identifies 60 acres of new parks to be provided as part of development. In the Garden neighborhood where the Shops at Mark Center are, the plan identifies several parks (22-26) that will be provided with new development. These parks will be in close proximity (or in some cases adjacent to) required and encouraged retail areas in the Garden Neighborhood and new residential buildings. The Plan identifies additional parks to be provided throughout the Garden Neighborhood and the Greenway neighborhoods (as well as throughout the rest of the focus area).</p> <p>In addition, the 60 acres of new public parks will include some of the amenities listed in this comment. The final composition of these parks (including what specific amenities they will have) will be determined during the development review public process and will generally include the parameters identified in Chapter 5 and in tables 8.1-8.12.</p>
7/31	Email	Public + Connected Open Spaces	<p>Suggestions for new parks on the Southern Towers property, pocket parks just west of the intersection of Beauregard Street and along Seminary Road, plus land donated by Morgan Properties</p> <p>Rather than having them be “ho hum”, very non memorable open spaces consider adding inspiring specialty features like:</p> <ol style="list-style-type: none"> 1. Butterfly Sanctuary - plant native vegetation, such as beds of milkweed, to attract butterflies and honey bees. 2. Bird Haven - populated with bird boxes, feeders, and baths. Not only for decorative purposes but primarily to attract cheerful song birds. 3. Statuary Park - filled with modern and abstract sculptures created by local artists. 4. Virginia President’s Trail - with busts on pedestals of the 8 Virginia Presidents of the United States from George Washington to Woodrow Wilson. 	<p>The Plan provides general parameters for public open space/park requirements as part of development. Specific details, such as the creative ideas listed in your comments, for Park amenities will be further developed and finalized as part of the development review public process and will be based on the current needs assessment (p. 122, Note# 2)</p>

			<p>5. Movie and Musical Artists Statues of famous people who lived in Alexandria - such as Cass Elliot of “The Momma’s and the Poppas” or Jim Morrison of the “Doors”. There are at least a dozen of them.</p> <p>6. LBGTQ+ Friendly Space - featuring colorful and flamboyant iconic items like Dorothy’s ruby red slippers from the Wizard of Oz plus statues of Marilyn Monroe, James Dean, and Cary Grant.</p> <p>7. Jazz Icons - statues (with musical instruments) of legendary musicians in that genre.</p> <p>Such specialty parks would be more educational, interesting, and fun for both locals and tourists alike.</p>	
7/31	Email	Mobility + Safety	<p>Why not TWO Dash Bus Schedules? Pre-Pandemic the main objective of the Dash bus traveling east on Beauregard Street was to deliver passengers quickly to the Pentagon for jobs in DC. Post-Pandemic the number of West Enders who tele-commute and work from home is substantial. No need to travel to DC. Shouldn’t the bus schedule for Beauregard street reflect this altered reality? Suggest a new 2-tiered, more flexible schedule. Continue same morning and afternoon “rush hour” bus schedule. But during non-rush hours have a more Alexandria focused route - deeper into neighborhood side streets. The loop that forms when Rayburn and Reading avenues intersect badly needs service. As does conveniently traveling to the new Del Pepper Community Center. Serving 2 different types of clientele during different times of the day would be win-win for all!</p>	<p>DASH bus routes and schedules are not within the purview of a small area land use plan, and so this Draft Plan is not proposing any changes to DASH. To contact DASH with route/schedule feedback, go to: https://www.dashbus.com/contactus/</p>
7/31	Comment	Healthy + Sustainable Communities	<p>while I appreciate the content of the sustainability and open space chapter, I would urge you to include a paragraph or 2 that addresses the impacts of the climate crisis/environmental justice and how this plan addresses the impacts in each of the other chapters. For example, because of the increase in heat and extreme weather events with associated power outages – buildings that are much more energy efficient reduce the energy burden on residents and allow them to remain in their homes for longer during power outages. When it comes to environmental justice, I think what may be missing is the “why”. Everyone should have clean air and clean water – both inside and outside. Building buildings that are energy efficient and not having to burn fuel to create the power to heat the buildings (vs. fuel provided by the sun, wind or water) means increased clean air inside and outside. So early on perhaps on page 7, I suggest you include a reference to environmental justice in the center boxes where you include people, culture + diversity and social spaces and community.</p>	<p>Acknowledged, we will amplify environmental justice and the “why” for sustainability measures.</p>
7/31	Comment	Healthy + Sustainable Communities	<p>Second, all Small Area Plans are supposed to incorporate other citywide plans/policies such as the Mobility Plan. Therefore, at the beginning this plan there needs to be a specific reference to: a) the Environmental Action Plan (with a target of 50% reduction in pollution by 2030 and 80-100% by 2050), b) the Energy and Climate Change Action Plan (with its requirement of 95% of new buildings must be high performance) as well as c) the Climate Emergency Declaration (costs to address the climate crisis will only go up as time moves forward) declared in 2019. This is VERY important in this Plan since we have had developers in the past suggest they only</p>	<p>The expectation of the draft Plan is that new development will be consistent with all applicable City policies at the time development is submitted for review. Developers must comply with these other policies, however these policies may change or be updated. Including them by name in this Plan risks creating redundancies and anachronisms, or reference to outdated information.</p>

			have to comply with the Green Building Policy and ignore the other Citywide policies and plans that may affect their developments. Thus, they have no plans to eliminate the use of fossil fuels by 2050. There is no point in having these policies if no one has to think about how they must comply with them in the future. After all developers must comply with all the other specific plans on specific subjects – environmental plans/policies should be no different.	
7/31	Comment	Healthy + Sustainable Communities; Housing Affordability	Third, as an example, the Housing chapter should include the fact that many of the residents of affordable housing and even market rate housing have very high energy bills (\$250+/month) and poor indoor air quality per the Healthy Homes project results. If we set high energy efficiency requirements via the GBP this reduces the monthly cost of energy by up to \$200/month and makes their indoor air much cleaner - thereby reducing asthma rates for the children who live there. This is an example of the kind of environmental justice reference that should accompany each major chapter. The Plan should include something similar to the Mobility chapter and perhaps some of the others.	Utility cost was flagged by the community during the planning process. The analysis related to housing affordability takes into account the cost of utilities. The intent of the draft Plan is that development be consistent with applicable City policies at the time development is submitted for review. This would include any updates to utility efficiency included in the Green Building Policy. Reference to environmental justice is acknowledged and we will integrate this theme as mentioned above.
7/31	Comment	Healthy + Sustainable Communities	Pg 73 – Really excellent – reducing heat islands and parking lots that affect stormwater quantity and quality while encouraging more tree planting that helps improve water quality, air quality and reduce stormwater impacts as well. Also improves mental health of nearby residents. Also possible to include the collection of rainwater with larger buildings in cisterns and use this gray water in local irrigations systems to reduce runoff and reuse water thereby reducing water and stormwater fees.	Acknowledged – thank you for your comment!
7/31	Comment	Healthy + Sustainable Communities	Pg 74 – Excellent reference to district wide energy. The City should be asking our elected officials to make sure current laws will allow buildings with a street separating them to share hot/cold water/air. Also every new building should include ground based heat pumps unless the footprint is too small.	Acknowledged – thank you for your comment!
7/31	Comment	Healthy + Sustainable Communities	Pg 74 – Resist the temptation to use jargon – like greenhouse gas (GHG) because a majority of the public doesn’t know or understand these words. I suggest instead you use words such as air pollution or water pollution that results in extreme heat and/or extreme weather events or something similar. Nearly everyone understands the need to provide everyone with clean air and clear water. They also should understand less pollution or bad air/water makes their life better and more pollution bad air/water makes their life worse. Perhaps also show a picture of solar panels on a roof in the diagram on page 74	Thank you for the suggestion. Staff will review to make the Built Environment section easier to understand.
7/31	Comment	Recommendations	Pg 75 – Recommendations – regardless of what the Green Buildings Policy says – developers should comply or show how they will comply with: a) the targets of the EAP, b) ECCAP implantation requirements on page ES-7, and c) Climate Emergency Declaration. If everyone can just ignore these citywide policies and declarations then they become meaningless and a waste of taxpayers’ money. We don’t let residents and business owners comply with just a few of the citywide policies – they must comply with ALL, but somehow we fail to include the requirement for climate crisis policies.	The intent of the draft Plan is that development be consistent with applicable City policies at the time development is submitted for review. Developers must comply with these other policies, however these policies may change or be updated. Including them by name in this Plan risks creating redundancies and anachronisms or outdated information. Consistent application of these citywide policies needs to be done at a citywide level, not in specific areas of the city.

			Are these just the city’s “poor stepchildren” policies or are they as important as housing, mobility and stormwater? If so, we need to demonstrate that within this document and all future SAPs.	
7/31	Comment	Recommendations; Implementation	Pg 79 Mobility + Safety – Also Implementation page 127 Project 4: What about biking and other connections within this SAP but between other Focus areas such as between area 3 and 1 or 3 and 2? Even though we are focusing on development outside of Area 3 we still need to make sure we are thinking about how to connect all the 3 areas other than just for cars. Thus, how do we improve travel by other mobility options other than cars across all 3 areas?	Pg 79 Mobility + Safety – Also Implementation page 127 Project 4: What about biking and other connections within this SAP but between other Focus areas such as between area 3 and 1 or 3 and 2? Even though we are focusing on development outside of Area 3 we still need to make sure we are thinking about how to connect all the 3 areas other than just for cars. Thus, how do we improve travel by other mobility options other than cars across all 3 areas?
7/31	Comment	Mobility + Safety	Pg 80 B – we must cite the EAP and ECCAP targets, not just the GBP since all are policies or plans adopted by Council. Perhaps also cite the Climate Emergency Declaration and highlight some of its specifics such as reducing pollution as fast as possible and the costs of not doing this now will only increase over time as well as reduce property values and thus income for the City.	The intent of the draft Plan is that development be consistent with applicable City policies at the time development is submitted for review. Developers must already comply with these other policies, however these policies may change or be updated. Including them by name in this Plan risks creating redundancies and anachronisms or reference to outdated policy. In the case of the Green Building Policy (and the upcoming Housing Master Plan update), those are in process at this moment in time and so we reference them to ensure that they are enforced later.
7/31	Comment	Neighborhoods	Chapter 9 neighborhoods – perhaps in the first page of each neighborhood section show a map with the full WestEnd and then a cut out of the specific neighborhood you are going to talk about. At this point, I don’t believe the residents or business owners are familiar enough to know when you talk about for instance the Terrace Neighborhood – where that is within the WestEnd.	Figure 8.0 shows the neighborhoods within the Plan area. In addition, we have added a small inset map to each neighborhood section.
7/31	Comment	Neighborhoods	Restore RPA, especially the Greenway neighborhood – note all areas within the RPA or near the RPAs should consider the potential impacts of extreme weather and the flooding events. Thus all those areas should be able with little expense to recover from extreme flooding easily and we should exclude wherever possible any building or expensive amenities within the flood zone. We don’t need to spend another 10 years waiting to restore bridges or other infrastructure on or near streams that will flood today and worse tomorrow.	Any development or park amenities (like trails) would need to adhere to the City regulation for the RPA. In addition, in Chapter 6 the plan states, “Removing existing encroachments (such as buildings) from the RPA and restoring this area during redevelopment provides an opportunity to protect and improve water quality, reduce flooding, create green space, and restore habitat.” It is the intent of the plan that new development will not occur in the RPA.
7/31	Comment	Implementation	Implementation: page 127 – Project 5 – What other Recreational facility in the City is only part time for residents – like Ramsey in the WestEnd? This is another indication of the lack of respect the residents of the West End get from the City. This must be part of the next years CIP budget. Also, since it may be likely future development will be eliminating outdoor pools within or bordering RPAs, we MUST include City replacement pools. Once again, the WestEnd has a large population but no city owned/maintained indoor or outdoor pools. This amenity must be included in future development.	The Plan is prioritizing a new recreation facility as high priority.
7/31	Comment	Implementation	Implementation: page 127, Item 7: Access to Mulligan Park – looks like this park needs some serious work to eliminate invasive bamboo and converting natural areas to native plants.	Any changes to James Mulligan would be a separate process that would include community input. Maintenance of James Mulligan is handled by RPCA.

7/31	Comment	Implementation	Implementation: page 128, Item 1: I think you meant this to refer to Figure 8.10 vs. 8.11 – please correct this.	Thank you for catching this, we will make sure it is updated.
7/31	Comment	Implementation	Implementation: page 128-9, Housing - Items 4-8: Perhaps the City should explain exactly how it expects residents to respond to increased rents that are inevitable as the area gentrifies and the City is unable to guarantee a one for one replacement of housing units that don't cost more.	Throughout the engagement process, we heard overwhelmingly from residents about this exact issue. The City is limited in terms of what it can do to control existing rents (for instance, we are not able to implement rent control). Both in Chapter 3 and in Chapter 7 the Plan discusses utilizing existing City policies to address increases in rents due to development pressures. The additional housing units produced by the development incentivized in the Focus Area will relieve some of this development pressure, however we know that this is not enough and does not address rent escalation that is happening today. The upcoming Housing Master Plan Update will address some of these problems and the City is committed to pursuing legislative authority and other additional tools and partnerships to address these challenges.
7/31	Comment	Implementation	Implementation: page 129-130, Mobility – Items 9-18: Item 10 & 12 as above – For instance - make sure you are connecting Lincolnia Hills development in Focus area 3 with the other areas that are undergoing more development. Just because Focus area 3 is not undergoing development doesn't mean it should not be considered when trying to encourage mobility connections within Focus areas 1 and 2. This will be even more important if some of the single family homes are converted to 2-6 flats.	Note 1 on Figure 4.6: Pedestrian + Bike Network states, "When possible, the City will work with property owners to add bicycle/pedestrian connections not shown on this map to other parks and routes." We are not precluding the possibility of new connections in Area 3 – they will be identified and implemented through the development review process if properties in Area 3 are submitted for development.
7/31	Comment	Implementation	Implementation: page 130, Parks & Open Space, Item 20 – This should be upgraded to Short Term to get it into the City budget as soon as possible since it will take several years to build before it opens. In addition, since we already have only a part time Rec Center in West End if we are serious about equity and environmental justice this needs to be fixed now, not later.	The Plan acknowledges the facility is needed now and is high priority, however it will take time for planning, funding, and construction. In Chapter 5, the Plan states "Funding for such a facility will compete for funding through the City's Capital Improvement program (CIP) and/or grand funding sources."
7/31	Comment	Implementation	Implementation: page 130, Sustainability, An added Item should be included here: Comply with City's Environmental Action Plan and Energy and Climate Change Action Plan as well as City's Climate Emergency Declaration and all developers should have to explain how their development would comply with eliminating pollution (greenhouse gases) by 2050, etc. We MUST NOT rely solely on the Green Building Policy because we do not know whether it will get us to the final target Council supported in the EAP, ECCAP and Declaration.	The intent of the draft Plan is that development be consistent with applicable City policies at the time development is submitted for review. Developers must already comply with these other policies, however these policies may change or be updated. Including them by name in this Plan risks creating redundancies and anachronisms or referencing outdated documents. In the case of the Green Building Policy (and the upcoming Housing Master Plan), those are in process at this moment in time and so we reference them to ensure that they are enforced later.
7/31	Comment	Implementation	Implementation: page 130 Item 24 – Yes, Yes but please explore whether there are any legal impediments to buildings sharing hot/cool air or water across public streets. Explore and confirm this it OK now so the General Assembly can address any impediments ASAP.	This is outside the purview of a small area land use plan. The legal viability of any district-wide sustainability measures will be explored through either the development review process and/or through upcoming City policy work.
7/31	Email	Inclusive Growth	For any new buildings in the Area 2 neighborhoods including King Street (Area 2) and King Street (Focus Area), how do we ensure that any new buildings be charming and timeless, like some of the new buildings in the North Potomac Yard Small Area Plan or some of the buildings (like the Alban Towers) on Wisconsin and Massachusetts in	The Plan will include design guidelines which clearly layout the required design elements of buildings in the Plan area, including materials, setbacks, facades, etc. These design guidelines will ensure that buildings are built using high quality materials that age well and that reflect the needs and aesthetics of the

			DC or 3 of the building designs that were sent to staff via a staff-requested project (September 2023)? We are also trying to avoid having city-scape looking buildings or unattractive and unappealing ones that are currently on King Street in Area 2.	surrounding area. The buildings referenced on King Street in Area 2 were built using the limited design guidance in the 1992 Alexandria West Small Area Plan.
7/31	Comment	Inclusive Growth	Within the 1992 SAP, the heights were 45 feet for both Newport Village and the Bolling Brook Condominiums (Area 2). We understand that the proposed change of height for Newport Village is to be increased to 60 feet to accommodate affordable housing. We understand and do support affordable housing. However, we ask that the Bolling Brook Condominium heights remain at the 45 feet height and not be increased to a 60 feet height, as is currently being proposed, since Bolling Brook is a condominium community and not a rental apartment complex like Newport Villages that could be redeveloped. We are hoping that is a possibility for us. Is it?	The height recommendation for Bolling Brook ensures that future development, if it occurs, matches the development around it and is able to provide affordable housing, just the same as Newport Village. There is no guarantee that something will be redeveloped just because the height limit has been increased. However, it is important to be prepared to handle development, however likely it may be.
7/31	Email	Inclusive Growth	Given there are not specifics and details such as set backs, topography, juxtaposition of buildings in relationship to the established low-rise residential neighborhoods or other buildings, proportion of building to land, etc., in Area 2 within the AlexWest June draft SAP, how do we ensure that any new building have the needed specifics and details so that the established low-rise residential neighborhoods are respected? How do we ensure that any new buildings respect the established low-rise residential neighborhoods in Area 2? From our viewpoint we felt this had not been done with the building of the Alexander, Northampton and Halstead Tower. Our concerns of these three buildings such as heights, widths, dimensions, proportion of building to land, respecting established adjacent property and low-rise neighborhoods to name a few were not included in the development process from our perspective.	The design guidelines in the plan will include specific guidance for the placement and orientation of new buildings, including setbacks, frontages, and relationship with adjacent buildings.
7/31	Comment	Implementation	Within the Newport Village neighborhood (Area 2), we ask that it not be a city-scape setting with any new redevelopment. We ask that the setting either honor the neighborhood setting of the established low-rise residential areas (Stonegate Townhouses, Bolling Brook Condominiums, The Palazzo) or it have the look and feel of a town setting as in Cameron Station (as opposed to a city-scape setting as in the Eisenhower neighborhood near Wegmans). Would that be possible?	Newport Village, which is in Area 2, has heights of 60 feet. This is substantially lower than the heights in the Eisenhower East Small Area Plan, where the height <i>minimums</i> are almost all over 125 feet except for one block. These height differences will result in radically different types of development. Regardless, new development that does occur, in Newport Village or otherwise, will need to provide a streetscape that complies with the Secondary Street diagram in Figure 4.5: Street Dimensions + Types and will need to meet the design guidelines.
7/30	Comment	Housing Affordability	Hola yo como miembro de la comunidad del Westend no apoyo este plan porque las familias de clase trabajadora como la mía que ganamos menos de \$50mil al año . Hello, I as a West End community member do not support this Plan because the working class families like mine that earn less than 50K a year. (translation)	Throughout the engagement process, we heard overwhelmingly from residents about this exact issue. The City is limited in terms of what it can do to control existing rents (for instance, we are not able to implement rent control). Both in Chapter 3 and in Chapter 7 the Plan discusses utilizing existing City policies to address increases in rents due to development pressures. The additional housing units produced by the development incentivized in the Focus Area will relieve some of this development pressure, however we know that this is not enough and does not address rent escalation that is happening today. The new development will also be required to provide 10% of the additional development as committed affordable units set aside for households that earn less than 60% of the area median income. In addition, the upcoming Housing Master Plan Update will continue to address these problems at a citywide level

				and the City is committed to pursuing legislative authority and other additional tools and partnerships to address these challenges.
7/30	Comment	Housing Affordability	<p>Hola yo como miembro de la comunidad del Westend no apoyo este plan porque las familias de clase trabajadora como la mía que ganamos menos de \$50mil al año .</p> <p>Hello, I as a West End community member do not support this Plan because the working class families like mine that earn less than 50K a year. (translation)</p>	Throughout the engagement process, we heard overwhelmingly from residents about this exact issue. The City is limited in terms of what it can do to control existing rents (for instance, we are not able to implement rent control). Both in Chapter 3 and in Chapter 7 the Plan discusses utilizing existing City policies to address increases in rents due to development pressures. The additional housing units produced by the development incentivized in the Focus Area will relieve some of this development pressure, however we know that this is not enough and does not address rent escalation that is happening today. The new development will also be required to provide 10% of the additional development as committed affordable units set aside for households that earn less than 60% of the area median income. In addition, the upcoming Housing Master Plan Update will continue to address these problems at a citywide level and the City is committed to pursuing legislative authority and other additional tools and partnerships to address these challenges.
7/30	Comment	Housing Affordability	<p>En este plan los mayores beneficios son para los desarrolladores no para la comunidad.</p> <p>In this Plan, the majority of benefits are for the developers not for the community. (translation)</p>	The plan identifies numerous benefits that will be provided to the public by new development, including, but not limited to, more Committed Affordable Units, 60 acres of new publicly accessible parks and open spaces, land for a new recreation center, a new Transit Center in the Crossroads neighborhood, expanded bike and pedestrian infrastructure and more. These benefits are provided to the City by developers and are only able to be obtained through the development process.
7/30	Comment	Housing Affordability	<p>Este plan garantiza mucha vivienda en nuestra comunidad pero no tiene nada que garantice que esa vivienda será para nosotros, las familias que vivimos aquí y solo ganamos el salario mínimo.</p> <p>This Plan guarantees a lot of housing in our community but does not have anything that guarantees that the housing is for us, the families that already live here and barely earn minimum wage. (translation)</p>	We acknowledge that there are housing policies, like a right of return, that the City would like to include in this plan (and others) but which we are currently not able to enforce due to limitations in State legislation. In the future, the City is committed to advocating for expanded legislative authority in order to develop more tools to preserve and develop affordable housing.
7/30	Comment	Inclusive Growth	I broadly support the approaches in this chapter. In addition to requiring/encouraging retail in designated districts, I would consider allowing (by administrative DSUP) local serving retail such as coffee shops/bodegas in ALL areas.	Retail is an accessory use and the Plan does not preclude retail where it allowed by existing zoning.
		Mobility + Safety	I support the approach in Chapter 4, and would prioritize both dedicated transit lanes and a connected low stress bike network.	Thank you for the comment
7/30	Comment	Housing Affordability	This Plan is worrying because it does not preserve families that already live her. For those reasons, I do not support it. (translation)	A central goal of the Plan is to minimize displacement by prioritizing development on surface parking lots and commercial areas. Without a Plan, rents will continue to rise which may lead to displacement. The Plan outlines the tools that the City has to minimize displacement but acknowledges more tools are needed through legislative authority.

7/30	Comment	Housing Affordability	This Plan says a lot of good things but it is not for our families that will be displaced because of high cost of rent that it will generate. That means that my family will be displaced. (translation)	A central goal of the Plan is to minimize displacement by prioritizing development on surface parking lots and commercial areas. Without a Plan, rents will continue to rise which may lead to displacement. The Plan outlines the tools that the City has to minimize displacement but acknowledges more tools are needed through legislative authority.
7/30	Comment	Housing Affordability	If it's true that we are a priority, The City should not approve this Plan that does not include working-class families that earn 40% AMI or less. (translation)	Housing at this income band (at or below 40% AMI) is extremely expensive to produce and difficult to finance. Providing these types of units will require some type of public-private partnerships that necessitate a lot of financing sources to come together including City funding. One zoning tool that incentivizes units at deeply affordable levels is the Residential Multifamily zone (RMF).
7/30	Comment	Housing Affordability	If it's true that we are a priority, The City should not approve this Plan that does not include working-class families that earn 40% AMI or less. (translation)	Housing at this income band (at or below 40% AMI) is extremely expensive to produce and difficult to finance. Providing these types of units will require some type of public-private partnerships that necessitate a lot of financing sources to come together including City funding. One zoning tool that incentivizes units at deeply affordable levels is the Residential Multifamily zone (RMF).
7/30	Comment	Neighborhoods	Please revise the plan for South Pickett Street so that Cameron Station Blvd is not impacted by additional traffic. The negative effects to the Cameron Station neighborhood far outweigh the revisions proposed. Revision will bring substantially increased traffic which end result will be more noise, pollution and dangerous driving conditions to the Cameron Station neighborhood. Cameron Station Blvd will invariably be used as a cut-thru from Duke to South Pickett in both directions. This will result in an unacceptable outcome for the many residents of our beloved neighborhood. The safety of the elderly, disabled, dogs and children will be severely and unnecessary compromised with serious consequences. A reevaluation of the existing plan must be done to ensure these changes do not impact Cameron Station in a reckless and irresponsible manner. Thank you. Robert Gormley 281 Cameron Station Blvd Alexandria, VA. 22304 571-228-5351	The South Pickett Street project is not in the Alexandria West plan boundaries. More information can be found on the South Pickett Street Corridor Improvement project page alexandriava.gov/transportation-planning/project/south-pickett-street-corridor-improvements
7/31	Comment	Inclusive Growth	I see there are plans to have dedicated areas for neighborhood serving commercial as well as public green zones. Where would the the creation of neighborhood serving faith based community centers be allowed? Which zone would these fit in? Many of the residents in this area belong to various faiths and ensuring multi-model access to these institutions would be a beneficial. As a muslim myself, having access to a mosque that doesn't require driving my car would reduce the need for parking lots, especially on fridays when muslim men are required to attend a communal prayer for roughly half an hour. Currently only one mosque exists in the entire west end area, located near the Jacobs neighborhood at the every edge of the west end area. Dedicated areas within each neighborhood for faith based centers would be a step in the right direction to ensure all needs are met of the residents of west end.	Places of Worship are allowed in residential and commercial land uses and also by existing zoning.
7/31	Comment	Housing Affordability; Inclusive Growth	I appreciate the Draft Plan's attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities, but don't believe it does enough to promote housing affordability. To truly meet the goals of improving housing affordability and preventing displacement, the Draft Plan should	The long-term (~20years) Plan prioritizes development in the Focus Area. The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that

			<p>be changed in two ways: allow affordable housing everywhere, and maximize housing near transit and amenities. Allow affordable housing everywhere: The plan’s Area 3 ensures that Alexandria West’s wealthier low-density neighborhoods remain exclusive. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere. Maximize housing near transit and amenities: The plan focuses development along the planned West End Transitway, but still limits growth in these areas. In places, allowed heights are less than what already exists. To make housing near transit affordable we should maximize the supply of that housing. The Plan should allow 150 feet of baseline height near the Transitway, and more where buildings like the Hilton are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to stabilize rents and prevent displacement, encourage transit-oriented and walkable development, and ensure lower income Alexandrians are welcome in all neighborhoods.</p>	<p>will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
7/31	Comment		<p>I love that the Draft Plan focuses on connecting roads and paths for all types of users (car, bike, bus, walking, etc) as well as greater planning for parks and green spaces. I’d love to see more options to expand housing, especially around the transit areas. The Plan should be adjusted to allow affordable housing everywhere, and maximize housing near transit and amenities. For example, affordable housing should be available everywhere. There’s no reason to exclude the plan’s Area 3 - low-density neighborhood - from housing options that could benefit more residents. I think Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere. The plan also focuses development along the future West End Transitway, but in places, the plan recommends heights lower than existing buildings. It will increase affordability to make that transit-centered housing more dense. The Plan should allow 150 feet of baseline height near the Transitway, and more where buildings like the Hilton are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to stabilize rents and prevent displacement, encourage transit-oriented and walkable development, and ensure lower income Alexandrians are welcome in all neighborhoods.</p>	<p>The long-term (~20 years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won’t displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>

7/31	Comment		<p>As a resident of Alexandria (in Del Ray) I really appreciate the work that City staff has put into the AlexWest Draft Plan, especially the attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities. However, I am worried that it does not do enough to promote housing affordability which is such a huge issue here in Alexandria. I'd like to encourage the City to meet the goals of improving housing affordability and preventing displacement by changing the Draft Plan in two ways: allow affordable housing everywhere, and maximize housing near transit and amenities.</p> <p>Specifically: The plan's Area 3 allows Alexandria West's wealthier low-density neighborhoods to remain underdeveloped. To ensure all of Alexandria West is open to affordable housing, Area 3 should be eliminated and a baseline height of 85 feet should be allowed everywhere. While the plan focuses development along the planned West End Transitway, it still limits growth in these areas. In places, allowed heights are less than what already exists. We should maximize the supply of that housing to make housing near transit affordable. To do so, the plan should allow 150 feet of baseline height near the Transitway, and more where buildings (like the Hilton) are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to stabilize rents and prevent displacement, encourage transit-oriented and walkable development, and ensure lower income Alexandrians are welcome in all neighborhoods.</p>	<p>The long-term (~20 years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
7/31	Comment		<p>I appreciate the Draft Plan's attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities, but don't believe it does enough to promote housing affordability. To truly meet the goals of improving housing affordability and preventing displacement, the Draft Plan should be changed in two ways: allow affordable housing everywhere, and maximize housing near transit and amenities. Allow affordable housing everywhere: The plan's Area 3 ensures that Alexandria West's wealthier low-density neighborhoods remain exclusive. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere. Maximize housing near transit and amenities: The plan focuses development along the planned West End Transitway, but still limits growth in these areas. In places, allowed heights are less than what already exists. To make housing near transit affordable we should maximize the supply of that housing. The Plan should allow 150 feet of baseline height near the Transitway, and more where buildings like the Hilton are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to stabilize rents and prevent displacement, encourage transit-oriented and walkable development, and ensure lower income Alexandrians are welcome in all neighborhoods.</p>	<p>The long-term (~20years) Plan prioritizes development in the Focus Area.</p> <p>The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units.</p> <p>Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.</p> <p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p>

				Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.
8/1	Comment	General	Increase police patrols in the West End, especially around Edsall road, Yoakum Pkwy, Stevenson Ave, Reynolds Ave, and Whiting St. Police presence serves as a great crime deterrence!	Yoakum Pkwy, Stevenson Av, Reynolds Av, and Whiting St are not within the Plan boundaries. You can submit general comments, complaints, and inquiries to the Alexandria Police Department via Alex311
		Housing Affordability	Please include more affordable housing options at the Watergate at Landmark.	Watergate at Landmarks is not within the Plan boundaries. For information related to affordable housing options please visit: alexandriava.gov/Housing or contact Office of Housing at 703.746.4990.
8/1	Comment		This plans focus on transportation, parks, and neighborhood amenities is commendable, but it falls short in promoting housing affordability. To better address this, the plan should: Allow Affordable Housing Everywhere: The current restrictions in Area 3 keep Alexandria West’s wealthier neighborhoods exclusive. Removing these restrictions and allowing an 85-foot height baseline throughout will enable more affordable housing across the area. Maximize Housing Near Transit: The plan limits growth along the West End Transitway. To make transit-adjacent housing more affordable and sustainable, increase the baseline height to 150 feet near the Transitway and even higher where taller buildings already exist. Build Denser Housing to Reduce Pollution and Traffic: Denser housing, particularly near transit, decreases reliance on cars, which reduces noise pollution, greenhouse gas emissions, and fine particulate matter pollution. This shift also lessens traffic congestion, benefiting those who do drive. These changes will boost the supply of both market-rate and affordable housing, stabilize rents, prevent displacement, and promote environmentally friendly, transit-oriented development.	The long-term (~20 years) Plan prioritizes development in the Focus Area. The Land Use Strategy was originally shared with the community last September and staff considered areas that won’t displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units. Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production. In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet. Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.
8/1	Comment	Mobility + Safety	I'm not sure what's actually being proposed, so I apologize if my comments don't "fit." I am old, and I walk with a cane. I don't know how to drive. I rely on public transportation, mainly DASH. I need buses to run fairly frequently and to have the stops not too far apart. I know it's not feasible to have shelters or even benches at every stop, but it would be really helpful if they could be at as many stops as possible.	The Plan does not propose to alter the schedules or stops of any existing bus lines as that is not in the purview of a land use plan. However the Plan does recommend several transit improvements. First, a new Transit Center in the Southern Towers will help to ensure that transit options are safer and more accessible for residents. Second, new development will be required to enhance transit services by providing additional facilities (shelters and other improvements).

8/1	Comment	Mobility + Safety	Rethink the multiuse trail on Beauregard. More important to make the Beauregard / 7 crossing safer for those who intend to continue onto Walter Reed. It'll be a trail to nowhere otherwise, and actually maximize points of conflict at that intersection.	The Plan is proposing multi-use paths on both sides of N Beauregard St. In Chapter 8, Neighborhood 1 has a call out connecting to the path in Arlington County.
		Sustainable + Healthy Communities	Townhouses. Missing middle. Higher density but not high density. The answer is not affordable housing but housing affordability. Increase the housing supply across the economic spectrum, or your middle class will leave and not come back.	There will be a combination of market rate and committed affordable units in the Plan. The Plan envisions mostly multi-unit residential, but allows townhouse as well as garden style development, and calls for a variety of height with taller buildings in the Focus Area and served by transit. All areas of the Plan are subject to existing City Policy, which includes the 2023 Zoning for Housing updates which incentivize housing production at a variety of scales.
		Neighborhoods	City staff are a little too quick to dismiss comments as NIMBYism. In fairness, a huge proportion of it is. But not all. Do a better job of not being so quick to defensive and de-facto dismissive with nice words. I know you have budgets, timelines, details we do not know about. But we also have details you do not know about. Please stop defaulting to seeing us as your project adversaries. We are collaborators and stakeholders with eyes on the ground that you do not have. You might be surprised how receptive to actual collaboration many of us are.	Community input has been and continues to be welcomed throughout this planning process. Feedback is important to creating a community vision for AlexWest. Community members have shared their lived experiences, concerns, and questions. Staff is available if there are questions and comments.
		Implementation	Don't put process over product. Just because it's "in the plan" and "no one really commented before the deadline" doesn't mean you should ignore serious resident concerns after the comment deadline. Use your judgment, but please default to seeing us as your teammates versus your adversaries. Thanks.	Comments related to the AlexWest Plan will continue to be accepted past the August 1 online feedback period closing date including up to the September public hearings where community members can provide public testimony. Feedback on the Plan can be sent anytime before the public hearings in September via email or phone to Christian Brandt, Urban Planner, christian.brandt@alexandriava.gov, 703.746.3895
8/1	Comment		I appreciate the Draft Plan's attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities, but don't believe it does enough to promote housing affordability. To truly meet the goals of improving housing affordability and preventing displacement, the Draft Plan should be changed in two ways: allow affordable housing everywhere, and maximize housing near transit and amenities. ● Allow affordable housing everywhere: The plan's Area 3 ensures that Alexandria West's wealthier low-density neighborhoods remain exclusive. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere. ● Maximize housing near transit and amenities: The plan focuses development along the planned West End Transitway, but still limits growth in these areas. In places, allowed heights are less than what already exists. To make housing near transit affordable we should maximize the supply of that housing. The Plan should allow 150 feet of baseline height near the Transitway, and more where buildings like the Hilton are already much taller than this. These changes will legalize a larger supply of both market rate and dedicated affordable units to	The long-term (~20years) Plan prioritizes development in the Focus Area. The Land Use Strategy was originally shared with the community last September and staff considered areas that won't displace residents, areas that will be near transit, and properties likely to redevelop with existing zoning. The Focus Area prioritizes development on surface parking lots and commercials area as an anti-displacement strategy and with the goal of producing new housing in locations that will not displace existing housing and securing new Committed Affordable Units. Area 3 is subject to existing City policy, which includes the 2023 Zoning for Housing updates which are intended to incentivize affordable housing production.

			<p>stabilize rents and prevent displacement, encourage transit-oriented and walkable development, and ensure lower income Alexandrians are welcome in all neighborhoods.</p>	<p>In developing Figure 2.4: Building Heights map, staff reviewed building heights per existing zoning and the two governing Small Area Plans (1992 Alexandria West Small Area Plan and 2012 Beauregard Small Area Plan). The Plan does recommend taller heights in the Focus Area and near transit, ranging from 85 to 150 feet.</p> <p>Market rents dictate the construction types of buildings that will be built. It is anticipated that developers in AlexWest will build wood frame buildings that max out at 85 feet or about 8 stories. Through the application of Section 7-700, some of these heights can increase by 25 additional feet.</p>
8/1	Comment	Mobility + Safety	<p>Hon Mayor Wilson. We had sent you and members of the City council a previous message with regard to the West End transitway and the environmental damage and detrimental removal of many trees along the proposed Beauregard street corridor. reference Figs 4.7, 6.1, & 8.8. You have said that the need is to preserve the City Tree Canopy. This proposed West End Transitway Route destroys the existing trees and is totally destructive for the whole area. We cannot understand this vision to destroy the whole park-like and beautiful Beauregard St. areas. (We saw the slum type street zoom video shown by the Transit planner earlier.) We have noted that almost all streets in Arlington including Walter Reed Drive in Arlington which feeds into Beauregard Street have center islands and tree-lined streets. Even Columbia pike! We are horrified!!!. This is like tearing down a Greek temple to build a parking lot. Why was this ever proposed? Let's get away from ideas of building highrise buildings everywhere and treasure what we have here in Beauregard St. --- 3 parks, a stream, 3 elementary schools, 1 college, school reduced traffic signs, much people traffic with the schools, a shopping center and all the park-like buildings and pools of the former Winkler development, also a giant swimming pool along the N. Beauregard St. This area has pull offs for buses and 4 lanes for traffic - what more is needed? The current Dash Route 35 is more than adequate and it is unnecessary to continue this ridiculous plan which will destroy our beautiful area and is not needed. Only the road developers benefit - not Alexandria and not the West End. Use the money to get the Alexandria Hospital built - that's something that's needed but is still not under construction!!!! Dan & Mary - residents in the Adams neighborhood at 5673 Rayburn Ave. Thanks for your and staff consideration. Please help us!</p>	<p>The West End Transitway was proposed and approved as part of a separate process that included significant community engagement over multiple phases, incorporated as part of the Alexandria Mobility Plan, and most recently approved by City Council in 2021, all before the AlexWest Small Area Plan began. You can read more about the project here: https://www.alexandriava.gov/transportation-planning/west-end-transitway</p> <p>The AlexWest Small Area Plan builds on existing City policy, including the policy recommendations of the Alexandria Mobility Plan (AMP), which recommends the Transitway for the Plan area. The AlexWest Plan does not preclude future implementation of the Transitway through additional setbacks of buildings, particularly on Beauregard. Any future design and implementation of a dedicated transitway will require an additional community input process.</p> <p>The current transitway improvements include signal priority and queue jumps that are modest improvement to the existing streets. The transit stations will be greatly enhanced as part of the transitway improvements.</p>
7/31	Comment	Public + Connected Open Spaces	<p>1) Figure 2.4 shows that the existing greenspace (in front of the Double Apple / across Seminary from the Blake) is approved for a building height of 100ft (or 125 with automatic waiver approval). Previous plans discussing Upland Park showed that this was to remain greenspace. What is the current plan for this corner of Seminary and Beauregard? The existing open space is also not identified as such in Figures 5.1 and 5.3. Figure 8.1 is not completely clear on this topic, and (I am assuming because the Double Apple folks wouldn't sell) it is not included in the Upland Park design.</p>	<p>The open space that exists today is within City Right of Way, which is why it is not considered open space for the purpose of this plan.</p> <p>The plan proposes a public park be provided through new development in this neighborhood in figure 8.4 with another possible configuration listed on the previous page. The planned public park would be at least 37,000 square feet.</p>
7/31	Comment	Mobility + Safety	<p>2) I regularly ride my bike up and down Fillmore between Seminary and Beauregard (on average twice a week excepting winter), and I am very concerned about the REDUCTION in cyclist (i.e., my) safety that putting "protected bike lanes" on this particular street would effect. I am happy to elaborate; how can I become more involved in the planning process? [As an additional note, I don't think that I have once in all of the years I have</p>	<p>The intent of implementing protected bike facilities on Fillmore is to improve the safety of bicyclists on the street. They are also consistent with the goals of the Alexandria Mobility Plan.</p>

			been riding there ever encountered another cyclist on Fillmore despite the bike share rack. While I recognize that folks may well be riding there when I am not, I have to believe that it isn't terribly common despite being currently a much safer option than riding to and from Beauregard and Skyline on Seminary.]	Your insights as a cyclist are important as part of planning for specific bicycle facilities implementing the Alexandria Mobility Plan (AMP). The Transportation Commission advises on the AMP. Please visit alexandriava.gov/transportationcommission or email TransportationCommission@alexandriava.gov for additional information.
7/31	Comment	Mobility + Safety	3) On a related note, I do, however, routinely see cyclists riding up hill on Beauregard from King to the corner with Seminary, which must currently be done with traffic and will remain that way under the existing plan -- given that the proposed Harris Teeter Access route / multiuse path as I last understood it is only planned for the downhill route. Is the grant from Harris Teeter (or the property owner / developer), by any chance? There is an existing sidewalk that is more than adequate for the current level of foot traffic, and cyclists have the advantage of riding downhill with the traffic on that side. It's been a little sketchy with the construction, but it is still downhill. If you were only going to put a multi-use trail on one side, being protected from cars going uphill (so at reduced speed) while simultaneously extending Arlington's multi-use trail on the other side of King would seem to make more sense. Currently, crossing King from that trail is a bit of a Hail Mary every time, and having to cross Beauregard twice to access (and then leave) the multi-use trail isn't much of an alternative.	The Plan is proposing multi-use paths on both sides of N Beauregard St. Figure 4.5 outlines these requirements in the Primary Street dimension diagram.
7/31	Comment	Public + Connected Open Spaces	3) Making Winkler preserve more apparent and accessible will be very nice. I have lived in my current location for over 15 years, and I have never stumbled across the entrance. I also whole-heartedly approve the park expansions. The existing park areas see a lot of use from a wide variety of folks, and it would be even nicer for there to be more such spaces for families as well as those out for exercise. Still not optimal for cycling, though, so I am wondering about ways to discourage cyclists from blowing through at high speeds (sometimes electronically assisted) or in large groups. I ride through there occasionally but slowly and cautiously. I have seen others at speeds and / or in groups that feel unsafe given the many small kids, dogs, etc., that walk along that trail. Of course, having the bridge and tunnel out for so long has cut down substantially on that traffic, but we are still planning to repair that, correct?	Winkler Preserve is owned and operated by NOVA Parks. The development of entrances to the Preserve will be coordinated between NOVA Parks and the City The Holmes Run Trail repairs are planned; status updates can be found here: alexandriava.gov/capital-projects/project/holmes-run-trail-repairs
7/31	Comment	Inclusive Growth	4) As a general comment, "encouraging" developers to do something (e.g., retail) will have zero impact unless also incentivized, so I hope that incentives are included.	The plan uses the word "encourage" for items that the City and Community would like to see but which are not possible to legally require. During the development review process, staff uses these elements of the plan to inform their comments on submitted applications and proposals. The Required retail areas are the key sites where retail must be provided.

Old Location (Chapter/Page, table/figure)	New Location (Chapter/Page, table, or figure)	Original Text	New Text/Description of Change	Reason for Change
Chapter 1, page 7	Chapter 1, page 7	n/a	n/a, simplify the graphic	Non-substantive update
Chapter 1, page 8	Chapter 1, page 8	132 Acres of publicly accessible parks	132 acres of existing public parks and natural areas	Clarification
Chapter 2, page 14	Chapter 2, page 14	Residential (image label)	Low-rise Residential, Mid-rise Residential, High-Rise Residential (image labels)	Staff clarificaion
Chapter 2, page 14	Chapter 2, page 14	The Plan area features a mix of residential, commercial, civic, and institutional uses of varying building heights and densities.	The Plan area features a mix of residential, commercial, civic, and institutional uses of varying building scales and densities.	Clarification
Chapter 2, page 14	Chapter 2, page 14	Existing Land Uses	Existing Land Uses + Building Scales	Clarification
Chapter 2, page 15	Chapter 2, page 15	n/a	n/a, better allign legend text with legend color block	Non-substantive update
Chapter 2, page 15	Chapter 2, page 15	n/a	n/a, resize the Land Use percent circles in bottom of map to be more proportional, add "ROW and Places of Worship" as a Land Use circle	Clarification
Chapter 2, page 16	Chapter 2, page 16	The Plan does not recommend additional density for the site.	The Plan does not recommend additional density for the site above and beyond what is already contemplated by the approved CDD.	Clarification
Chapter 2, page 17	Chapter 2, page 17	n/a	n/a, remove parks shadows from figure 2.2	Non-substantive update
Chapter 2, page 17	Chapter 2, page 17	n/a	n/a improve legibility of Fairfax County/Arlington roads and parks	Edit to existing map to add context and design similarity
Chapter 2, page 18 and 19, figure 2.3	Chapter 2, page 18 and 19, figure 2.3	The Residential land use designation allows only residential uses (townhomes, multi-unit buildings, etc.) and neighborhood-serving retail when allowed by the underlying zoning	It is the intent of the plan that residential developoment within the Focus Area will be predominantly multi-unit development, with some limited townhouse/stacked townhouse development.	Clarification
Chapter 2, page 18 and 19, figure 2.3	Chapter 2, page 18 and 19, figure 2.3	n/a	Insert text: In addition, Home for the Elderly and other comparable senior-serving uses are permitted in the Focus Area and Area 2.	Clarification
Chapter 2, page 19	Chapter 2, page 19	n/a	n/a, extend encouraged retail area in Terrace neighborhood	Update on potential areas for encourage retail in the Terrace neighborhood.
Chapter 2, page 22	Chapter 2, page 22	Retail uses that do not have a high degree of pedestrian activity, or do not significantly contribute to an activated street front should provide a public-facing component, such as outdoor seating or flexible community spaces	n/a, Remove text (duplicated content from earlier in para)	Simplification
Chapter 2, page 23	Chapter 2, page 23	Trees help provide shade and relief in public spaces/	Tree canopy helps provide shade and relief in public spaces.	Clarification
Chapter 2, page 23	Chapter 2, page 23	Ground floor retail is oriented towards public open spaces and helps activate the public realm	Ground floor retail oriented towards public open spaces and streets helps activate the public realm	Clarification
Chapter 2, page 23	Chapter 2, page 23	This rendering is one example of how Seminary Plaza (see figure 8.6 in Chapter 8: Neighborhoods for location) could be redeveloped. The rendering is for illustrative purposes only.	This rendering of Seminary Plaza is for illustrative purposes only (see figure 8.6 in Chapter 8: Neighborhoods).	Simplification
Chapter 2, page 24	Chapter 2, page 24	n/a	n/a, Replace farmer's market photo with a more appropriate interim use photo	Staff clarificaion
Chapter 2, page 24	Chapter 2, page 24	n/a	n/a, ud pate school photo	Edit to show more appropriate building for plan intent
Chapter 3, page 29	Chapter 3, page 29	n/a	n/a, replace two of the images on the intro page	Non-substantive update on image quality
Chapter 3, page 32	Chapter 3, page 32	n/a	n/a, revise figure 3.1 to add area of potential housing on Hilton hotel site	Update to clarify potential site for housing without residential displacement

Old Location (Chapter/Page, table/figure)	New Location (Chapter/Page, table, or figure)	Original Text	New Text/Description of Change	Reason for Change
Chapter 4, page 42	Chapter 4, page 42	4 CaBi Stations (7% of City's total)	4 CaBi Stations	Simplification
Chapter 4, page 45	Chapter 4, page 45	The City will work with Fairfax County on street grid alignment for planned streets	The City will work with Fairfax County on street grid alignment for planned streets that are interconnected between the City and the County	Clarification on coordination with Fairfax County for street network.
Chapter 4, page 45	Chapter 4, page 45	n/a	Insert text: "Planned improvements are based on development occurring to implement the Plan recommendations."	Clarification
Chapter 4, page 46	Chapter 4, page 46	n/a	Insert text: "Planned improvements are based on development occurring to implement the Plan recommendations."	Clarification
Chapter 4, Page 46	Chapter 4, page 46	n/a	Revise figure 4.3 to remove cross section on Mark Center Drive to default to Secondary Street streetscape	Correction
Chapter 4, Page 46	Chapter 4, page 46	n/a	n/a, revise figure 4.3: the right of way between 1900 and 1800 Beauregard will be revised from 66 ft to a min of 54 feet consistent with street section in the Alex West plan.	Staff and property owner agreed that a 54-foot ROW street section would be appropriate in between the two potential future development sites. The decision of whether this is a public or private street will be decided as part of a future DSUP.
Chapter 4, page 46	Chapter 4, page 46	n/a	n/a: add Echols St in the street network map	Correction
Chapter 4, page 48	Chapter 4, page 48	Secondary: Applies when a cross-section is not specified for a street or portion of a street and is not designated as a primary street.	Secondary: Applies when a cross-section is not specified for a street or portion of a street and is not designated as a primary street, including streets such as Mark Center Drive, Dawes Avenue, and S. Bragg Street.	Clarification to give examples of secondary streets.
Chapter 4, page 50	Chapter 4, page 50	n/a	Add note "Planned improvements are based on development occurring to implement the Plan recommendations."	Clarification
Chapter 4, page 51	Chapter 4, page 52	City of Fairfax	Fairfax County and the City of Falls Church	Correction on the potential BRT route along King Street and in Fairfax County and City of Falls Church.
Chapter 4, page 47 and 48	Chapter 4, page 47 and 48	The final design and configuration of the street cross-sections in figure 4.4 will be subject to compliance with the intent of the AlexWest Plan.	The final design and configuration of the street cross-sections in figure 4.4 will be subject to compliance with the intent of the Plan. However, they may be modified to the extent that topography or other similar site constraints preclude implementation of the sections. If the sections are to be reduced for the reasons defined herein, the first area(s) to be reduced will be the on-street parking spaces.	Clarification on the implementation of street cross-sections.
Chapter 4, page 50 and 51	Chapter 4, page 51	n/a	n/a, add photos of real life examples of street safety improvements with captions	Clarification of types of potential safety improvements as suggested by Transportation Commission.
Chapter 5, page 58	Chapter 5, page 60	132 Acres of publicly accessible parks	132 acres of existing public parks and natural areas	Clarification
Chapter 5, page 58	Chapter 5, page 60	n/a	insert text: 65% of residents lack easy access to playgrounds or sportsfields	Addition to add context to background data

Old Location (Chapter/Page, table/figure)	New Location (Chapter/Page, table, or figure)	Original Text	New Text/Description of Change	Reason for Change
Chapter 5, page 58	Chapter 5, page 60	Despite a significant number of existing public parks and natural areas, gaps remain in AlexWest’s public open space network, causing some parks to be disconnected, inaccessible to some neighborhoods, and occasionally lacking in amenities. These gaps are particularly evident where residents must walk more than a half-mile to access any type of public open space. figure 5.1: Open Space Existing Conditions shows existing parks in AlexWest and demonstrates a number of gaps where residents do not have access to a park within a 10-minute walk of their home, such as near Duke Street and near the existing Coca-Cola facility on Dawes Avenue. The William Ramsay Recreation Center, the only recreation center in the area, serves thousands of residents annually and provides community members access to a gymnasium, fitness and recreational classes, a dance studio, and other educational programs and social services. Community use of the William Ramsay Recreation Center is not available during school hours since the space is used by William Ramsay Elementary School during the day for classes and afterschool programming.	Despite existing public parks and natural areas, AlexWest’s public open space network has gaps, meaning that some parks are disconnected and inaccessible to some neighborhoods. These gaps are particularly evident where residents must walk more than a half-mile to access any type of public open space, often facing barriers like high-speed roads, inconsistent sidewalks, and closed park entry points. figure 5.1: Open Space Existing Conditions shows existing parks in AlexWest and demonstrates a number of gaps where residents do not have access to a park within a 10-minute walk of their home, such as near Duke Street and near the existing Coca-Cola facility on Dawes Avenue. Parks are also occasionally lacking in amenities, with over 65% of residents lacking easy access to a playground or sports field. The William Ramsay Recreation Center, the only recreation center in the area, serves thousands of residents annually and provides community members access to a gymnasium, fitness and recreational classes, a dance studio, and other educational programs and social services. Community use of the William Ramsay Recreation Center is restricted during school hours since the space is used by William Ramsay Elementary School during the day for classes and afterschool programming.	Clarification and update on a key figure.
Chapter 5, page 60	Chapter 5, page 62	In locations where the Plan allows land use to be either residential or commercial, such as in the Garden Neighborhood (see figure 8.10 and table 8.10 in Chapter 8), development that is entirely residential will provide an additional 10,000 square feet of public open space consolidated with other nearby planned parks.	In locations in the Garden District where the Plan allows land use to be either residential or commercial (see figure 8.10 and table 8.10 in Chapter 8), development that is entirely residential will provide an additional 10,000 square feet of public open space consolidated with other nearby planned parks.	Clarification on when additional public open space may be required.
Chapter 5, page 61	Chapter 5, page 63	n/a	Add note "Planned improvements are based on development occurring to implement the Plan recommendations."	Clarification
Chapter 5, page 61	Chapter 5, page 63	The final design and configuration of the public open spaces/park(s) will be subject to compliance with the intent of the AlexWest Plan, and the size requirements and amenities of figures and tables 8.1–8.12 as part of the approval of the public open space(s).	The size, shape and location of the park(s) are depicted for illustrative purposes. The final shape and location within each neighborhood will be determined as part of the development process subject to the size and amenities recommended by the Plan.	Clarification on the implementation of the required public open space.

Old Location (Chapter/Page, table/figure)	New Location (Chapter/Page, table, or figure)	Original Text	New Text/Description of Change	Reason for Change
Chapter 5, page 62	Chapter 5, page 64	A connected public open space network, with crucial links and improved access between existing and new public parks and open spaces, will enable community members to easily access public open spaces in different neighborhoods throughout the Plan area. In service of this goal, new public parks and open spaces provided by development will have multiple publicly accessible entrances and existing parks may also be enhanced to include new access points. The Winkler Botanical Preserve, as an example, is a 50-acre natural preserve owned by NOVA Parks that is open to the public but has only one entrance. Working with NOVA Parks to create up to three new access points will make the trails and natural beauty of the park more accessible for the broader community to get to and better connect to the area's open space network. Similarly, the Plan recommends access and trail improvements to the City's James Mulligan Park and the Stonegate Scenic Easement.	Without increased investment in parks, especially as the population grows, up to 85% of residents would have limited access to recreation by 2045. The Plan's objective for a connected public open space network, with crucial links and improved access between existing and new public parks and open spaces, will enable community members to easily access public open spaces in different neighborhoods throughout the Plan area. In service of this goal, new public parks and open spaces provided by development will have multiple publicly accessible entrances. Existing parks, such as the Winkler Botanical Preserve, James Mulligan Park, and the Stonegate Scenic Easement will get new entryways to enhance connectivity and increase community use. Winkler Botanical Preserve, for example, is a 50-acre natural preserve owned by NOVA Parks that is open to the public but has only one entrance. Working with NOVA Parks to create up to three new access points will make the trails and natural beauty of the park more accessible for the broader community to get to and better connect to the area's open space network.	Clarification and update on a key figure.
Chapter 5, page 63	Chapter 5, page 65	n/a	As part of the phasing of the new open public space/parks it is anticipated that they will be designed and constructed within each neighborhood in a phased manner that is proportional with new development.	Clarification on the timing of some public parks/open space for new development.
Chapter 5, page 63	Chapter 5, page 65	Incorporation of the historic Lebanon Union Cemetery with planned open space and connections	Incorporation of Lebanon Union Cemetery with planned open space and connections	Clarification
Chapter 6, page 68	Chapter 6, page 70	n/a	Add "for all" to the end of the Intent Statement	Update responding to community comment
Chapter 6, page 73	Chapter 6, page 75	n/a	Add new sentence to the end of paragraph 1: "The strategy aims to alleviate negative climate change and environmental impacts that disproportionately fall on vulnerable and marginalized populations."	Update responding to community comment
Chapter 6, page 74	Chapter 6, page 76	Reduced Greenhouse Gas Emissions (Title)	Cleaner Air (Title)	Update responding to community comment
Chapter 6, page 74	Chapter 6, page 76	Greenhouse gas emissions (GHGs), especially from the transportation sector, are a factor contributing to climate change, resulting in extreme weather events and conditions, such as severe heat and storms.	Air pollution (in the form of greenhouse gases) is a key factor contributing to climate change, resulting in extreme weather events and conditions, such as severe heat and storms.	Update responding to community comment
Chapter 6, page 74	Chapter 6, page 76	The Plan's recommendations for safe and easy options for residents to access neighborhood services, amenities, and jobs without the need for a car will help to minimize GHG emissions, benefiting not only residents' health but also their bottom line.	The Plan's recommendations for safe and easy options for residents to access neighborhood services, amenities, and jobs without the need for a car will help to reduce air pollution, benefiting not only residents' health but also their ability to remain affordably in the neighborhood.	Update responding to community comment
Chapter 7, recommendation 4	Chapter 7, recommendation 4	New uses such as warehouses, storage buildings, data centers, and other comparable low activity or industrial uses are inconsistent with the intent of the Plan	New uses such as warehouses, storage buildings, data centers, and other comparable or industrial uses are inconsistent with the intent of the Plan	Clarification on recommendation intent

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Chapter 7, recommendation 12	Chapter 7, recommendation 12		n/a, delete recommendation	Clarification that building breaks will be addressed in the forthcoming Design Guidelines.
Chapter 7, recommendation 18	Chapter 7, recommendation 17.C	Providing a fewer number of affordable units but a deeper levels of affordability	Providing a fewer number of affordable units but at deeper levels of affordability	Correction
Chapter 7, recommendation 39	Chapter 7, recommendation 38	Development will provide all necessary transit access and amenities to mitigate the impact caused by the development.	Development will provide all necessary transit, pedestrian, and bicycle access and amenities to mitigate the impact caused by the development.	Clarification
Chapter 7, recommendation 45	Chapter 7, recommendation 44	In the Garden Neighborhood (see figure 8.10: Garden Neighborhood), where development is allowed to include residential or commercial uses, if the uses are entirely residential, development will provide an additional 10,000 square feet of consolidated public open space within the neighborhood to be consolidated with one of the other planned parks.	In subarea 10A of the Garden Neighborhood (see figure 8.10: Garden Neighborhood), where development is allowed to include residential or commercial uses, if the uses are entirely residential, development will provide an additional 10,000 square feet of consolidated public open space within the neighborhood to be consolidated with one of the other planned parks.	Clarification on when additional public open space may be required.
Chapter 8, page 83	Chapter 8, page 85	n/a	insert text: The intent of the Plan is that in neighborhood(s) under common ownership, density will be based on entire tract consistent with the Zoning Ordinance. In addition, density may be transferred with the neighborhood(s) subject to all applicable zoning provisions and the street, land use, open space and building height recommendations of the plan.	Clarification on how to apply density across a site.
Chapter 8, page 83	Chapter 8, page 85	n/a	insert text: Residential development within the Focus Area will be multi-unit development with a limited amount of townhouses and/or stacked townhouses."	Clarification on the intent for residential land uses in the Focus Area.
Chapter 8, page 83	Chapter 8, page 85	n/a	insert text: The Plan acknowledges that development in neighborhoods where existing building(s) are to remain will likely involve structured parking for the development or existing buildings. The design and screening of the structures will be subject to all applicable design guidelines and will be located on the site in a manner not to preclude other recommendations of the plan such as streets and parks.	Update for consistent terminology with "design guidelines" and update that acknowledges the likely need and construction of structured parking in certain neighborhoods, such as the Crossroads Neighborhood.
Chapter 8, page 84	Chapter 8, page 86	Streetwall	Building Block/Streetwall	Clarification
Chapter 8, page 89	Chapter 8, page 92	n/a	insert text: As part of the future zoning and development approval(s) for the Terrace Neighborhood, the feasibility of a new City recreation center or comparable use will be explored. The facility may be a separate facility or integrated within one of the new residential buildings.	Update on the inclusion of the possibility of a city facility for the Terrace Neighborhood.
Chapter 8, page 89	Chapter 8, page 92	n/a	n/a, change a picture to a picture of a recreation center	Update on the inclusion of a city facility for the Terrace Neighborhood.
Chapter 8, page 89	Chapter 8, page 92	There is an opportunity for retail uses that serve students and residents.	There is an opportunity for retail uses and possibly a city recreational center that serve students and residents.	Update on the inclusion of a city facility for the Terrace Neighborhood.

Old Location (Chapter/Page, table/figure)	New Location (Chapter/Page, table, or figure)	Original Text	New Text/Description of Change	Reason for Change
Chapter 8, page 91	Chapter 8, page 94	n/a	n/a, edit Figure 8.2 to extend encouraged retail area in Terrace neighborhood	Update on potential areas for encourage retail in the Terrace neighborhood.
Chapter 8, page 96, table 8.4	Chapter 8, page 101, table 8.4	Base residential sf of 675,000 sf	Base residential FAR of 2.0	Conversion from base residential square footage to base residential FAR
Chapter 8, page 97	Chapter 8, page 102	n/a	insert text: A modification to the intermittent stream is possible if approved by City Council.	Clarification that an intermittent stream may be modified.
Chapter 8, page 98	Chapter 8, page 106	Large central public open space to serve as the social center of the neighborhood. (text box)	Large central public open space to serve as the social center of the neighborhood, which may include amenities as needed for the residents of the neighborhood. (text box)	Clarification
Chapter 8, page 98	Chapter 8, page 104	n/a	insert text: Within the neighborhood there will likely be a need for stand alone parking structure(s) as part of development. The parking structure(s) will be subject to all applicable design guidelines and will not preclude implementation of the plan.	Clarification
Chapter 8, page 99, table 8.5	Chapter 8, page 105, table 8.5	n/a	Add column for maximum commercial development for Southern Towers	Update consistent with the allowance of commercial development under the current CDD.
Chapter 8, page 100	Chapter 8, page 106	n/a	F. The location of the transit facility will be as generally depicted in figure 8.5. However, the final design of the facility be consistent with the intent of the Plan in consultation with the property owner(s).	Clarification on the design of the transit facility at Southern Towers.
Chapter 8, page 100	Chapter 8, page 106	n/a	Change middle required street to recommended street	Staff and property owner agreed that middle street should have more flexibility in its ultimate location during the development review process.
Chapter 8, Page 102, table 8.6	Chapter 8, page 109, table 8.6	FAR of 3.0 for 6E and 6F	FAR of 2.0 for 6E and 6F	Update on maximum allowed FAR for school sites and the Overlook Towers and Atlante sub-areas.
Chapter 8, page 105, table 8.7	Chapter 8, page 113, table 8.7	30,000 sf public open space	25,000 sf public open space	Correction on size of existing wooded area in the Central Core Neighborhood.
Chapter 8, page 106	Chapter 8, page 114	Preservation of existing mature trees and buffer area	Retention of existing mature trees and buffer area	Clarification
Chapter 8, page 107	Chapter 8, page 116	"Development will be centered around a new 2.5-acre public park adjacent to the school..."	"Development will be centereted around a new approximately 2-acre public park adjacent to the school..."	Staff and property owner agreed that the open space could be reduced by 7,500 sf to accommodate the planned street cross-sections and trails.
Chapter 8, page 107	Chapter 8, page 116	With development, a new rectangular sports field can be conveniently located adjacent to John Adams Elementary School.	With development, a new rectangular sports field can be located adjacent to John Adams Elementary School.	Non-substantive update
Chapter 8, page 108, table 8.8	Chapter 8, page 108, table 8.8	FAR of 3.0 for 8E	FAR of 2.0 for 8E	Update on maximum allowed FAR for school sites and the Overlook Towers and Atlante sub-areas.
Chapter 8, page 108, table 8.8	Chapter 8, page 108, table 8.8	112,000 sf required public open space and 20,000 sf required public open space	98,000 sf required public open space and 26,500 sf required public open space	Staff and property owner agreed that the open space could be reduced by 7,500 sf to accommodate the planned street cross-sections and trails.

Old Location (Chapter/Page, table/figure)	New Location (Chapter/Page, table, or figure)	Original Text	New Text/Description of Change	Reason for Change
Chapter 8, page 108, table 8.8	Chapter 8, page 117, table 8.8	Base residential sf of 308,426 sf and 0 sf	Base residential FARs of 3.0 and 0	Conversion from base residential square footage to base residential FAR
Chapter 8, page 109	Chapter 8, page 118	The planned rectangular or diamond field adjoins the John Adams Elementary School site	The park is envisioned to contain a rectangular or diamond field adjoining the John Adams Elementary School site.	Clarification
Chapter 8, page 112, table 8.13	Chapter 8, page 136, table 8.13	The final design and configuration of the public open spaces/park(s) will be subject to compliance with the intent of the AlexWest Plan, and the size requirements and amenities of figures and tables 8.1-8.12 as part of the approval of the public open space(s).	The size, shape and location of the park(s) are depicted for illustrative purposes. The final shape and location within each neighborhood will be determined as part of the development process subject to the size and amenities recommended by the Plan.	Clarification on the implementation of the required public open space.
Chapter 8, page 115	Chapter 8, page 126	n/a	insert text: "Additional residential units may be permitted on the land to be dedicated to the City at the intersection of N. Beauregard St. and Sanger Ave. if approved as part of the development review process."	Clarification consistent with current CDD approvals for the Garden Neighborhood.
Chapter 8, page 121	Chapter 8, page 134	n/a	Add "Cemetery" to the legend and change the color slightly on the map.	Clarification
Chapter 8, Page 122, table 8.13	Chapter 8, page 136, table 8.13	Park amenities are to be finalized as part of the development review process and will be based on the most current needs assessment.	Outdoor park amenities are to be finalized as part of the development review process and will be based on the most current needs assessment.	Clarification
Chapter 8, page 122	Chapter 8, page 136	For the purposes of this table, the 10% committed affordable housing requirement applies to the residential floor area above the base residential maximum FAR/SF.	For the purposes of this table, the 10% committed affordable housing requirement applies to the residential floor area above the base residential maximum FAR.	Update to reflect latest changes in the development tables.
Chapter 8, page 122	Chapter 8, page 136	For purposes of this table, the table assumes 1,000 square feet per unit for multi-unit buildings, 2,500 square feet for townhomes, and 300 square feet per room for hotels.	For purposes of this table, the table assumes 300 square feet per room for hotels.	Update to reflect latest changes in the development tables.
Chapter 8, page 122	Chapter 8, page 136	In the Garden Neighborhood, where development is allowed to include residential or commercial uses, if the uses are entirely residential, development will provide an additional 10,000 square feet of consolidated public open space within the neighborhood to be consolidated with one of the other planned parks.	In subarea 10A of the Garden Neighborhood, where development is allowed to include residential or commercial uses, if the uses are entirely residential, development will provide an additional 10,000 square feet of consolidated public open space within the neighborhood to be consolidated with one of the other planned parks.	Clarification
Chapter 8, page 114, 117, table 8.10, 8.11	Chapter 8, page 125 and 129, tables 8.10 and 8.11		n/a, table changes: 2.0 FAR for the Garden District (10D/10E) and Greenway (11A/B/C) neighborhoods, and a 2.5 FAR for the Town Center (10A/B/C) neighborhood. Delete Maximum Commercial SF column.	Conversion from maximum development by absolute square footage to FAR, to be consistent with other neighborhoods.
Chapter 8, throughout , figures 8.1-8.12	Chapter 8, figures 8.1-8.12	n/a	n/a, Add plan maps for context for each neighborhood	Update to better provide neighborhood context and respond to community comment
Chapter 8, throughout , figures 8.1-8.12	Chapter 8, figures 8.1-8.12	Building breaks are required per the Design Standards.	n/a, remove language	Update reflecting that building breaks will be addressed in the Design Guidelines.
Chapter 8, throughout , figures 8.1-8.12	Chapter 8, figures 8.1-8.12	Streetwall	Building Block	Clarification
Chapter 8, throughout , table 8.1-8.12	Chapter 8, tables 8.1 - 8.12	Land Use	Primary Land Use	Clarification

Old Location (Chapter/Page, table/figure)	New Location (Chapter/Page, table, or figure)	Original Text	New Text/Description of Change	Reason for Change
Chapter 8, throughout	Chapter 8, throughout	n/a	n/a, add new page for each neighborhood that just shows proposed bicycle facilities	New maps for clarity on the bike and pedestrian networks within the neighborhoods per suggestion from Transportation Commission
Chapter 8, throughout	Chapter 8, throughout	n/a	Add text for new map figure headings, "figure 8._B: Pedestrian and Bike Network", revise current figures with "A" added to them	Non-substantive update
Chapter 9, page 128	Chapter 9, page 142	figure 8.11	figure 8.10	Correction responding to community comment
Chapter 9, page 128	Chapter 9, page 142	n/a	insert text: Each action includes an implementation timeframe: short-term (0-5 years), mid-term (6-10 years), long-term (11-20 years), and ongoing (0-20+ years).	Clarification on implementation phase timing
Entire Plan	Entire plan document	Design Standards	Design Guidelines	Correction



July 19, 2024

Planning Commission
Alexandria City Council
City of Alexandria
301 King Street
Alexandria, VA 22314

Attn: Christian Brandt

Subject: Alexandria West Small Area Plan

Alexandria Families for Safe Streets (AFSS) supports the Alexandria West Small Area Plan mobility goals. The Plan prioritizes the safety of pedestrians, cyclists, and drivers in traveling. It also provides for greater access and connectivity for all modes of travel, including significant public transit access and bicycle access throughout the community. Committing to planned off-road multiuse paths in figure 4.6 for Beauregard, King Street, Seminary, and Sanger will help keep bicyclists and pedestrians safe, and support those trips throughout Alexandria West. Expressly incorporating the safety and access of walkers, bicyclists, and transit-riders is a positive step forward in achieving a more inclusive and accessible neighborhood.

AFSS believes, however, that the City of Alexandria can accomplish more in this long-term plan to ensure the safety and access of all road users traveling in the Alexandria West area. First, AFSS urges the City of Alexandria to more strongly commit to public transit access in its redesign of roadways. Second, we urge the City to commit to dedicated cycle infrastructure and avoid the use of sharrows. Third, we urge the City to ensure that all areas within the neighborhood are well-connected for all multimodal travelers.

- 1. Transit Redesign:** Transit support is crucial for the safety and convenience of all travelers in Alexandria West. The Plan envisions a transit hub at Southern Towers with access to bus routes on King Street, Beauregard, and Seminary Road. The Plan also includes a new bus rapid transit (BRT) corridor up King Street. Expanding transit to provide greater opportunities and access for residents is a great way to address climate change and improve the safety and travelers within the region. Building the infrastructure to support transit access also usually includes safety and comfort improvements for pedestrians and bikers in the area. AFSS supports this vision of expanded transit in the Alexandria Plan.

AFSS urges the City to commit to dedicated bus lanes for all the major transit corridors in the Plan. A reliable transportation system dependably provides users with a consistent range of predictable travel times. As drafted, the Plan commits

Alexandria Families for Safe Streets
1800 Diagonal Road, Suite 600
Alexandria, VA 22314
Phone: +1 (703) 946-8401
e-mail: contact@novafss.org
novasafeststreets.org



to a dedicated transit lane only along a segment of Beauregard. Generally the Plan only commits to study and address mobility-related issues at the intersections and along the corridors identified in Figure 4.9. AFSS urges the City to include an initial vision of dedicated bus lanes on identified public transit corridors. More fully committing to these enhancements is consistent with the Plan's goals to enable individuals of all ages and abilities to more safely navigate within AlexWest and establish stronger connections to both the rest of the City and the wider region.

- 2. Bicycle Safety:** AFSS supports the expansion of off-road multiuse paths and protected bicycle facilities in Figure 4.6. These two trail types constitute the majority of the planned trails for bicyclists and scooters throughout the neighborhoods.

However, AFSS urges the City to avoid the use of any sharrows in the AlexWest Plan. Research demonstrates that sharrows are ineffective at improving cyclist safety. In fact some results suggest that not only are sharrows not as safe as bike lanes, but they could be more dangerous than doing nothing at all. Use of sharrows is inconsistent with access for cyclists of all ages and abilities in the Alexandria Mobility Plan. Especially in a long-term Plan like AlexWest, the City should commit to safe bicycle infrastructure that moves bicyclists from the streets into their own designated corridors. AFSS urges the City to avoid the use of sharrows along Braddock, which forms an important connection for cyclists between Dawes and Beauregard.

- 3. Neighborhood Connectivity:** For pedestrians and cyclists, safe and comfortable connections are important to support daily trips and errands. The Plan recommends new and improved connections between neighborhoods that will promote safe and comfortable travel by foot. AFSS supports the Plan's commitment to connections for walkers. Walking takes longer than traveling by car, and extended detours due to connection issues discourages people from walking to their destinations rather than driving.

However, access across Holmes Run remains poor in the Plan, with only two crossings planned for the neighborhoods. Individuals at Chambliss Avenue or North Armistead will need to detour to North Beauregard to access the park or the rest of the neighborhood. AFSS urges the City to add additional pedestrian and bicycle crossings that will support access for pedestrians and bikers between the neighborhoods and parks from Chambliss and Armistead. This will also help support access to the Park, which is largely not realized on the west despite Figure 5.2 indicating that these neighborhoods are within a 5 minute walk. Currently such access is illusory, since any walker must detour blocks to access the trails and parks along Holmes Run.



In conclusion, AFSS appreciates the opportunity to comment on the Alexandria West Plan. We believe that the Plan offers an opportunity to improve the safety and access for residents of Alexandria West, and that many of the concepts and commitments in the Plan will improve safety and provide more access for residents of Alexandria West. The Plan envisions broader access to public transit, an expanded bicycle trail, and safe and convenient access to the neighborhoods of AlexWest. Given the goals in this Plan and the Alexandria Mobility Plan, AFSS urges the City to commit now to dedicated public transit infrastructure on its main transit corridors, avoid the use of Sharrows, and connect pedestrians and bikers across Holmes Run. AFSS believes that doing these things will improve access to reliable transit, improve the safety of cyclists and scooter-users, and encourage safe and comfortable walking in the AlexWest neighborhoods.

Sincerely,
Dane Lauritzen,
AFSS Board Member
On behalf of the Board of Directors - AFSS

From: YIMBYs of Northern Virginia, Alexandria Chapter
Re: Alexandria West Draft Recommendations



The Alexandria West Draft Plan should allow affordable housing everywhere, and maximize housing supply near transit and amenities.

We appreciate the hard work staff has put into engaging the community as they develop this vision for the future of Alexandria West. Through consistent community engagement, focusing on vulnerable communities and the needs of both current and future residents, staff have produced a draft plan that will deliver significant improvements in the Plan Area. The vision of building atop existing surface parking and in commercial areas, and requiring 10% of units above the base density to be committed affordable, is a step in the right direction and will allow for more desperately-needed homes. We appreciate the attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities.

The draft plan envisions a wonderful neighborhood, for those who can afford to stay in Alexandria West. Unfortunately, Alexandria West is in the beginning stages of a displacement crisis. As older buildings near the ends of their useful lives - as seen already in the unsafe and unhealthy conditions faced by many residents of Southern Towers - we are staring down a real emergency. Alexandrians earning at or below 40% AMI face the brunt of this crisis.

This plan is envisioned to last for the next 15-20 years, likely longer than many of these buildings can remain in place without redevelopment or significant renovation. To avert massive displacement, this plan must create space for a large increase in housing supply, including dedicated affordable housing. These new homes must be in place and ready for occupancy very soon, if they're to be ready to absorb our neighbors who may soon need to leave buildings like Southern Towers.

In our view, the Draft Plan falls short of the urgent action needed to avert the crisis in a few ways:

- The Draft Plan takes large swaths of Plan Area off the table for affordable housing construction. With a few exceptions "Area 3" covers Alexandria West's lowest density and wealthiest neighborhoods, sheltering them from meaningful growth. Heights in these areas are capped at 45 or even 35 feet: enough for a townhome or single family home but not much more, and certainly not enough for any building that includes dedicated affordable units. In fact the city's "bonus height" provision doesn't even apply to these areas, only coming into play for areas where heights of at least 50 feet are allowed. We can't afford to prioritize the aesthetic preferences of low-density neighborhoods if we want to avert serious displacement. The 10% affordability requirement in this Plan won't apply to most of Area 3, because there is no allowed increase in height or density from which the City can extract 10% affordability.

- Even in the core “target area” and along the planned West End Transitway, allowed heights and densities in some areas are insufficient - in some cases less than what already exists there today.
- The plan’s vision of building on surface lots and in commercial areas is admirable, but we question its feasibility given current parking mandates. To replace existing parking on the lots where these homes are envisioned, projects would need to build expensive parking garages that can quickly make the new projects unaffordable or infeasible.

To improve the Plan and avert a displacement crisis in the next two decades, we recommend the following changes:

- **Remove Area 3:** Area 3 appears to largely shelter wealthier, lower-density neighborhoods from any growth, preventing them from contributing to housing affordability in any meaningful way. Despite parts of Area 3 being adjacent to high-amenity commercial areas in both Alexandria and neighboring jurisdictions, this plan prevents any growth beyond what’s allowed by the current zoning code. The low height limits used in this area ensure that some of our best tools for creating affordable homes are unavailable. Low-density neighborhoods in Area 3 should be incorporated into Area 2, with increases in height and FAR to match this new classification, to open the full Plan Area to new and affordable housing.
- **Increase baseline height to 85 feet:** The Draft Plan mentions that very large buildings are unlikely to pencil out in Alexandria West for the near future. If this is the case, we should be maximizing the area in which smaller mid rise buildings can be constructed. 85-foot height limits are enough to enable construction of buildings short enough to rely on relatively inexpensive materials but large enough to add significant housing supply, including affordable housing. It would also ensure the universal applicability of the Bonus Height rule, which is only allowed where heights of at least 50 feet are allowed, and of the 10% affordability requirement.
- **Transit-adjacent land should maximize allowed height and density:** All land adjacent to the Alexandria West Transitway should allow the tallest buildings envisioned by the plan, with 150 feet of baseline height. This will allow the City to maximize return on its investment in the Transitway, while also adding as much housing as possible.
- **Existing heights should be legalized:** Many of the Plan’s neighborhoods have height limits that are significantly lower than existing buildings in the neighborhood. For example, the Hilton is 338 feet tall, but the Plan imposes a height limit of only 100 feet on the parcel where the Hilton is located! If we must defer to the character of low-density neighborhoods in Area 3, The Plan should at least respect high-density neighborhood character as well by ensuring that height limits are at least as tall as existing buildings. If this requires Council creating a new Zone that allows more height, the Plan should recommend Council do so.

One might reason that these larger buildings will be infeasible in the Plan Area under current conditions. Infeasibility is not a good reason to outlaw something. Conditions change, and we can’t predict what the housing economy of 2044 will look like. There is no harm done by

legalizing taller or more dense construction, even if homebuilders are unlikely to utilize the full extent of what's legal.

What we do know is the residents of Alexandria West are already facing displacement, and this will only get worse without a large influx of housing supply. If the city wants to avert a displacement crisis tomorrow, we need bold action today.

About Organization: *YIMBYs (yes in my backyard) of Northern Virginia is a grassroots, all-volunteer organization working to make housing affordable to all by enabling the construction of more homes for more people. Attainable homes close to the amenities of daily life hold the promise of communities that are more affordable, socially connected, economically productive, and sustainable.*

www.yimbysofnova.org



Fairlington Villages
A Condominium Association

July 22, 2024

Mr. Jeff Farner
Deputy Director, Department of Planning and Zoning
Ms. Carrie Beach
Division Chief, Neighborhood Planning and Community Development
301 King Street Suite 2100
Alexandria, VA 22314

RE: Alexandria West Planning (AlexWest) June 2024 Draft SAP

Dear Mr. Farner and Ms. Beach:

We are grateful for the generous amount of time the City of Alexandria staff has provided our community through small group meetings, email exchanges, and community presentations. It is acknowledged and appreciated by our residents.

The City of Alexandria City residents of Fairlington Villages write to express both our agreements and concerns with the Alexandria West Draft Small Area Plan (June 2024, draft). The Fairlington Civic Association deferred to Fairlington Villages particularly those living in the City of Alexandria as its interested party of record since we are the immediately adjacent property owners and would be impacted directly by the proposed Small Area Plan (SAP).

Our concerns / comments are:

Fairlington Villages is a historically designated site of 2-3 story buildings. This Community was built in the 1940s to provide housing for civilian defense workers. In the 1970s, Fairlington Villages, and Fairlington, underwent renovations to become a condominium community. At that time, this was the largest condominium community in the area, and continues to be among the largest. The architect and contractor in the 1940s had a vision for providing a high-quality, livable community and as a result many generations have benefited and continue to benefit.

We are pleased that the south side of King Street will have a tree design-scape and that City staff has agreed that the north-side of King Street from 28th Street South to South 30th Street will not be disturbed and that these will both be included in the Alexandria West SAP. This area has provided tree coverage for the Alexandria City residents within Fairlington Villages adjacent to King Street and the high-rise and mid-rise buildings along the south side of King Street for over 20 years. It provides a visual buffer for our residents for 5 ½- 6 months of the year when leaves are present.

We hope that specific types of high-quality, non-city-scape external building design expectations will be a part of the proposed Alexandria West SAP for Area 2. Many of the building-designs constructed near Fairlington within the past approximately 20 years have been without charm nor are they attractive or appealing.

Throughout the development of the Alexandria West SAP, City of Alexandria residents within Fairlington Villages have been voicing their concerns about not wanting a city-scape built on the adjacent property (King Street Area 2), the partially adjacent property (150 Feet Height Neighborhood Area 2), and the proximate neighborhoods (Newport Village and Bolling Brook Condominiums Area 2).

Fairlington Villages' residents living in the City of Alexandria sent a letter (March 2023) with 51 signatures expressing a desire for a "small town look and feel" like Old Town for our area and another letter was sent in May 2023 with over 100 signatures expressing our vision for King Street and nearby neighborhoods (copies available upon request). The May 2023 letter stated that the Fairlington residents did not desire to have buildings constituting a city-scape built on the adjacent property and proximate neighborhoods. Fairlington Villages' City of Alexandria residents responded to a City survey (November 2023) stating their preference for Area 2 to continue as a suburban setting and not be redeveloped into a city-scape (list of names available upon request). These residents offered comments on the first draft of the SAP and a packet of comments (copy available upon request) was sent to City staff (March 28, 2024). The City of Alexandria staff met with two of our longtime residents and unit owners living in the City of Alexandria to discuss concerns about the second draft of the SAP (June 2024).

Attached are two documents that explain our concerns and visions for each of the three neighborhoods - **1)** King Street Neighborhood Area 2; **2)** 150 Feet Height Neighborhood Area 2; **3)** Newport Villages and Bolling Brook Condominiums Neighborhood. One attachment has more details, and one attachment is a summary.

We appreciate your consideration of the issues presented in this letter and these attachments. Currently Fairlington Villages' City of Alexandria residents do not support the June (2024) draft of the Alexandria West SAP.

We continue to hope that our efforts and engagement may yield positive results for those in our neighborhood. We are open to a dialogue on these vital decisions that will dramatically impact the quality of life for Fairlington Villages Alexandria City residents.

Sincerely,

Melanie Alvord
Fairlington Villages Ward VI Board Director and Secretary

Greg Roby, On Behalf of Holly Berman
Fairlington Villages Alexandria City Resident

cc: Greg Roby, General Manager, Fairlington Villages Condominium Association

Fairlington Villages, A Condominium (FVAC)

Detailed Requests for Each Neighborhood

King Street Neighborhood Area 2

As the adjacent property owners to this section of King Street, we ask to have input in the remaining 4-5 sites that could be re-developed within the new SAP.

The packet sent to staff (March 2024) included several pictures of three massively-sized high-rise buildings (Alexander, Northampton, Halstead Tower) located on the south side of King Street and built between 2006-2008. The buildings, as the pictures show, are taken from seven different locations within the City of Alexandria section of Fairlington Villages and have impacted our community.

With the building of the Alexander and Northampton, an immensely overwhelming site was created by placing two over-sized high-rise buildings extremely close together on an exceedingly small parcel of land. With the addition of the Halstead Tower, also a very wide high-rise on another small parcel of land and built close to the others, a long-established neighborhood setting was changed from a suburban, residential environment of 93 acres to be in the shadow of a city-scape setting.

A city-scape setting elicits a very different experience than a suburban setting.

Fairlington Villages' residents chose to buy their homes in a suburban neighborhood with similar suburban neighborhoods abutting our community. Our residents did not buy into a city-scape setting—a very different environment from the existing nearby neighborhoods.

For 5 ½ - 6 months of the year, due to the lack of leaves on the trees, these three tremendous buildings are intrusive and overwhelm our community. Over 200 families/individuals whose homes are in this area are affected by these buildings that are not of scale to the adjacent neighborhood (Fairlington Villages). This does not include the many residents who regularly walk through this part of our neighborhood.

The current draft of the SAP includes a proposal for the remaining four to five redevelopment sites on King Street within Area 2 to be 100 feet high with a 2.0 FAR.

Our Concerns

- Given the area's topography, any new building's juxtaposition, and/or redevelopment sites next to each other, and/or the size of the parcel of land, the proposed 100-foot-high buildings with a 2.0 FAR will continue to have the same effects as the Alexander, Northampton, and Halstead Tower.
- The heights and building size should be in proportion to the adjacent to those in Fairlington Villages.
- The character and nature of the Fairlington Villages' neighborhood should be respected with the remaining redevelopment sites along King Street. This was not provided to us with the building of the Alexander, Northampton, and Hallstead Tower. We were hoping this would be included within this proposed SAP.
- Cap on heights (including affordable housing options)

- Attractive, appealing, timeless buildings (provided size is not increased).
- Fairlington Villages, along with the Pointe Condominiums, the two-story office buildings, the dry cleaners, the gas station and the former health department building do not constitute a city setting (high-rise or mid-rise), like Eisenhower, Pentagon City, Crystal City, Ballston, or DC mid-rise city neighborhoods. We would like to see a town-like setting as the direction for the remaining four to five re-development sites, if a suburban setting like the Pointe Condominium Community, is no longer available.

As referenced on the City's website, honoring the character and nature of the neighborhood is part of the City of Alexandria's vision and community development objectives. It is Fairlington Villages' desire to continue to collaborate as a stakeholder to honor the character and to strengthen and sustain our nearby and proximate neighborhoods.

150 feet height Neighborhood Area 2

For the 150 Feet Height neighborhood in Area 2, which is directly behind King Street with a corner portion being the adjacent property to Fairlington Villages, we are against a mid-rise or high-rise city-scape being built.

This is an established residential neighborhood, and we are asking that the character and nature of this established neighborhood be a part of the proposed SAP. In other words, please do not turn an established residential suburban neighborhood setting into a city setting.

The following seems to enable this neighborhood's current and established nature and character:

- Layout of the two high rise buildings
- Configuration of the two high rise buildings in relationship to each other
- Amount of open space between, above, and around each building
- The woods, vegetation, and two different four-story condominium communities within this boundary and
- A townhouse community immediately outside, but next to this boundary

As stated, the two four-story condominium communities (The Pointe and The Palazzo) are within the currently proposed 150 feet height neighborhood. One of the condominium communities (The Pointe) is adjacent to Fairlington Villages and runs parallel to I-395 and the other four-story condominium community (The Palazzo) is next door to the townhouse community and on the west side of the boundary along Hampton Road.

With the current proposal of a 2.0 FAR and the 150 feet height, a city-scape will be permitted in this neighborhood.

We also ask for a cap on heights (including affordable housing options) and attractive, appealing, and timeless buildings (provided size is not increased).

Newport Village Neighborhood and Bolling Brook Condominiums

For the Newport Village Neighborhood, which is also behind King Street and two other properties (Bolling Brook Condominiums and a small townhouse community), we are asking that a mid-rise city setting not be built here.

The Newport Village property on the north and east side is adjacent to a four-story condominium community named Bolling Brook and two different townhouse communities (Stonegate and a subsidized townhouse community).

We are asking for a town setting to be established. Our vision is more in line with Cameron Station, but with apartments or condominiums. We ask that time be devoted to determining how to include affordable housing within a town setting and honor the character and nature of the established residential neighborhoods that are literally next door to this property and have been here for many years.

Within the 1992 SAP, the heights were 45 feet for both Newport Village and the Bolling Brook Condominiums. We understand that the proposed change of height for Newport Village is to be increased to 60 feet to accommodate affordable housing. We understand and do support affordable housing.

We ask that the Bolling Brook Condominium heights remain at the 45 feet height and not be increased to a 60 feet height, as is currently being proposed, since Bolling Brook is a condominium community and not a rental apartment complex like Newport Villages that could be redeveloped.

Fairlington Villages, A Condominium (FVAC)

Summary of Requests for Each Neighborhood

King Street Neighborhood Area 2

- Buildings in proportion to Fairlington Villages (adjacent property)
- Honor and respect adjacent neighborhood
- Height proportion to Fairlington Villages (adjacent property)
- Concerned that a city-scape setting (mid-rise or high-rise) can be built
- Cap on heights (including affordable housing options)
- Attractive, appealing, timeless buildings (provided there is no increase in size – height/dimension)

150 Feet Height Neighborhood Area 2

- Honor character of current neighborhood – strengthen and sustain it
- Build within nature and character of current neighborhood
- Concerned city-scape setting (high-rise or mid-rise) can be built
- Cap on heights (including affordable housing options)
- Attractive, appealing, timeless buildings (provided there is no increase in size- height/dimension)

Newport Village Neighborhood and Bolling Brook Condominium Neighborhood

- Prefer build is a town-like setting (i.e., Cameron Station) if suburban setting is not available
- Honor character of neighborhood – strengthen and sustain it
- Keep the Bolling Brook Condominium neighborhood at 45 feet height
- Concerned city-scape setting (mid-rise or high-rise) can be built
- Attractive, appealing, timeless buildings (provided there is no increase in size- height/dimension)

July 30, 2024

Planning Commission
Alexandria City Council
City of Alexandria
301 King Street
Alexandria, VA 22314

Attn: Christian Brandt

Subject: Alexandria West Small Area Plan

I support the Alexandria West Small Area Plan housing goals. Our community desperately needs more affordable housing, and more housing generally. We are gradually pricing out residents from being able to live and work in our community, which makes us a more fragile and segregated community. The Plan prioritizes inclusive growth, maximizing transit use, and minimizing displacement to meet our housing needs. It also provides access to amenities and promotes mixed-use affordable housing throughout the community, which will help make our community better and more enjoyable for the residents. I believe that the Alexandria West Small Area Plan is a great start to addressing the housing crisis in Alexandria. We desperately need more housing to meet the needs of our community, and the Plan provides a great framework for encouraging it.

I believe, however, that the City of Alexandria can accomplish more in this long-term plan to ensure housing affordability and prevent displacement of low-income residents from our city. First, I urge the City of Alexandria to remove Area 3 as it shelters wealthy low-density neighborhoods from growth and development. This is contrary to the Plan's goals to avoid displacement and encourage inclusive growth. Second, I urge the City to commit to allow more development and housing near the transit centers of Alexandria West.

- 1. Remove Area 3:** The Plan shelters wealthy and low-density neighborhoods from development. This is contrary to our goals of inclusive growth and minimal displacement. Sheltering these neighborhoods will result in less inclusive growth, with lower-income residents priced out of certain locations because the affordable housing (such as small garden apartments) simply will not exist in these neighborhoods. Further, it means that residents are more likely to be displaced due to the lack of available affordable housing in these neighborhoods. To ensure all of Alexandria West is open to affordable housing, Area 3 should be removed and a baseline height of 85 feet should be allowed everywhere.
- 2. Allow greater development near transit:** The Plan right focuses development along the Planned West End Transitway. Transit-oriented development is one of the best mechanisms through which we can encourage and support transit use in Alexandria. Transit-oriented development is important to address climate change, relieve congestion, and reduce crashes. However, I'd urge the City of Alexandria

to allow more growth near transit to maximize the supply of accessible housing. In some places, allowed heights are less than what already exists. We should allow heights of at least 150 feet near the Transitway, which is consistent with buildings in the area that already exist

In conclusion, I appreciate the opportunity to comment on the Alexandria West Plan in my personal capacity. I believe that the Plan provides a great opportunity to encourage inclusive growth, address housing needs, and create a vibrant community. The Plan envisions inclusive housing development, broader access to public transit, and convenient access to the neighborhoods of AlexWest. Given the goals in this Plan, I urge the City to remove Area 3 and to allow greater housing along the Transitway corridors as current limitations are contrary to the Alexandria West Small Area Plan goals. I believe that doing these things will encourage inclusive growth, improve access to reliable transit, and provide safe and vibrant communities in the AlexWest neighborhoods.

Sincerely,
Dane Lauritzen,
Resident of Alexandria

MEMORANDUM

July 31, 2024

TO: Christian Brandt, Jose Delcid, Jeff Farmer; P & Z
CC: SWCA Board, Gus Ardura
FROM: Owen P. Curtis, President, SWCA
RE: Comments on the Draft Plan for the Alexandria West SAP

Our Association has been actively involved in providing input to and feedback on all stages of the development of the Alexandria West Small Area Plan. You and your staff have joined a number of our meetings to present materials and to hear our comments. On March 27, we submitted seven pages of comments on the draft recommendations, and we attended the Open House on June 25, where we provided additional comments and engaged staff in some discussions.

At this stage of the process, we believe it most useful to provide Big Picture comments and concerns, rather than reiterate the many detailed comments we have already provided. We hope that staff, Planning Commission, and Council take these comments seriously, and work with us to amend and improve the plan.

Our overall concern with the draft plan is that it is not respectful of the many positive attributes of Alexandria West. As a consequence, it does little to protect, preserve, and enhance those positive qualities. Indeed, the very dense, urban vision shown in this document is a threat to the ambiance, character, openness, greenness, and pleasant living which attracted the current residents and businesses, and which continue to do so. The specific threats in this plan include:

- The West End Transitway (WET)
- Dwindling tree canopy and decreasing setbacks
- Increasing building heights.

Each of these is explained below.

The plan also fails to do several important things:

- Fully disclose the enormous changes coming to Alex West as a result of Zoning for Housing (ZFH) and the automatic blessing given in this plan to virtually everything which was approved and included in the BSAP 12 years ago. The BSAP should have been seriously challenged in this planning effort to see if it still makes sense in the larger context of Alex West.
- Develop strategies for preserving the market-affordable rentals which are the bulk of multi-family dwelling units in Alex West.

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- Provide an enhancement to the community by including a focus area or project – a community center, if you will – that would help tie the various sub-communities and neighborhoods together better than all the ad hoc development included in this plan.

Each of these is explained below as well.

West End Transitway

The idea of the WET was hatched by some transit advocates on the Council nearly 20 years ago. Since that time, Alex West has seen enormous changes in land use (loss of nearly all office space), in demographics, and in life style, especially regarding commuting. Nothing in this plan asked the hard questions about whether a dedicated transitway still makes any sense. In general, Alex West today has a high level of transit service with connections to a large number of destinations. The bus routes penetrate the neighborhoods and thus walking distances to stops are short. There is no evidence of a pattern today or in the future that suggests a need for a special focus on higher transit speeds to get to the Van Dorn Station or to Shirlington (if Arlington is even going to continue the transitway through its territory). We in Alex West need to go to the Pentagon, King Street, Braddock Road, Old Town, Carlyle, Ballston, and many smaller destinations within the City far more than we need to go to Shirlington or Van Dorn, which is near the end of the line.

So this plan potentially supports spending several hundred million dollars for an unneeded facility that will destroy the beauty of the nicest boulevard in the City, N. Beauregard Street, from King Street to Sanger Avenue. It will make us walk farther to/from a stop, and create pedestrian safety issues to cross six or more lanes, especially for the children attending four elementary schools which are or will be along Beauregard.

We fully support location-specific improvements to signal timing, bus priority treatments, et al., and would be happy to work on improvements to our already excellent transit service, but otherwise, **please remove this unwise, expensive, unnecessary, and ugly idea from the plan.**

Trees and Setbacks

Alex West has only 33 percent tree canopy, compared to the national guidance for 40 percent. And we have experienced **major** tree canopy loss in the recent past due to how the City permits development to occur. Every new development in our neighborhood in the past 20 years has removed virtually every tree on the property. Examples include the Blake, where more than 100 mature hardwoods were removed; the St. James Place apartments and the townhouses next door, which wiped out nearly four acres of tree canopy; the Spire, or ... the list goes on and on, **and this plan does NOTHING to prevent that from continuing to happen.** Moreover, this plan is ALL about densification of development, trying to squeeze in more and more dwelling units on a finite amount of land. None of the proposed development will save our tree canopy; rather, new, dense development will continue to wipe it out. Building residences on existing surface parking

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lots, most of which do have some trees, eats away at potential green space, and wipes out the trees in the lots.

The plan is full of very urban images, trying to show them as “green.” But there are NO images of the quality of green openness and tree canopy that we have in Alex West. Our residents cannot relate to the images in this plan because NONE of them show what Alex West is all about and what we want to have maintained. In particular, all one has to do is see the near-zero setbacks of The Spire, St. James Apartments, or all the new development at King/Beauregard to conclude that this plan envisions a street, curb, sidewalk with narrow planting strip (if at all), and then the building. We in Alex West came here because the buildings were well set back from the street: 35–50 feet for SF homes, > 50 feet for places like Mark Center, and many apartment and townhouse developments.

The bottom line is this plan does not respect the quality of the Alex West neighborhoods, does not protect or preserve what is desirable, and is hell-bent on creating dense urban development like Crystal City, Rosslyn, or Carlyle. No one in Alex West wants that.

Building Heights

Alex West has some of the tallest buildings in the City. Tall buildings have a place in Alex West. Building heights *per se* are not so much the problem. Rather, it is where the plan permits the existing heights to be greatly increased that we find problematic. The building heights in general show no respect for the character of the neighborhood, nor for the provision of adequate light and air for adjacent buildings. A recent case in point was at 2000 N Beauregard St., for decades a four-story office building, well set back from the street and adjacent residences, surrounded by trees and parking. Now that site is the Blake Apartments, six stories, hard by the street and far too close to the adjacent residences, some of which now do not even get blessed with sunlight.

The previous plan kept ALL the really tall buildings between Beauregard and I-395. We asked at the start of this planning effort to preserve that, and to step down the heights as one got closer to one- and two-story residences. This plan instead brings heights too high into too many residential areas, and that is an affront to the people who live in Alex West. No one bought in with the idea that they would not be able to see the sun from where they live.

Major Coming Changes are NOT Disclosed in the Plan

In its discussion of the Focus Area, and in its discussion of Area 3, the text tends to downplay that anything much (if anything at all) has changed with this plan. The text fails to be candid with the residents of Alex West by these sins of omission. The plan needs to be fully candid and clear about two things:

- In the Focus Area, nearly everything was pre-approved as part of the BSAP, and it will bring INTENSE change to the Focus Area. And then the plan needs to clearly state exactly what will change: density, building heights, land use types, loss of thousands of mature trees, etc.

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- In Area 3, which is nearly all SF homes, detached or townhouses, (of which, by the way, there is not one image of any in the plan report, further demonstrating that the plan cares not about such land uses/types), the plan needs to spell out all of the zoning changes which were made less than a year ago, and which will, when implemented, destroy the character of these fine residential areas. Multiple dwelling units on small SF lots, no off-street parking, etc. -- these are ENORMOUS changes, which the average person in Alex West likely does not really know is coming their way. They must be spelled out in the plan.

Lack of Preservation Ideas for Market-affordable Housing

The City went to great efforts to reach out to the relatively low-income, non-English native speaking, chiefly immigrant residents of the many MF buildings in Alex West. This is to the City's credit. And the plan does flag the concerns these residents have about rent increases, evictions, et al. But the plan really does not present any concrete ideas on how to preserve such market-affordable rentals. Alexandria is not the only city in the US facing these issues, and they have been addressed over the past 75 years through a variety of options -- conversion to condo ownership via low/no-interest mortgages supported by government and charitable organizations, conversion to co-ops (in similar ways), etc. In Alexandria, this was done with, e.g., Park Fairfax in the 1970s. Can the funds be found to save ALL such market-affordable units? Perhaps not, but this plan spends its efforts on talking about trying to squeeze in new construction, which will not be market-affordable until it is as old as the market-affordable rentals currently in Alex West. The residents in the existing market-affordable housing are our neighbors and friends, and our children go to school together. We know, we work, we play with these folks, and they are working hard and saving to be able to buy into our neighborhood, which still has some of the most affordable SF housing in the city (small, older homes). To not come up with better ideas to preserve what we have, rather than focus on the more expensive "let's build some small amount of new affordable housing" truly misses the boat, and is greatly disappointing.

There Is No "There" There in The Plan

Pardon the quote of the old expression, but it seems to fit with our last concern. Since annexation in 1952, Alex West has grown in fits and spurts through a series of unrelated developments. Some were large - Southern Towers, e.g., - and had a modest degree of internal community. The Mark Center development - the old Hamlets with a common club and several pools, and the Hamlet Shopping Center with its park-like interior -- were highly attractive, and created some modest common space for their residents. But the City has never invested in working with developers and/or using public funds to create a community center or focus area west of I-395. Contrarily, such an effort WAS done when Cameron Station was BRACed and developed, with a large park area being the public contribution.

This plan continues what many see as a neglect by the City as it does not propose some sort of public/private focus area for all or at least a significant part of Alex West. It can be hard to provide just one, give the long, narrow configuration of the planning area, but none are provided in this plan.

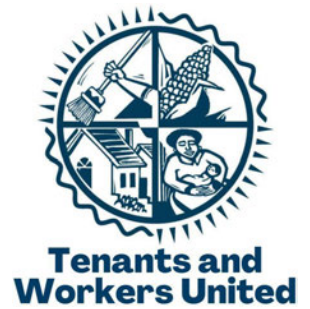
Seminary West Civic Association

Our concept for such a place would be roughly where the Shops at Mark Center are. Adjacent are two elementary schools, a focus of human activity and foot traffic already. This plan should show/tell/order(?) the developers of that area to create, with the City, some open space, surrounded by retail and residential (with adequate parking, but behind the buildings) as a true Alex West community gathering place. The City is doing some of that at Potomac Yard, so why not here? Splash fountains for the kids, art in public places, etc. – City staff well knows what to consider and provide. There is no reason this plan should lack such amenities, which are available in other parts of the City.

While we appreciate that you have worked with us over the two years of the plan, you can tell that we are not satisfied with a number of critical aspects of the plan. We remain willing and able to continue working to get this plan improved by addressing the areas of concern that we have identified in this memo. Thank you.



Owen P. Curtis
President
Seminary West Civic Association



August 9, 2024

Sent via email

Karl W. Moritz, Planning Director, City of Alexandria, Karl.Moritz@alexandriava.gov
Jeffrey Farner, Deputy Director, City of Alexandria, Jeffrey.Farner@alexandriava.gov
Carrie Beach, Division Chief, Neighborhood Planning and Community Development, City of Alexandria, Carrie.Beach@alexandriava.gov
Jose Del Cid, Urban Planner II, City of Alexandria, Jose.delcid@alexandriava.gov
Helen McIlvaine, Director, Office of Housing, City of Alexandria,
Helen.McIlvaine@alexandriava.gov

Re: AlexWest Small Area Draft Plan

Dear Alexandria Department of Planning and Zoning and Office of Housing,

We, Tenants and Workers United, write to comment on the AlexWest Draft Small Area Plan. First and foremost, we appreciate all the staff of Planning and Zoning and the Office of Housing for taking the time to meet with our staff, but most importantly for taking the time to listen to our residents and their concerns regarding this planning process over the past. Our organization's intention in this planning process has been to voice the concerns that working-class families of color are facing across the West End of the City and seek actionable steps to address these concerns. Through many meetings, letters, and public comments, our organization has expressed recommendations and concerns from the beginning.

We are still concerned that the City is not prepared for the probable displacement that will result from the land use and planning and zoning changes in the West End. Working-class families who reside in the impacted neighborhoods, particularly tenants, continue to suffer from the high cost of rent, landlord-generated arbitrary fees, unsafe housing conditions, and a lack of tenant protections. This Alex West Small Area Plan could have been an opportunity for new, innovative, and proactive tools and resources that would protect and preserve existing communities, but we do not believe this plan will do that. The following are issues we want to raise regarding the Alex West Draft Small Area Plan:

- **Preserving and creating deeply affordable housing:**
 - While we recognize this is only a land use plan, it still addresses many community topics that will guide the future of the West End. This plan will still have strong impacts on working-class families, and it does not explain how the city will preserve and create deeply committed affordable housing. It mentions focusing on strong partnerships with local property owners, developers, and city, state, and federal agencies to produce deeply affordable housing, but it does not break down that process, and it does not specify whether these partnerships will use proactive

tools, policies, or financial investments to support housing. We continue to advocate for a locally funded housing voucher program and an expansion of the guaranteed income program, which will prevent our community members from being forced out of the City while we collectively work on more sustainable, long-term solutions to the housing crisis.

- Although the plan acknowledges that there is a great need for deeply affordable housing for the West End's working-class tenants, many of whom are people of color and immigrant families, the plan fails to guarantee more deeply affordable housing. Currently, the plan mentions the city's recommended affordability requirements are for housing at 60% AMI, which excludes many of our community members because they earn far less. The plan misses key opportunities to require deeply affordable housing when it recommends significant height and density increases to incentivize the development of parking lots and commercial areas, especially in the Focus Area. We urge you to require a significantly higher percentage of deeply affordable housing among net new housing development created by rezoning, more than the current proposed requirement of 10%.
 - We are concerned about incentivizing development in areas that already include the majority of rental housing in this area. We would like to see the plan equitably distribute development impact and opportunities throughout the West End.
- **Anti-displacement, neighborhood preservation, and tenant protections:**
 - The plan does not outline anti-displacement measures or explain how low-income communities will be preserved through programs such as a housing voucher program. It does not outline ways to protect West End residents from any development and does not mention any investments in displacement prevention. The current recommendations offer minimal tenant protections. While the city briefly and broadly mentions relocation plans, it does not break down what the city's technique will be. TWU believes the city's priority and vision for working-class families of color living in the West End should be for them to stay in their communities and not be relocated due to gentrification or development. The city's goal should be to keep families in their communities, not help them move.
 - The current recommendations mention little about preserving existing affordable housing. Recommendations could include initiatives such as dedicating city land and funds to establish land trusts and cooperatives. We would like to see more concrete commitments from the city for housing preservation.

In our most recent discussion with City staff, we were told that most of our concerns outlined here fall under the Housing Master Plan. Once again, community members will have to participate in yet another city-led planning process. Our families have already engaged in the Housing/Zoning For All, the Alex West Small Area Plan, and, soon, the Housing Master Plan.

We understand that the City of Alexandria has to abide by a bureaucratic process, but it is frustrating for city residents to continue to engage in city processes and provide their input, only to be told that their input needs to be shared at another time, during another process. This frustration is compounded when residents are already worried about whether or not they will be able to continue living in the city they call 'home.'

Again, Tenants and Workers United appreciates being given the opportunity to provide feedback during this entire process and we hope our recommendations are taken into consideration.

Sincerely,

Ingris Moran
Lead Organizer, Tenants and Workers United
imoran@tenantsandworkers.org

CC:

City of Alexandria Mayor Justin Wilson, justin.wilson@alexandriava.gov
City of Alexandria Vice Mayor Amy Jackson, amy.jackson@alexandriava.gov
City of Alexandria Councilman Canek Aguirre, canek.aguirre@alexandriava.gov
City of Alexandria Councilwoman Sarah Bagley, sarah.bagley@alexandriava.gov
City of Alexandria Councilman John Chapman, john.taylor.chapman@alexandriava.gov
City of Alexandria Councilwoman Alyia Gaskins, alyia.gaskins@alexandriava.gov
City of Alexandria Councilman Kirk McPike, kirk.mcpike@alexandriava.gov
The Planning Commission of the City of Alexandria, PlanComm@alexandriava.gov
Evelin Urrutia, Executive Director, Tenants & Workers United, eurrutia@tenantsandworkers.org
Nathaly Zelaya, Community Organizer, Tenants & Workers United,
nzelaya@tenantsandworkers.org

Comment from Kathie Hoekstra, resident of the WestEnd

Overall, I found this plan and the community engagement to create it good. I did find some unexpected excellent references dealing with ways to address the climate crisis such as district energy surprising, but very welcome. I did however find that City staff has not quite been able to grasp the concept of applying an overall lens of environmental justice to all plans and parts of plans for the City. You will recall that City Council set six principles to apply to all priorities and policies going forward. They include equity, environmental justice, civility, transparency, respect and service. From my perspective, this means weaving the impacts and solutions to the climate crisis into each section of this document rather than having just one section on sustainability in this SAP. This is a change and requires expertise that I think City staff is just starting to get its arms around and thus is difficult. Doing it the first time is most difficult but each time will get easier.

Overall – big picture – general comments on the plan:

Given the above, while I appreciate the content of the sustainability and open space chapter, I would urge you to include a paragraph or 2 that addresses the impacts of the climate crisis/environmental justice and how this plan addresses the impacts in each of the other chapters. For example, because of the increase in heat and extreme weather events with associated power outages – buildings that are much more energy efficient reduce the energy burden on residents and allow them to remain in their homes for longer during power outages.

When it comes to environmental justice, I think what may be missing is the “why”. Everyone should have clean air and clean water – both inside and outside. Building buildings that are energy efficient and not having to burn fuel to create the power to heat the buildings (vs. fuel provided by the sun, wind or water) means increased clean air inside and outside. So early on perhaps on page 7, I suggest you include a reference to environmental justice in the center boxes where you include people, culture + diversity and social spaces and community.

Second, all Small Area Plans are supposed to incorporate other citywide plans/policies such as the Mobility Plan. Therefore, at the beginning this plan there needs to be a specific reference to:

- a) the Environmental Action Plan (with a target of 50% reduction in pollution by 2030 and 80-100% by 2050),
- b) the Energy and Climate Change Action Plan (with its requirement of 95% of new buildings must be high performance) as well as
- c) the Climate Emergency Declaration (costs to address the climate crisis will only go up as time moves forward) declared in 2019.

This is **VERY** important in this Plan since we have had developers in the past suggest they only have to comply with the Green Building Policy and ignore the other Citywide policies and plans

that may affect their developments. Thus, they have no plans to eliminate the use of fossil fuels by 2050. There is no point in having these policies if no one has to think about how they must comply with them in the future. After all developers must comply with all the other specific plans on specific subjects – environmental plans/policies should be no different.

Third, as an example, the Housing chapter should include the fact that many of the residents of affordable housing and even market rate housing have very high energy bills (\$250+/month) and poor indoor air quality per the Healthy Homes project results. If we set high energy efficiency requirements via the GBP this reduces the monthly cost of energy by up to \$200/month and makes their indoor air much cleaner - thereby reducing asthma rates for the children who live there. This is an example of the kind of environmental justice reference that should accompany each major chapter.

The Plan should include something similar to the Mobility chapter and perhaps some of the others.

Specific items with page references.

Pg 73 – Really excellent – reducing heat islands and parking lots that affect stormwater quantity and quality while encouraging more tree planting that helps improve water quality, air quality and reduce stormwater impacts as well. Also improves mental health of nearby residents. Also possible to include the collection of rainwater with larger buildings in cisterns and use this gray water in local irrigations systems to reduce runoff and reuse water thereby reducing water and stormwater fees.

Pg 74 – Excellent reference to district wide energy. The City should be asking our elected officials to make sure current laws will allow buildings with a street separating them to share hot/cold water/air. Also every new building should include ground based heat pumps unless the footprint is too small.

Pg 74 – Resist the temptation to use jargon – like greenhouse gas (GHG) because a majority of the public doesn't know or understand these words. I suggest instead you use words such as air pollution or water pollution that results in extreme heat and/or extreme weather events or something similar. Nearly everyone understands the need to provide everyone with clean air and clear water. They also should understand less pollution or bad air/water makes their life better and more pollution bad air/water makes their life worse. Perhaps also show a picture of solar panels on a roof in the diagram on page 74

Pg 75 – Recommendations – regardless of what the Green Buildings Policy says – developers should comply or show how they will comply with:

- a) the targets of the EAP,
- b) ECCAP implantation requirements on page ES-7, and
- c) Climate Emergency Declaration.

If everyone can just ignore these citywide policies and declarations then they become meaningless and a waste of taxpayers' money. We don't let residents and business owners comply with just a few of the citywide policies – they must comply with ALL, but somehow we fail to include the requirement for climate crisis policies. Are these just the city's “poor stepchildren” policies or are they as important as housing, mobility and stormwater? If so, we need to demonstrate that within this document and all future SAPs.

Pg 79 Mobility + Safety – Also Implementation page 127 Project 4: What about biking and other connections within this SAP but between other Focus areas such as between area 3 and 1 or 3 and 2? Even though we are focusing on development outside of Area 3 we still need to make sure we are thinking about how to connect all the 3 areas other than just for cars. Thus, how do we improve travel by other mobility options other than cars across all 3 areas?

Pg 80 B – we must cite the EAP and ECCAP targets, not just the GBP since all are policies or plans adopted by Council. Perhaps also cite the Climate Emergency Declaration and highlight some of its specifics such as reducing pollution as fast as possible and the costs of not doing this now will only increase over time as well as reduce property values and thus income for the City.

Chapter 9 neighborhoods – perhaps in the first page of each neighborhood section show a map with the full WestEnd and then a cut out of the specific neighborhood you are going to talk about. At this point, I don't believe the residents or business owners are familiar enough to know when you talk about for instance the Terrace Neighborhood – where that is within the WestEnd.

Restore RPA, especially the Greenway neighborhood – note all areas within the RPA or near the RPAs should consider the potential impacts of extreme weather and the flooding events. Thus all those areas should be able with little expense to recover from extreme flooding easily and we should exclude wherever possible any building or expensive amenities within the flood zone. We don't need to spend another 10 years waiting to restore bridges or other infrastructure on or near streams that will flood today and worse tomorrow.

Implementation: page 127 – Project 5 – What other Recreational facility in the City is only part time for residents – like Ramsey in the WestEnd? This is another indication of the lack of respect the residents of the West End get from the City. This must be part of the next years CIP budget. Also, since it may be likely future development will be eliminating outdoor pools within or bordering RPAs, we **MUST** include City replacement pools. Once again, the WestEnd has a large population but no city owned/maintained indoor or outdoor pools. This amenity must be included in future development.

Implementation: page 127, Item 7: Access to Mulligan Park – looks like this park needs some serious work to eliminate invasive bamboo and converting natural areas to native plants.

Implementation: page 128, Item 1: I think you meant this to refer to Figure 8.10 vs. 8.11 – please correct this.

Implementation: page 128-9, Housing - Items 4-8: Perhaps the City should explain exactly how it expects residents to respond to increased rents that are inevitable as the area gentrifies and the City is unable to guarantee a one for one replacement of housing units that don't cost more.

Implementation: page 129-130, Mobility – Items 9-18: Item 10 & 12 as above – For instance - make sure you are connecting Lincolnia Hills development in Focus area 3 with the other areas that are undergoing more development. Just because Focus area 3 is not undergoing development doesn't mean it should not be considered when trying to encourage mobility connections within Focus areas 1 and 2. This will be even more important if some of the single family homes are converted to 2-6 flats.

Implementation: page 130, Parks & Open Space, Item 20 – This should be upgraded to Short Term to get it into the City budget as soon as possible since it will take several years to build before it opens. In addition, since we already have only a part time Rec Center in West End if we are serious about equity and environmental justice this needs to be fixed now, not later.

Implementation: page 130, Sustainability, An added Item should be included here: Comply with City's Environmental Action Plan and Energy and Climate Change Action Plan as well as City's Climate Emergency Declaration and all developers should have to explain how their development would comply with eliminating pollution (greenhouse gases) by 2050, etc. We MUST NOT rely solely on the Green Building Policy because we do not know whether it will get us to the final target Council supported in the EAP, ECCAP and Declaration.

Implementation: page 130 Item 24 – Yes, Yes but please explore whether there are any legal impediments to buildings sharing hot/cool air or water across public streets. Explore and confirm this is OK now so the General Assembly can address any impediments ASAP.

August 8, 2024

Via Email

To:

Karl W. Moritz, Planning Director, City of Alexandria, Karl.Moritz@alexandriava.gov

Jeffrey Farner, Deputy Director, City of Alexandria, Jeffrey.Farner@alexandriava.gov

Carrie Beach, Division Chief, Neighborhood Planning and Community Development, City of Alexandria, Carrie.Beach@alexandriava.gov

Helen McIlvaine, Director, Office of Housing, City of Alexandria,

Helen.McIlvaine@alexandriava.gov

Re: AlexWest Draft Small Area Plan Comments

Dear Alexandria Department of Planning and Zoning and Office of Housing:

The Legal Aid Justice Center¹ writes to comment on the AlexWest Draft Small Area Plan. We comment based on our experience representing and advocating alongside low-income tenants across Northern Virginia and the Commonwealth. The single-most important concern we hear from community members is the lack of deeply affordable housing, which is already pushing low-income people and people of color out of Alexandria. We recognize and appreciate your significant efforts to invite community input and promote affordable housing and anti-displacement strategies in the proposed Plan. Throughout the process, we have echoed the concerns of community members that the Plan does not do enough to prevent displacement and secure deeply affordable housing. We continue to raise those concerns today.

We urge the City to strengthen the AlexWest Draft Small Area Plan so that it does more to preserve deeply affordable housing and prevent displacement. We are concerned that this Plan as drafted will incentivize large-scale development changes without sufficient protections in place to prevent the displacement of the West End's low-income tenant communities. To prevent this outcome, we ask you to consider the following recommendations:

- **Require Meaningful Affordability in Exchange for Development Incentives:** The Plan incentivizes new market rate housing throughout the Plan area by increasing allowable height and density, but does not require meaningful deeply affordable housing in exchange for those incentives. We reiterate our recommendation that the City require a significantly higher percentage of affordable housing in exchange for the new housing development created by rezoning, above the current 10% proposed requirement. The City should re-evaluate its assessment of the commensurate affordable housing required in exchange for the significant increases in height and density developers will receive in this

¹ The Legal Aid Justice Center (LAJC) is a non-profit organization that provides free civil legal assistance and advocacy on behalf of low-income individuals and families across Virginia. We partner with communities and clients to achieve racial, social, and economic justice by dismantling systems that create and perpetuate poverty.

Plan. If the City does not require meaningful affordable housing, Alexandria will incentivize construction of market-rate housing and redevelopment of older buildings, which will generate displacement of current very-low-income tenants.²

- For example, the City of Charlottesville requires all projects exercising the option of building over 10 units to provide 10% of the total units to households at 60% AMI or below. This is a significantly higher percentage than the Plan, which requires only 10% of the net new development to be affordable.³
- The Plan continues to concentrate development incentives in sectors of the West End where most very-low-income tenants live. The Plan should equitably distribute development impact and opportunities throughout the West End.
- **Review Development Impact:** The Plan should establish a policy that land use application review materials must include a review of the likely displacement impact of proposed projects. This is critical to helping the City to understand displacement impacts and to monitor and evaluate the impact of the Plan’s policies.
- **Deepen Affordability:** The Plan recognizes the extreme rent burden that low-income tenants in the West End experience but does not take the critical step to guarantee deeply affordable housing at below 60% Area Median Income (AMI). This housing is out of reach for the vast majority of LAJC’s client community. The Plan should explicitly preserve and promote housing affordable at 40% AMI.
- **Increase Preservation in Affordable Areas:** We continue to recommend that the City identify areas that provide critical affordable housing and meet the needs of lower-income residents, and act to preserve these historic and diverse neighborhoods. The City should require additional affordable housing guarantees and conditions that foster social, economic, and cultural diversity in exchange for development incentives in these areas. For instance, the City could consider similar factors as in Arlandria-Chirilagua, where Alexandria implemented deeper affordability requirements in order to preserve the neighborhood’s cultural history and economic diversity.⁴ The City should also consider Charlottesville’s example, where the land use requirements in the Residential Core Neighborhood and Core Neighborhood Corridors support moderately-priced and affordable housing, public health, cultural heritage, employment opportunities, and a harmonious community.⁵
- **Increase Tenant Protections for Redevelopment:** We recommend that the City specify tenant protections for tenants facing redevelopment, beyond the Tenant Relocation Assistance Plans mentioned in the Plan. The City should make clear that the goal of relocation plans is to prevent displacement. The protections should include mandatory

² Incentivizing upzoning without sufficient protections can worsen affordability pressures. See <https://www.brookings.edu/articles/to-improve-housing-affordability-we-need-better-alignment-of-zoning-taxes-and-subsidies/>; <https://www.urban.org/apps/pursuing-housing-justice-interventions-impact/increasing-housing-supply>. Building subsidized affordable housing is significantly more effective at reducing housing cost burden and preventing displacement than market-rate housing. See Zuk, Miriam & Chapple, Karen, *Housing Production, Filtering and Displacement: Untangling the Relationships*, Berkeley Institute of Governmental Studies, 2016, <https://escholarship.org/uc/item/7bx938fx>.

³ <https://charlottesville.gov/DocumentCenter/View/11104/Development-Code-PDF?bidId=> at 4.2.2.

⁴

https://media.alexandriava.gov/content/planning/SAPs/ArlandriaChirilaguaSAPEnglishCurrent.pdf?_gl=1*5502b7*_ga*MTk4MjgzNjU3NC4xNjI2ODk5OTcx*_ga_249CRKJTTH*MTcyMjk3MzIwMC4yMjMuMS4xNzIyOTczMzEyLjAuMC4w at 11.

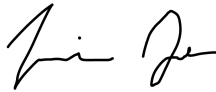
⁵ <https://charlottesville.gov/DocumentCenter/View/11104/Development-Code-PDF?bidId=> at 2.2.3, 2.9.6.

relocation plans, relocation assistance, just cause lease protections, and the preference to return, wherever possible. Jurisdictions such as Arlington County⁶ and Fairfax County⁷ have implemented or are planning to implement these protections.

- **Concrete Preservation Actions:** The Plan should include concrete plans and action items around preserving existing affordable housing, including initiatives such as land trusts, cooperatives, and dedicating public land for deeply affordable housing.
- **Targeted Investment to Prevent Displacement:** The Plan should guarantee investment in deeply affordable housing that is targeted directly to the West End. Incentivizing new height and density without simultaneously increasing the public and private investment for deeply affordable housing results in gentrification and displacement.⁸ The City should also guarantee resources for programs such as a local housing subsidy and the guaranteed income pilot program, which help alleviate rent burdens and prevent displacement while more long term solutions are put in place.
- **Measure and Evaluate:** The Plan should include regular monitoring and evaluation, to review whether the proposed policies meet the objectives. The City should also conduct regular re-evaluations of the proportionality of the affordable housing requirements, to best adjust to improving development incentives.

The City of Alexandria must take meaningful action to address disparities in housing needs and opportunities for its low-income residents and communities of color.⁹ Alexandria must also create affordable housing sufficient to meet the needs of its lowest-income residents.¹⁰ With these obligations in mind, we urge you to seriously consider our recommendations. We thank you for taking our comments into account and remain open to meeting with the City for further conversation.

Sincerely,



Larisa Zehr
Attorney, Legal Aid Justice Center
larisa@justice4all.org

cc:

Richard Lawrence, Principal Planner, Richard.Lawrence@alexandriava.gov
Jose Delcid, Urban Planner, Jose.Delcid@alexandriava.gov
Christian Brandt, Urban Planner, Christian.Brandt@alexandriava.gov

⁶ https://arlington.granicus.com/MetaViewer.php?view_id=2&event_id=1242&meta_id=175999.

⁷ <https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/Assets/documents/CompPlanAmend/affordable-housing-preservation/Adopted-Text-2017-P-14.pdf>; <https://www.fairfaxcounty.gov/boardofsupervisors/sites/boardofsupervisors/files/assets/update-to-fairfax-county-relocation-guidelines1.pdf>.

⁸ <https://www.brookings.edu/policy2020/bigideas/to-improve-housing-affordability-we-need-better-alignment-of-zoning-taxes-and-subsidies/>.

⁹ https://www.hud.gov/sites/dfiles/FHEO/documents/Frequently_Asked_Questions_7_14-21.pdf.

¹⁰ Va. Code § 15.2-2223(D).

From:

Subject:

Date:

[EXTERNAL]AlexWest draft June SAP - compiled community comments/questions

Wednesday, July 31, 2024 4:40:44 PM

Dear Christian,

Below are 4 of our concerns/questions regarding the draft June AlexWest SAP.

We understand that we can send it this way and that this will be included in the compiled community comments and questions and will be answered by staff. Is our understanding correct?

Sincerely,

Holly Berman and Melanie Alvord

For any new buildings in the Area 2 neighborhoods including King Street (Area 2) and King Street (Focus Area), how do we ensure that any new buildings be charming and timeless, like some of the new buildings in the North Potomac Yard Small Area Plan or some of the buildings (like the Alban Towers) on Wisconsin and Massachusetts in DC or 3 of the building designs that were sent to staff via a staff-requested project (September 2023)? We are also trying to avoid having city-scape looking buildings or unattractive and unappealing ones that are currently on King Street in Area 2.

Within the 1992 SAP, the heights were 45 feet for both Newport Village and the Bolling Brook Condominiums (Area 2). We understand that the proposed change of height for Newport Village is to be increased to 60 feet to accommodate affordable housing. We understand and do support affordable housing. However, we ask that the Bolling Brook Condominium heights remain at the 45 feet height and not be increased to a 60 feet height, as is currently being proposed, since Bolling Brook is a condominium community and not a rental apartment complex like Newport Villages that could be redeveloped. We are hoping that is a possibility for us. Is it?

Given there are not specifics and details such as set backs, topography, juxtaposition of buildings in relationship to the established low-rise residential neighborhoods or other buildings, proportion of building to land, etc., in Area 2 within the AlexWest June draft SAP, how do we ensure that any new building have the needed specifics and details so that the established low-rise residential neighborhoods are respected? How do we ensure that any new buildings respect the established low-rise residential neighborhoods in Area 2? From our viewpoint we felt this had not been done with the building of the Alexander, Northampton and Halstead Tower. Our concerns of these three buildings such as heights, widths, dimensions, proportion of building to land, respecting established adjacent property and low-rise neighborhoods to name a few were not included in the development process from our perspective.

Within the Newport Village neighborhood (Area 2), we ask that it not be a city-scape setting with any new redevelopment. We ask that the setting either honor the neighborhood setting of the established low-rise residential areas (Stonegate Townhouses, Bolling Brook Condominiums, The Palazzo) or it have the look and feel of a town setting as in Cameron Station (as opposed to a city-scape setting as in the Eisenhower neighborhood near Wegmans). Would that be possible?

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source.**

From: [REDACTED]
To: [Christian Brandt](#)
Subject: [EXTERNAL]Alexandria West Planning comments
Date: Wednesday, July 31, 2024 11:59:53 AM

You don't often get email from kmhinman@gmail.com. [Learn why this is important](#)

Greetings,

I am very late in getting to this (in part because I have in the past felt as if planners were only hearing what that wanted to hear) and so do not have as many specific comments or questions as I might. However, I wanted to share a few:

1) Figure 2.4 shows that the existing greenspace (in front of the Double Apple / across Seminary from the Blake) is approved for a building height of 100ft (or 125 with automatic waiver approval). Previous plans discussing Upland Park showed that this was to remain greenspace. What is the current plan for this corner of Seminary and Beauregard? The existing open space is also not identified as such in Figures 5.1 and 5.3. Figure 8.1 is not completely clear on this topic, and (I am assuming because the Double Apple folks wouldn't sell) it is not included in the Upland Park design.

2) I regularly ride my bike up and down Fillmore between Seminary and Beauregard (on average twice a week excepting winter), and I am very concerned about the REDUCTION in cyclist (i.e., my) safety that putting "protected bike lanes" on this particular street would effect. I am happy to elaborate; how can I become more involved in the planning process? [As an additional note, I don't think that I have once in all of the years I have been riding there ever encountered another cyclist on Fillmore despite the bike share rack. While I recognize that folks may well be riding there when I am not, I have to believe that it isn't terribly common despite being currently a much safer option than riding to and from Beauregard and Skyline on Seminary.]

3) On a related note, I do, however, routinely see cyclists riding up hill on Beauregard from King to the corner with Seminary, which must currently be done with traffic and will remain that way under the existing plan -- given that the proposed Harris Teeter Access route / multiuse path as I last understood it is only planned for the downhill route. Is the grant from Harris Teeter (or the property owner / developer), by any chance? There is an existing sidewalk that is more than adequate for the current level of foot traffic, and cyclists have the advantage of riding downhill with the traffic on that side. It's been a little sketchy with the construction, but it is still downhill. If you were only going to put a multi-use trail on one side, being protected from cars going uphill (so at reduced speed) while simultaneously extending Arlington's multi-use trail on the other side of King would seem to make more sense. Currently, crossing King from that trail is a bit of a Hail Mary every time, and having to cross Beauregard twice to access (and then leave) the multi-use trail isn't much of an alternative.

3) Making Winkler preserve more apparent and accessible will be very nice. I have lived in my current location for over 15 years, and I have never stumbled across the entrance. I also whole-heartedly approve the park expansions. The existing park areas see a lot of use from a wide variety of folks, and it would be even nicer for there to be more such spaces for families as well as those out for exercise. Still not optimal for cycling, though, so I am wondering about ways to discourage cyclists from blowing through at high speeds (sometimes

electronically assisted) or in large groups. I ride through there occasionally but slowly and cautiously. I have seen others at speeds and / or in groups that feel unsafe given the many small kids, dogs, etc., that walk along that trail. Of course, having the bridge and tunnel out for so long has cut down substantially on that traffic, but we are still planning to repair that, correct?

4) As a general comment, "encouraging" developers to do something (e.g., retail) will have zero impact unless also incentivized, so I hope that incentives are included.

V/r,
Kathleen

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Kenneth W. Wire
kwire@wiregill.com
703-677-3129

August 1, 2024

Jeffrey Farner, Deputy Director
Development Division, P&Z
301 King Street, Room 2100
Alexandria, VA 22314

**Re: Alex West Small Area Plan
Southern Towers**

Dear Mr. Farner

Thank you for meeting with my client, CIM, and me this week on Monday July 29, 2024 to discuss our concerns with the text of the draft Alex West Small Area Plan (“SAP”) recommendations for Southern Towers (the “Property”). As you know, any redevelopment of the Property will displace a significant amount of surface existing surface parking, which will need to be replaced by above ground parking garages. These replacement garages are necessary to relocate existing parking in order to provide the extensive street network and open space areas recommended in the SAP. CIM supports the City’s efforts to concentrate redevelopment near the future BRT station on the Property and retain the existing residential units on the Property. Attached is a preliminary study of the potential redevelopment which shows potential locations for redevelopment, locations for above grade parking structures and potential road network. With the attached guiding CIM’s review of the draft SAP, please note the following requested edits/amendments:

- 1. BRT Location and Design.** CIM supports the City’s efforts to bring a BRT station to Southern Towers. The scope and parameters of the BRT station design and adjacent road network have not been studied. Therefore, the SAP should note that the depictions and location details are a general concept.
- 2. Replacement Parking Garages.** The SAP should explicitly acknowledge the need for replacement above ground parking garages. The current draft does not depict replacement parking garages and it is confusing to members of the public and future City reviewers to not explicitly depict replacement garages as separate from future redevelopment. In addition, the SAP should show the potential locations as shown on the attached exhibit. Any replacement parking must be in close proximity to the existing residential towers and cannot accommodate any below-grade levels. The replacement garages should not count towards the 3.0 FAR or the SAP should include a note that allows for additional FAR as part of the rezoning to a CDD to accommodate the FAR allocated to replacement garages.
- 3. Building Height.** The existing buildings on the Property are over 150 feet. The draft SAP does not acknowledge this fact on the recommended height exhibit. In addition, CIM

requests a recommended maximum height of 150 feet along Seminary Road, in between existing buildings, and near the future the BRT Station.

- 4. Recommend and Required Streets.** CIM supports the required street designation parallel to Seminary Road and for the BRT loop road. All other roads must be recommended as a specific street design and cross section cannot be agreed to until the full redevelopment of the Property is studied as part of a rezoning application. Therefore, a note should be added to the SAP that states final cross sections of the roads shall be worked out as part of the rezoning process.
- 5. Building Frontage and Location.** The street wall label is confusing and does not clarify the permitted building location. We request that this label be replaced with “building block location”. In addition, we request confirmation that future buildings are permitted to front the back of the public right of way with no additional setbacks. The current street wall description appears to require an additional setback from the right of way.
- 6. Open Space.** The existing open space on the property is entirely private open space for the use of Southern Towers residents. While CIM understands and supports the need for public open space to serve City residents that do not live at Southern Towers, we request the following changes to the amount of open space, and clarification and flexibility to work through the open space details during the rezoning process:
 - a. The SAP should state that the total recommended at grade open space should be 150,000 square feet and not 169,000 square feet. The SAP should note that this open space can be a combination of public and private open space.
 - b. The central public open space area should be no less than 2 acres. The remaining open space area to meet the SAP recommendation will need to be private.
 - c. The remaining open spaces areas should have blurred boundaries to indicate flexibility in configuration and location. Any member of the public reviewing this plan may interpret this precise size and location as firm requirements. This cannot be confirmed until the full site is studied as part of the rezoning.
 - d. The pedestrian trail along 395 should be removed. This is a portion of the site without immediate neighbors and should be utilized as an area for replacement parking and to screen the remainder of the site from the traffic noise.
- 7. Design Standards.** The draft design standard requiring a full building break for any building that exceeds 250 feet of frontage is not tenable. This requirement will preclude any and all redevelopment of the Property. This requirement can and should be referenced as a design guideline which can be addressed in the DSUP approval. In the alternative, this requirement could be referenced as one potential option to address the length of building frontage or this “standard” should be applied to building with greater than 400 feet of frontage.
- 8. Permitted Uses.** We request confirmation that the SAP does not require or limit future uses to residential. Should the market conditions change, any and all uses that meet the

SAP parameters should be permitted with the future rezoning, including, offices, hotel, retail, senior living and town homes.

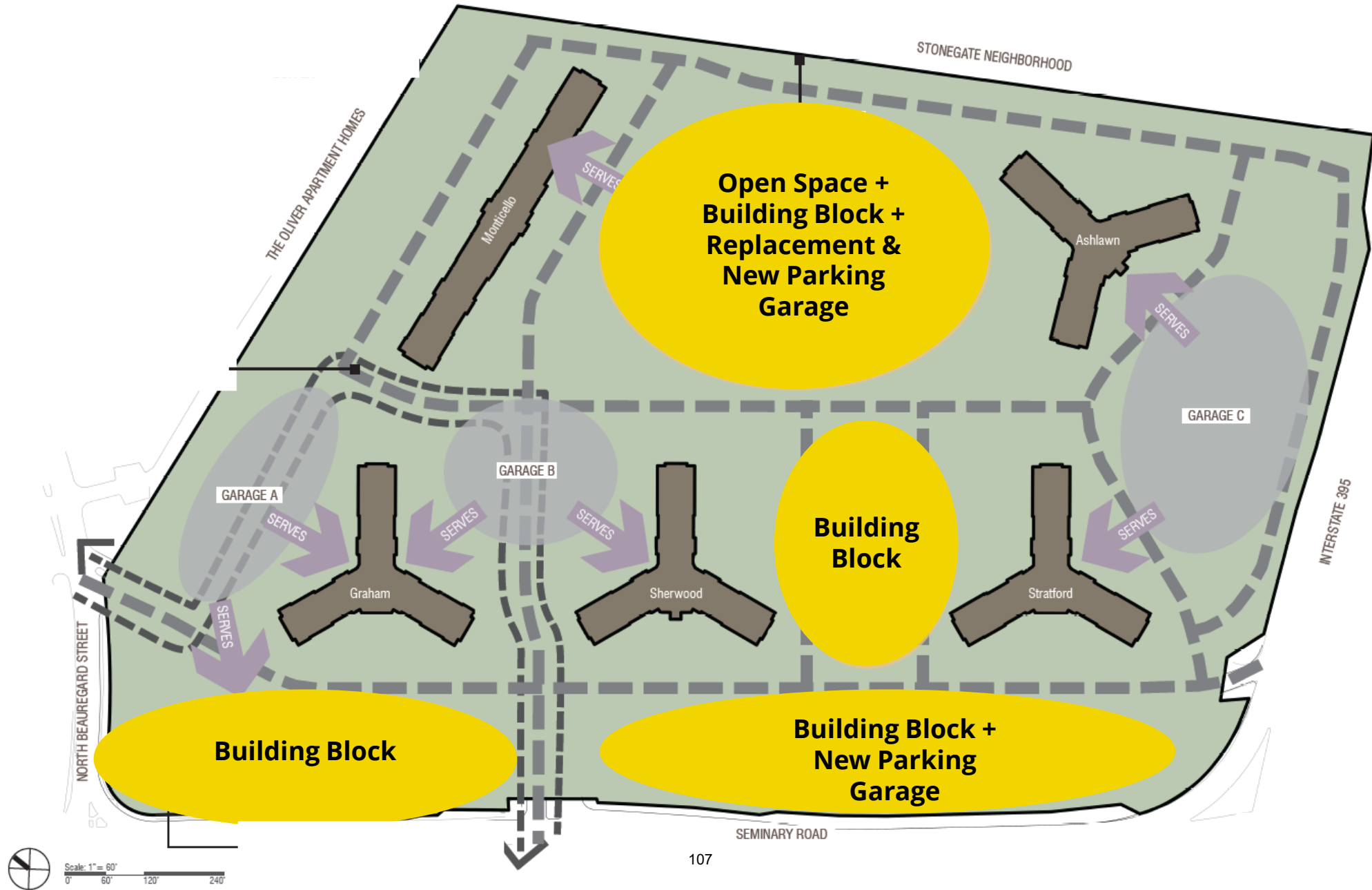
- 9. General Conformance.** Finally, we request a note specific to Southern Towers property that acknowledges that the existing residential towers, limited site access, need to accommodate the BRT Station and necessity of replacement parking garage must be addressed in order to redevelop the site. Therefore, it would be helpful to the community and future developers to acknowledge that the layout shown in the SAP is very conceptual and that future applications will need to meet the principles of the SAP but not the precise layout.

Should you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "K. A. W. W." with a horizontal line extending from the end.

SOUTHERN TOWERS: GENERAL DEVELOPMENT LOCATION





Kenneth W. Wire
kwire@wiregill.com
703-677-3129

Updated August 1, 2024
June 12, 2024

Mr. Jeffrey Farner, Deputy Director
Development Division, P&Z
301 King Street, Room 2100
Alexandria, VA 22314

**Re: Alex West SAP
Newport Village**

Dear Mr. Farner:

Thank you for meeting with my client, UDR, on March 27, 2024 and May 30, 2024 to review Staff's Alex West SAP ("SAP") recommendations for Newport Village located along N. Beauregard Street and W. Braddock Road (the "Property"). I attended the April 25, 2024 virtual meeting in which Staff presented updated recommendations to the SAP. We have also reviewed the June 2024 draft of the SAP.

As discussed multiple times with staff, UDR requests an **85' max height along Beauregard** to facilitate alignment of future plans with the current SAP goals. Additionally, a height of 85' is consistent with adjacent properties and compatible with the 93-foot height of the recently approved multifamily building at the corner of Beauregard and Braddock (DSUP 2020-10026). UDR supports the transition to lower building heights within the Property moving off Beauregard and down West Braddock.

As we had also agreed during that meeting, other similarly situated properties along Beauregard are shown as a 2.0 FAR in the SAP. This same recommendation should also apply to Newport Village. Pairing the additional height requested above with a 2.0 FAR across the entire site and a SAP recommendation to concentrate new development on Beauregard will enable UDR to concentrate density closer to the adjacent BRT station. **Consistent with stated goals, UDR requests a specific note on Table 8.13 that UDR's density can be concentrated without requiring the use of Section 7-700.**

In addition, there is extreme topography on UDR's parcels which further complicates redevelopment. UDR requests that the SAP recommendations for open space be 25% of the total lot area, provided by a combination of at grade and above grade open space.

UDR looks forward to continuing to work with the City and the community to ensure the SAP recommendations for the Property are viable while maintaining the Plan's goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim AWW". The signature is written in a cursive style with a horizontal line at the end.



Kenneth W. Wire
kwire@wiregill.com
703-677-3129

August 1, 2024

Jeff Farner, Deputy Director
Development Division, P&Z
301 King Street, Room 2100
Alexandria, VA 22314

**Re: Adams Neighborhood
Monday Properties**

Dear Mr. Farner:

On behalf of my client, Monday Properties (“Monday”), I am submitting 1) the attached comments on the draft Alex West Small Area Plan (“SAP”) and 2) am mark up with comments on specific pages of the SAP. Monday appreciates the significant progress made with staff in working through the layout of the overall Adams Neighborhood and layout of the 1900 Beauregard building. We, however, request confirmation from staff that the various “Design Standards” in the draft SAP will not require a redesign of the 1900 building.

Thank you for your attention to this matter. Should you have any questions, please do not hesitate to contact me. I look forward to discussing this with you.

Sincerely,

A handwritten signature in blue ink that reads "K. W. Wire". The signature is stylized and includes a horizontal line at the end.

Monday Properties Comments to Draft Alex West Plan

Chapter 1 – Maintaining Community:

- No comments

Chapter 2 – Inclusive Growth:

- General comment – need confirmation the 3.0 FAR recommendation for the majority of the Focus Area in Table 2.1 on page 16 and under “Floor Area Ratio” on page 20 will also apply to the Adam’s Neighborhood.
- Urban Design + Public Realm (page 20) – notes Development will comply with the Design Standards. This language should be softened (see comments to Design Standards below).
- Figure 2.4: Building Heights (page 21) – Change the height for 1800 N. Beauregard to 100 ft. vs. 85 ft., to be consistent with the remaining blocks in the Adams Neighborhood, Staff comment for varied height across the remaining blocks, and so the heights are consistent on both sides of Highview Lane. [see attached markup to Figure 2.4]

Chapter 3 – Housing Affordability:

- No comments

Chapter 4 – Mobility & Safety:

- Figure 4.3: Street Dimensions & Types – change street cross section in Adam’s Neighborhood between 1800 N. Beauregard and 1900 N. Beauregard to 54 ft. per conversations with Staff. [see attached markup to Figure 4.3]

Chapter 5 – Public & Connected Open Spaces:

- Page 60 – Delete comment in second paragraph, “*In locations where the Plan allows land use to be either residential or commercial, development that is entirely residential will provide an additional 10,000 square feet of public open space consolidated with other nearby planned parks.*” – Public Open Space totals should match those shown in Chapter 8. [see attached markup]

Chapter 6 – Sustainable & Healthy Communities:

- Page 74 – Green Building & Energy Efficiency: delete reference to, “*District-wide energy systems to efficiently combine building heating and cooling loads...*” Not realistic or feasible to combine energy systems with another building that is under separate ownership and develop at different times. [see attached highlighted section]

Chapter 7 - Recommendations:

- Inclusive Growth:
 - D.11 – Change “*Design Standards*” to “*Design Guidelines*” (See more detailed Design Standards comments below).
 - D.12 – Delete recommendation. Block dimensions not yet defined and mid-block breaks are not economically viable with mid-rise residential construction in this

area and will artificially limit future growth and the addition of new housing (see detailed Design Standards comments below).

- Mobility and Safety:
 - A.28 – Add to the end of the recommendation the same language from A.27 above, “...*unless location-specific issues not addressed by the Plan emerge during the development review process.*”
 - B.35 – Delete or clarify comment regarding requirement to “provide pedestrian connections *within* development blocks.”
 - D.39 – Recommendation too broad. “*Development will provide **all necessary transit access and amenities** to mitigate the impact caused by the (BRT) development.*” Delete recommendation or clarify what the requirements are.
- Public + connected open spaces:
 - B.44 – Change last sentence of the recommendation to provide credit for dedicated ROW, and not just public parks and open space. If the combined ROW dedication and public parks/open space is less than 10% of the site area, then the development will provide a greater portion of the at-grade open space as part of the 25%. Given the number of new streets and ROWs in the Plan, the calculation needs to factor in that dedicated land area.
- Sustainable & Healthy Communities:
 - B.52 – Delete recommendation. Too broad.

Chapter 8




- Page 84 – Delete reference to mid-block Pedestrian Connections. [see attached markup]
- See attached marked-up exhibits for comments to Adams Neighborhood, including Table 8.8 and Figure 8.8.
- Table 8.13:
 - Note #2 – Need to define a monetary limit to “park amenities” provided as part of each development. Cannot be open ended based on “most current needs assessment”.
 - Note #3 – Revise language at the end to factor in new dedicated ROW as a percent of site area (see comment to Public & Connected Open Spaces B.44 above).

Appendix – Design Standards:









- General statement: the Design Standards (“DS”) needs to be changed to “Design Guidelines”. As written, the Design Standards are generally vague and create a significant impairment to future development and in many cases jeopardize the viability of any/all development. One of the state principals of the Plan is the creation of new housing yet the Plan is proposing Design Standards that will not only add new artificial restrictions on the number of new units that can be built but will significantly delay the future growth within the Plan Area.
- The Block (#1):
 - DS 1.1 – Delete or change to recommendation. Full building breaks at 250 ft. on mid-rise residential buildings with structured parking is not economically viable. It significantly increases costs, reduces building efficiency, creates significant

- operational challenges, reduces the number of units that can be built and not compatible with the state block dimensions of 1,500 ft in DS 1.3 .
- DS 1.2 – Delete standard. Does not make sense and contradicts 1.1 above.
 - DS 1.3 – OK with 1500 ft. blocks.
 - Placement & Orientation (#2):
 - DS 2.1 – Delete, way too vague as written. Should be a recommendation, not “Standard”.
 - DS 2.4 – Delete or change to recommendation. Too vague. What is a “Landmark building form” and what are the “prominent neighborhood locations” and “major public open spaces” that require landmark forms?
 - DS 2.5 – delete or change to recommendation. In conjunction with DS 1.1 above, this Standard imposes significant economic impairments on new development.
 - Height + Scale + Mass (#3):
 - DS 3.1 – Should be recommendation, not Standard. A new development should not be penalized for being located in proximity to another building that is the same height.
 - Materials + Composition (#4):
 - All representative buildings shown on page 150 are not applicable to the Plan area, very expensive buildings to construct, and all commercial, not residential.
 - DS 4.1 – Change language to clarify that facades will need to be comprised of some mix of those material, or similar high-quality material. A development will not have all of those materials on each façade.
 - DS 4.1.a – Change to = Fiber cement will be limited to a maximum of 50%, not 20%.
 - DS 4.3 – Delete or change to recommendation. Too vague as written. A “*high degree of articulation with a focus on creating significant depth between façade elements*” is subjective and not a “standard”.
 - Sustainability (#5):
 - Delete all Sustainability Standards listed.
 - Developments will comply with Alexandria’s Green Building Policy as the time they are submitted for review, as already noted multiple times in the Plan. There should not be a second set of sustainability standards for just Alex West.
 - Parking (#6):
 - DS 6.2 – Delete. If parking is screened from the street, there should not be a requirement for full level of below grade parking. It is not economically viable and is unnecessary.
 - DS 6.6 – Delete. Does not make sense and would be a significant economic burden.
 - Retail (#7):
 - Should all be guidelines, not standards. Most national retailers have strict storefront design requirements governing the amount of glazing, height, materials, etc., which conflict with some of the stated Standards.
 - Open Space (#8):
 - Again, all should be guidelines, not standards. As written, the language is too vague and compliance with the Standards will be subjective.

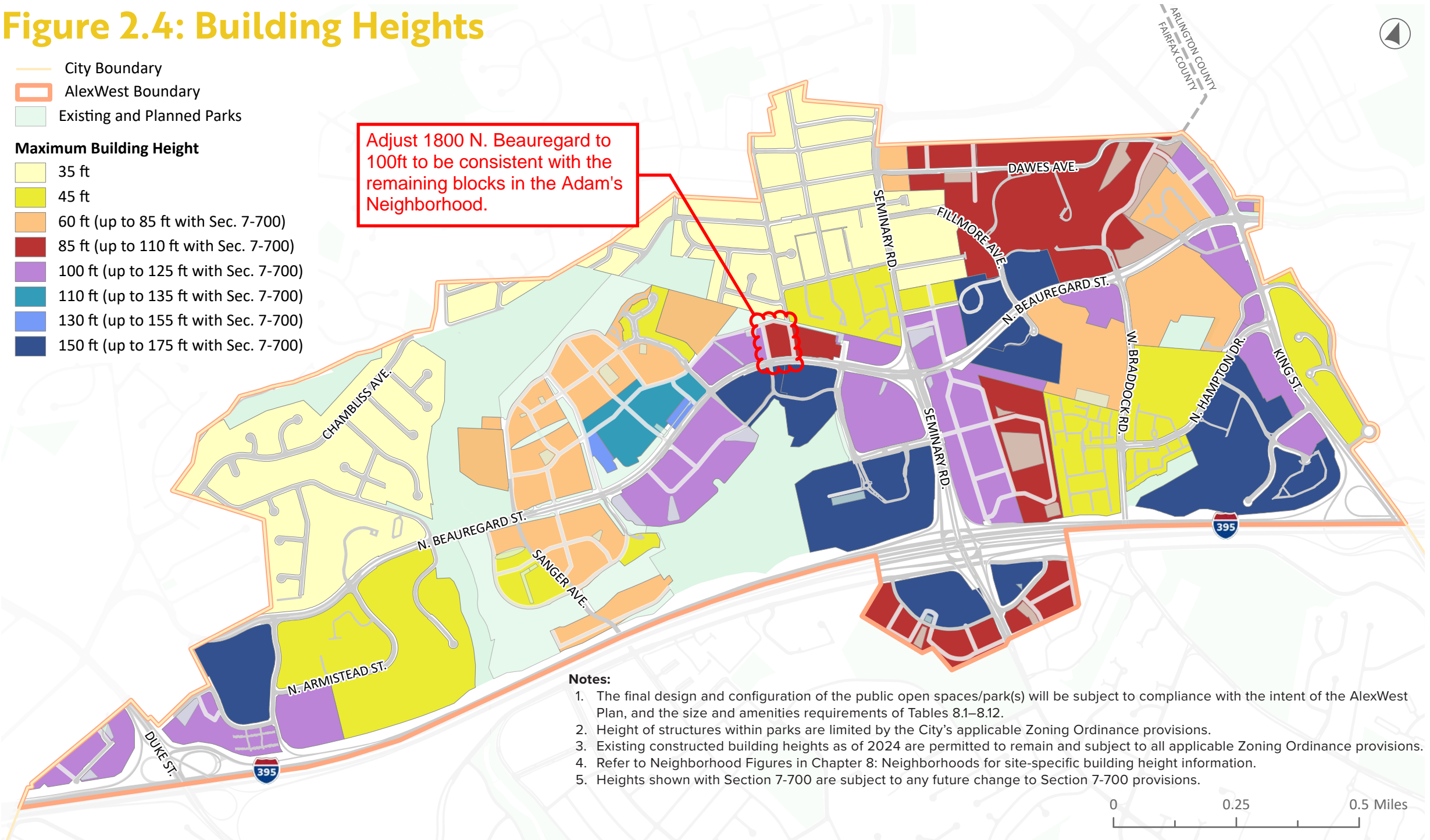
Figure 2.4: Building Heights

-  City Boundary
-  AlexWest Boundary
-  Existing and Planned Parks

Maximum Building Height

-  35 ft
-  45 ft
-  60 ft (up to 85 ft with Sec. 7-700)
-  85 ft (up to 110 ft with Sec. 7-700)
-  100 ft (up to 125 ft with Sec. 7-700)
-  110 ft (up to 135 ft with Sec. 7-700)
-  130 ft (up to 155 ft with Sec. 7-700)
-  150 ft (up to 175 ft with Sec. 7-700)

Adjust 1800 N. Beaugard to 100ft to be consistent with the remaining blocks in the Adam's Neighborhood.



Notes:

1. The final design and configuration of the public open spaces/park(s) will be subject to compliance with the intent of the AlexWest Plan, and the size and amenities requirements of Tables 8.1–8.12.
2. Height of structures within parks are limited by the City's applicable Zoning Ordinance provisions.
3. Existing constructed building heights as of 2024 are permitted to remain and subject to all applicable Zoning Ordinance provisions.
4. Refer to Neighborhood Figures in Chapter 8: Neighborhoods for site-specific building height information.
5. Heights shown with Section 7-700 are subject to any future change to Section 7-700 provisions.



Figure 4.3: Street Dimensions + Types

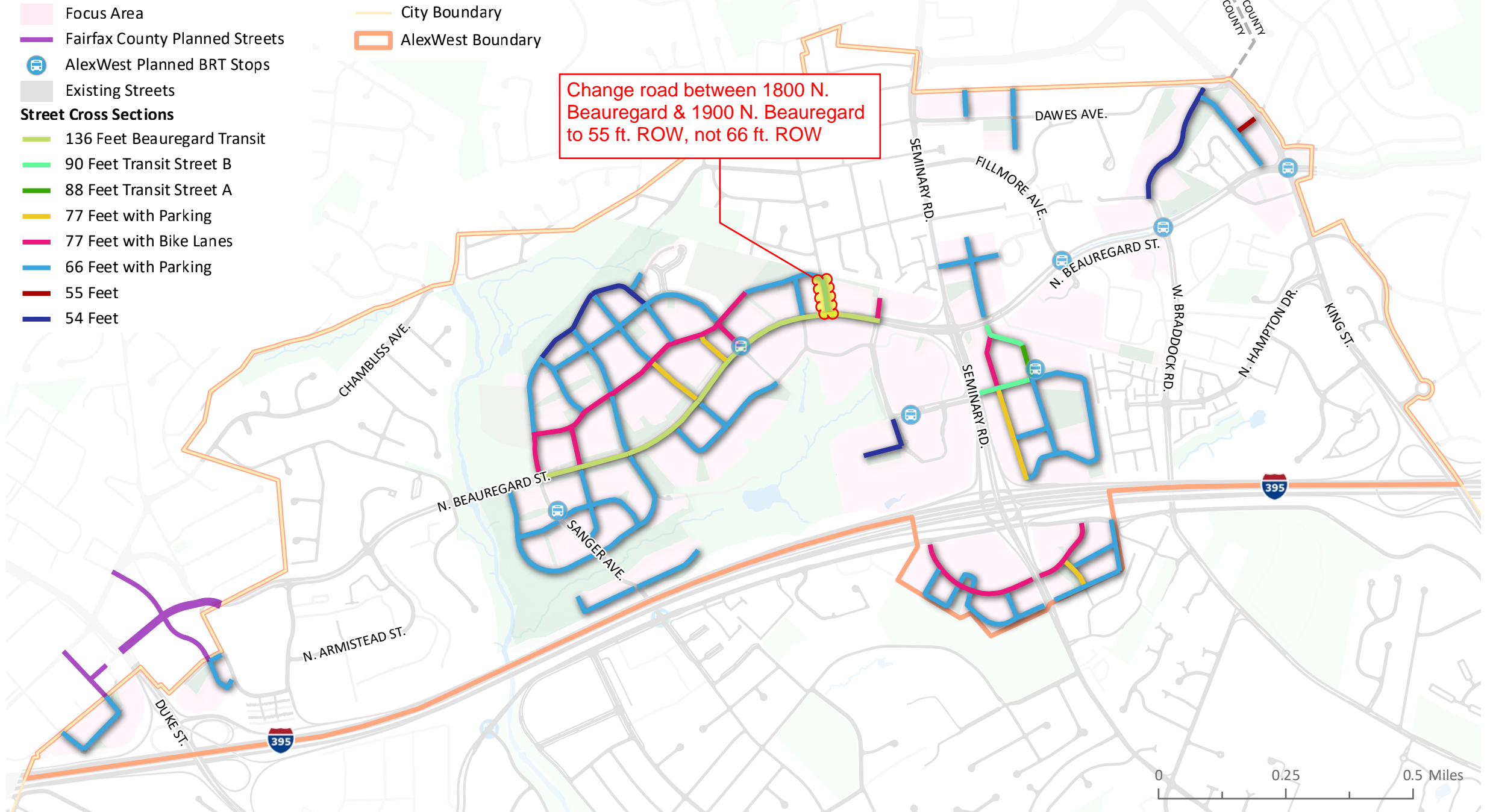
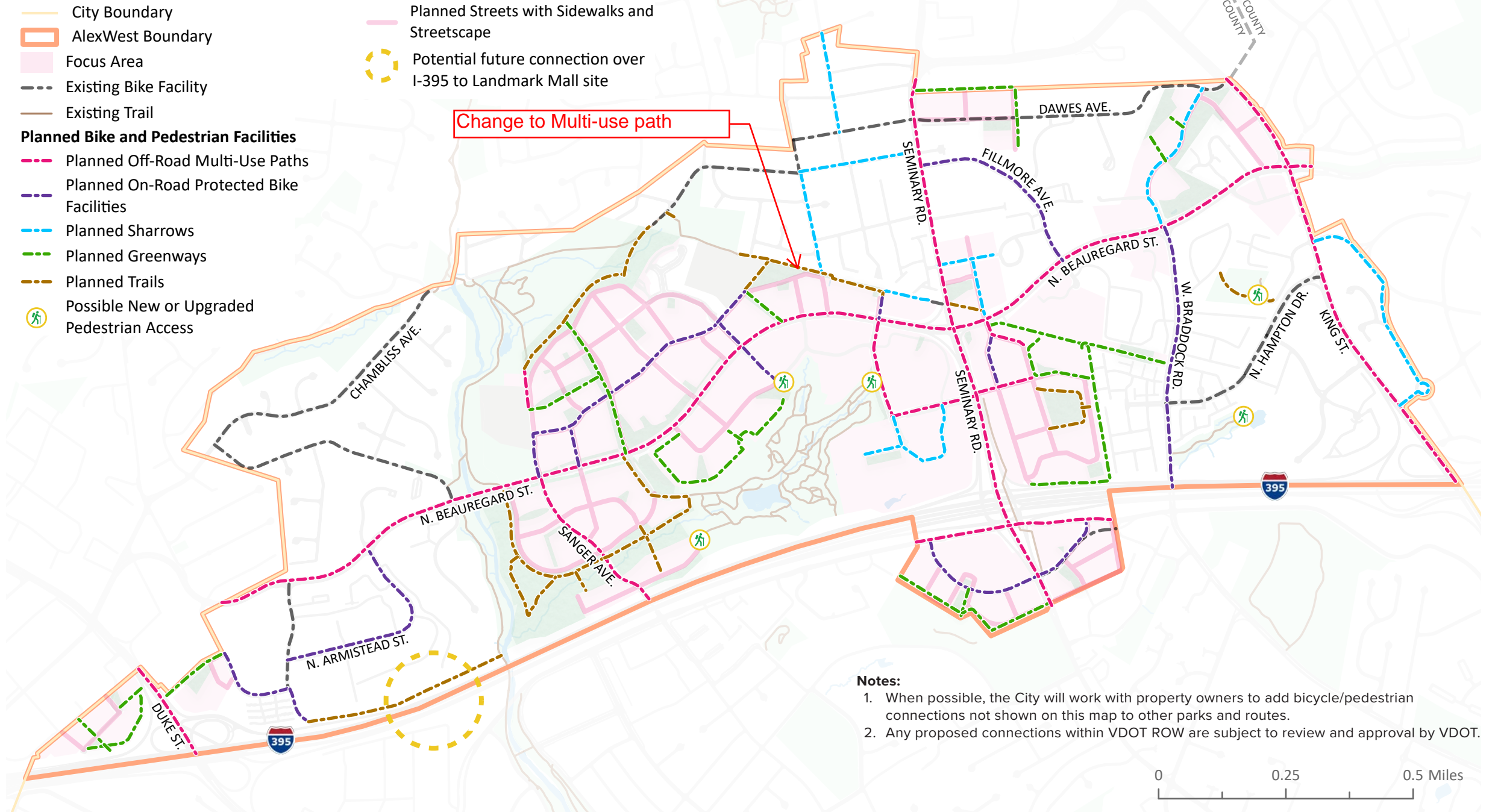


Figure 4.6: Pedestrian + Bike Network



The Built Environment

Green Building and Energy Efficiency

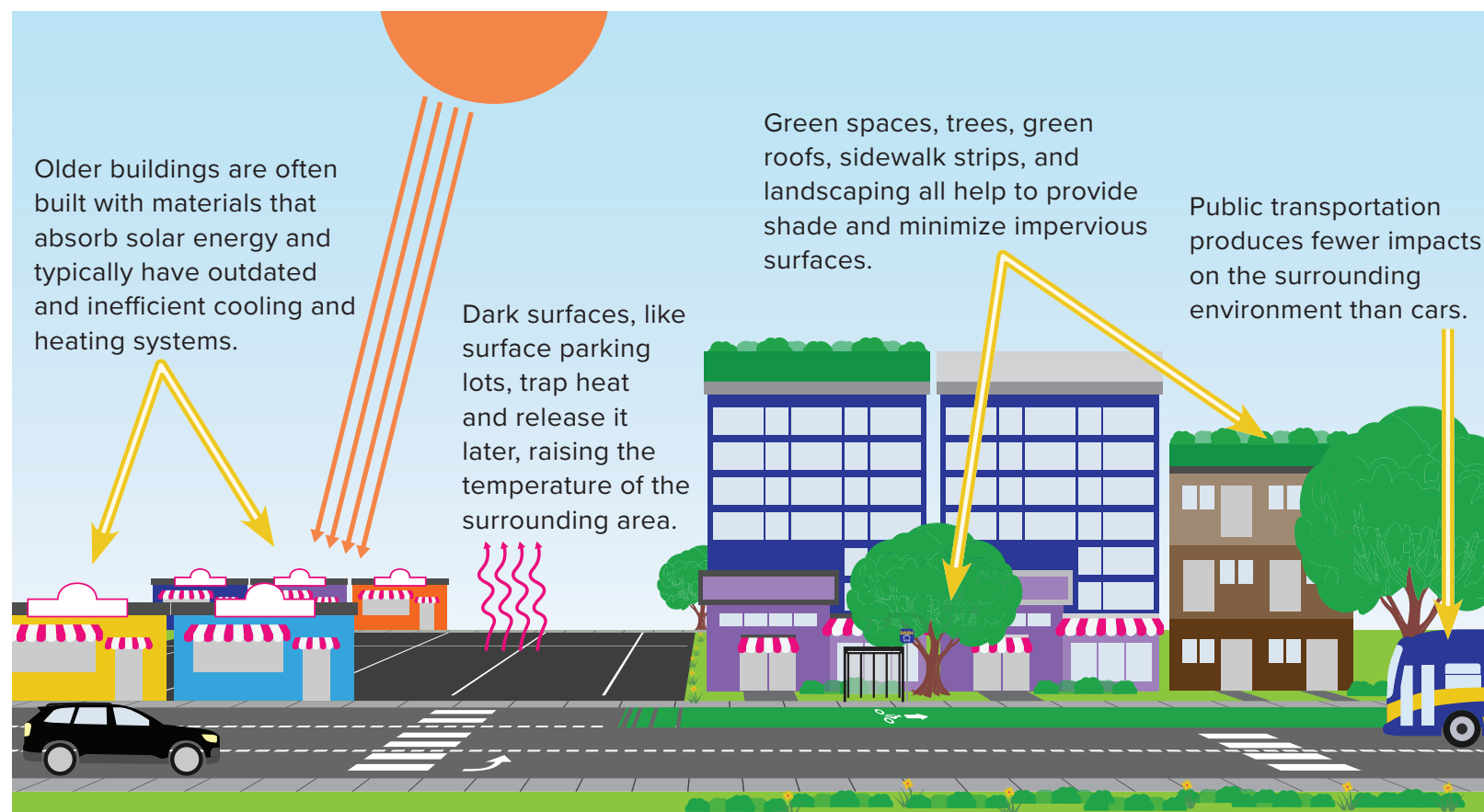
All new buildings will meet the City's Green Building Policy standards and zoning requirements for energy efficiency, high-quality building materials, and open space, all of which contribute to both human and ecological health.

Further, the Plan seeks to take advantage of efficiency opportunities offered by large scale development, recommending the exploration and implementation of district-wide energy systems to efficiently combine building heating and cooling loads to lower energy consumption and overall costs.

Reduced Greenhouse Gas Emissions

Greenhouse gas emissions (GHGs), especially from the transportation sector, are a factor contributing to climate change, resulting in extreme weather events and conditions, such as severe heat and storms. With guidance for the design and development of future buildings and transportation networks, the Plan can influence lower emissions from these sectors, which will result in cleaner air. The Plan's recommendations for safe and easy options for residents to access neighborhood services, amenities, and jobs without the need for a car will help to minimize GHG emissions, benefiting not only residents' health but also their bottom line.

Urban Heat Island Causes + Solutions



Inclusive Growth

A. General

1. The overall land use strategy will be consistent with **Figure 2.2: Land Use Strategy** which depicts the boundaries of the Focus Area, Area 2, and Area 3. Development in these areas will be subject to the intent of the Plan, the Plan Recommendations, and all applicable Plan exhibits, including **Table 2.1: Focus Area Criteria** and **Table 2.2: Area 2 Criteria** and **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods**. For the purposes of this Plan, the term “development” refers to new construction and/or redevelopment utilizing the provisions of the Plan.
2. Land uses will comply with the land use(s) depicted in **Figure 2.3: Land Uses**.
3. City facilities and uses, if provided, may be located within the residential and residential/commercial land use designations.
4. New uses such as warehouses, storage buildings, data centers, and other comparable low activity or industrial uses are inconsistent with the intent of the Plan.

B. Retail

5. Retail uses are required in the ground floor frontages in the Required Retail Areas as generally depicted in **Figure 2.3: Land Uses** and applicable **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods**.

- a. Uses in the Required Retail Areas should have a high degree of pedestrian activity and are intended to prioritize neighborhood-serving retail, including restaurants, personal services, entertainment, food markets and grocery stores, or other comparable uses.
 - b. Retail uses should promote an activated street front.
6. Retail uses are encouraged, but not required, in the ground floor frontage in the Encouraged Retail Areas, as generally depicted in **Figure 2.3: Land Uses** and applicable **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods**.
 7. The design of retail spaces in the Required and Encouraged Retail Areas will be designed in a manner to encourage neighborhood-serving uses and will be subject to the applicable requirements of the Design Standards, including height, depth, and utility requirements.
 8. Ground floor retail uses may be provided in other locations outside of the Required Retail and Encouraged Retail Areas in the Plan area, if allowed by the Zoning Ordinance.

9. Interim uses such as community programming, flexible indoor and outdoor public spaces, outdoor dining, community performances, public art installations, cultural activities, farmers markets, parklets, pop-up open spaces, food trucks, and other comparable uses and activities are encouraged.

C. Building Heights

10. Maximum building heights will comply with the building heights depicted in **Figure 2.4: Building Heights**. In addition, buildings may request additional building height pursuant to the applicable provisions of Section 7-700 of the Zoning Ordinance.

D. Design

11. All development will be subject to all applicable requirements of the Design Standards.
12. As part of the development of each block, each full block building will provide internal mid-block breaks and/or pedestrian connections, where feasible, consistent with the Design Standards.

See written comments attached

Mobility + Safety

A. General

- 26. Development will construct the streets, blocks, and connections as generally depicted in **Figure 4.2: Street Network** as part of development. The location of the streets will be constructed as generally depicted in **Figure 4.2**, subject to site constraints and compliance with all applicable provisions of the Design Standards.
- 27. New streets in the Plan area will be constructed and dedicated as public streets, unless location-specific issues not addressed by the Plan emerge during the development review process.

28. Street designs will adhere to the Street Cross-Sections as outlined in **Figure 4.3 - Figure 4.5: Street Dimensions + Types**.

- 29. The City will work with property owners and other partners to study and address mobility-related issues at the intersections and in the areas identified in **Figure 4.9: Safety Enhancements Study Areas**.

B. Pedestrian + Bicycle Network

- 30. Development will provide a network of bike facilities as generally depicted in **Figure 4.6: Pedestrian + Bike Network**.
- 31. Development that occurs in Area 2 and Area 3, as depicted in **Figure 2.2: Land Use Strategy**,

See written comments

will implement new pedestrian and bicycle connections that link to the network depicted in **Figure 4.6: Pedestrian + Bike Network**.

- 32. Development will ensure and support access to shared mobility options (e.g., Capital Bikeshare, Dockless Scooters, etc.).
- 33. Curb cuts, garage entrances, and similar functions are prohibited along designated bicycle facilities and along N. Beauregard Street, Seminary Road, Duke Street, and King Street. This does not apply to curb cuts needed for existing or planned streets.
- 34. When possible, the City will work with property owners to add additional pedestrian and bicycle connections not shown on **Figure 4.6: Pedestrian + Bike Network**.

35. Development will provide pedestrian connections within development blocks.

C. Safety

- 36. Development will be responsible for providing all necessary improvements and right-of-way for the frontages at the intersection of Seminary Road and N. Beauregard Street to better accommodate and ensure the safety of all users as generally depicted in **Figure 4.10: Seminary Road + N. Beauregard Street**. The City will provide all other improvements.
- 37. The City will explore options for improving safety and accessibility for all users on Seminary Road, from about Mark Center

Drive to Library Lane as generally depicted in **Figure 4.9: Safety Enhancements Study Areas**.

D. Transit

- 38. As part of multimodal transit enhancements, a new bus/transit facility will be established at the location generally depicted in **Figure 8.5: Crossroads Neighborhood**.
- 39. Development will provide all necessary transit access and amenities to mitigate the impact caused by the development.
- 40. The City will coordinate with all applicable transit partners to explore improvements to existing transit operations.

Public + Connected Open Spaces

A. General

- 41. Development will provide an at-grade publicly accessible public park/open space network, as generally depicted in **Figure 5.3: Parks + Open Space** and specified in the **Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods**:
 - a. New public parks/open spaces will be fully accessible to the public through dedication to the City or through the provision of a perpetual public access easement(s) that mirrors access to public parks.



- b. New public parks/open spaces will have multiple publicly accessible entrances and will consist of a mixture of typologies and amenities. All public parks/open spaces in the Plan area will include gathering spaces and be designed, with input from the community, to be interconnected, functional, useable, welcoming, and encourage social interaction.
- c. The final design and configuration of the public parks/open spaces in **Figure 5.3: Parks + Open Space** will be subject to compliance with the intent of the AlexWest Plan and the size requirements of **Figures and Tables 8.1–8.12** in **Chapter 8: Neighborhoods** as part of the approval of the public open space(s).

- 42. The City will locate a new City recreation center, or similar facility, within the Plan area. City recreational facilities may be located within the public open space recommended by the Plan.
- 43. Improve access to existing public and public easement parks.

B. On-Site Open Space

- 44. In addition to the publicly accessible parks and open space required in **Figure 5.3: Parks + Open Space**, each residential development

will provide a minimum of 25% on-site open space, including ground-level and above-grade open space.

Residential developments that are not required to provide public parks and open space or developments that provide less than 10% as public parks and open space are expected to provide a greater proportion of at-grade open space as part of the 25% requirement.

- 45. In the Garden Neighborhood (see **Figure 8.10: Garden Neighborhood**), where development is allowed to include residential or commercial uses, if the uses are entirely residential, development will provide an additional 10,000 square feet of consolidated public open space within the neighborhood to be consolidated with one of the other planned parks.

C. Public Art + Open Space Programming

- 46. Public art provided as part of development will highlight the cultural diversity of the Plan area. In addition, private art and other comparable forms of artistic expressions are encouraged to highlight the cultural diversity of the Plan area.
- 47. Special events, community activities, and cultural activities in support of the Plan’s intent are encouraged within the public parks and open spaces, subject to all applicable City approvals and permits, or as part of the

approval of public access easement(s) in new public open spaces.

- 48. Interim recreational uses on existing surface parking lots are encouraged if they do not preclude future development envisioned by the Plan.
- 49. Accessory park structures, such as but not limited to restrooms, may be provided within the required publicly accessible open spaces if they are consistent with the City’s open space policies and overall intent of the Plan.

Sustainable + Healthy Communities

A. Tree Canopy

- 50. Development will provide on-site tree canopy consistent with applicable City policies at the time development is submitted for review.

B. Green Building, Energy Efficiency, + Stormwater Management

- 51. Development will comply with the City’s Green Building Policy at the time development is submitted for review.

52. Development by large property owners will explore opportunities for the implementation of district-wide sustainability measures and approaches.



Terms Used in the Neighborhood Maps

The Neighborhood Maps include terms that are defined below. In addition to these terms, refer to **Table 8.13: Development Table Notes** as well as the map notes included on each Neighborhood Map.

Delete. See written comments to Design Standards



Tree Retention/ Buffer Areas

A tree retention/buffer area is an area where it is desirable to retain areas of mature trees or natural buffer areas that may contain steep slopes.



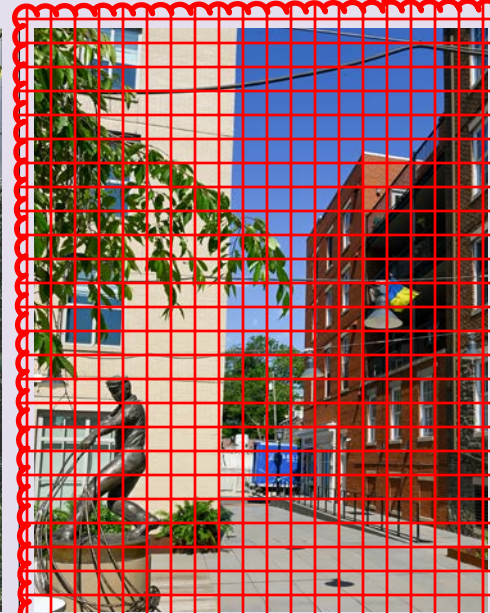
Trails

A trail is a pedestrian pathway that is typically narrower than a greenway and may or may not be paved. Trails are typically located within wooded natural areas and public parks.



Greenways

A greenway is a wide, pedestrian pathway with green spaces on either side of the pathway. In some cases, buildings may be located on either side of a greenway. Sometimes, a greenway may abut a public park or open space.



Mid-Block Pedestrian Connections

A mid-block pedestrian connection is a building break designed to provide an open and unobstructed pedestrian pathway. These connections must comply with the building break requirements and standards in the Design Standards.



Streetwalls

Buildings will create a well-defined edge, also known as the building streetwall, that frames and defines the public streets and open spaces. The streetwall provides a sense of spatial definition to enable the street to function as an outdoor room and reinforce pedestrian activity on the sidewalk.



Adams Neighborhood

Change to, "an approximately 2-acre public park..."

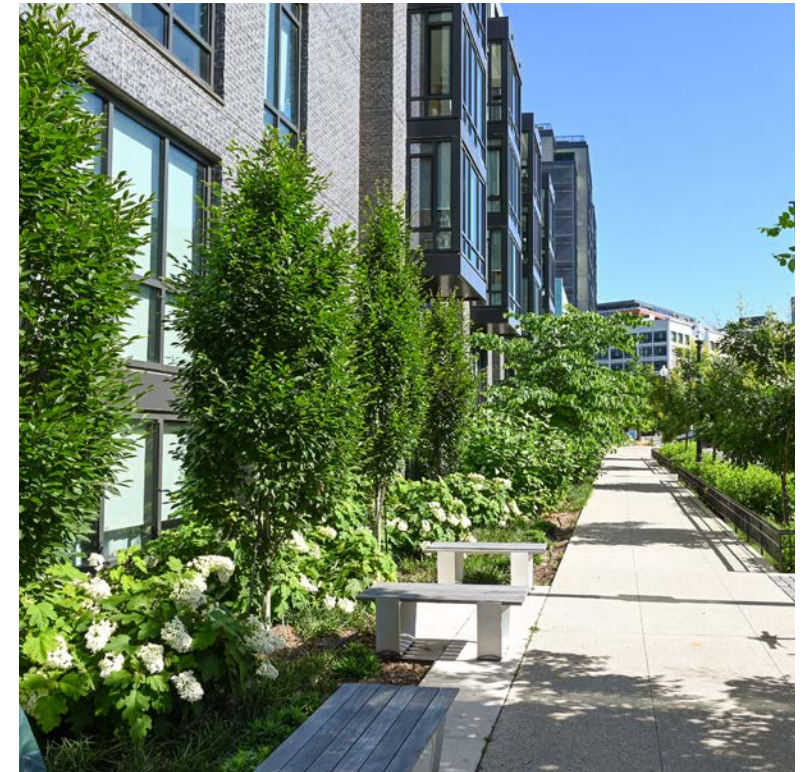
The intent of this Neighborhood is to build on the existing ~~John Adams Elementary School~~. Development will be centered around a new 2.5-acre public park adjacent to the school, and the neighborhood will likely be predominantly residential with an interconnected street network.



With development, a new rectangular sports field can be conveniently located adjacent to John Adams Elementary School.



A network of trails and greenways will help connect the neighborhood and provide access to adjacent neighborhoods.



New buildings and streetscapes will better accommodate pedestrians.

Table 8.8: Adams Neighborhood

Change to 26,500 SF as discussed with Staff and consistent with CDD Amendment submissions

Subarea	Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Base Residential (SF)	Maximum Residential (SF)	Maximum Commercial (SF)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
								ID	Required Amenities ²	Minimum Size ³ (SF)
8A	Residential/Commercial	N/A	N/A	308,426	308,426	0	100	N/A	N/A	N/A
8B	Residential/Commercial			0	783,439	85	N/A	N/A	N/A	
8C	Residential/Commercial			0		21	Athletic Practice Cages, Trails, Exercise Play Features	20,000		
8D	Residential/Commercial			0		20	Rectangular Field or Diamond Field	112,000		
8E	Residential	0.75	2.0	N/A	N/A	N/A	60	N/A	N/A	N/A

Change base density to 1.25 FAR to be consistent with current OC zoning base density.

Change Max density to 3.0 FAR per discussions with Staff












Why are athletic practice cages shown in the small park on 1600 & 1700 N. Beaugard? There is not enough space and should be deleted.

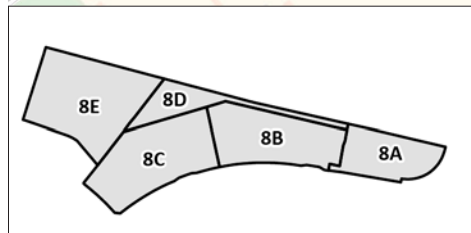
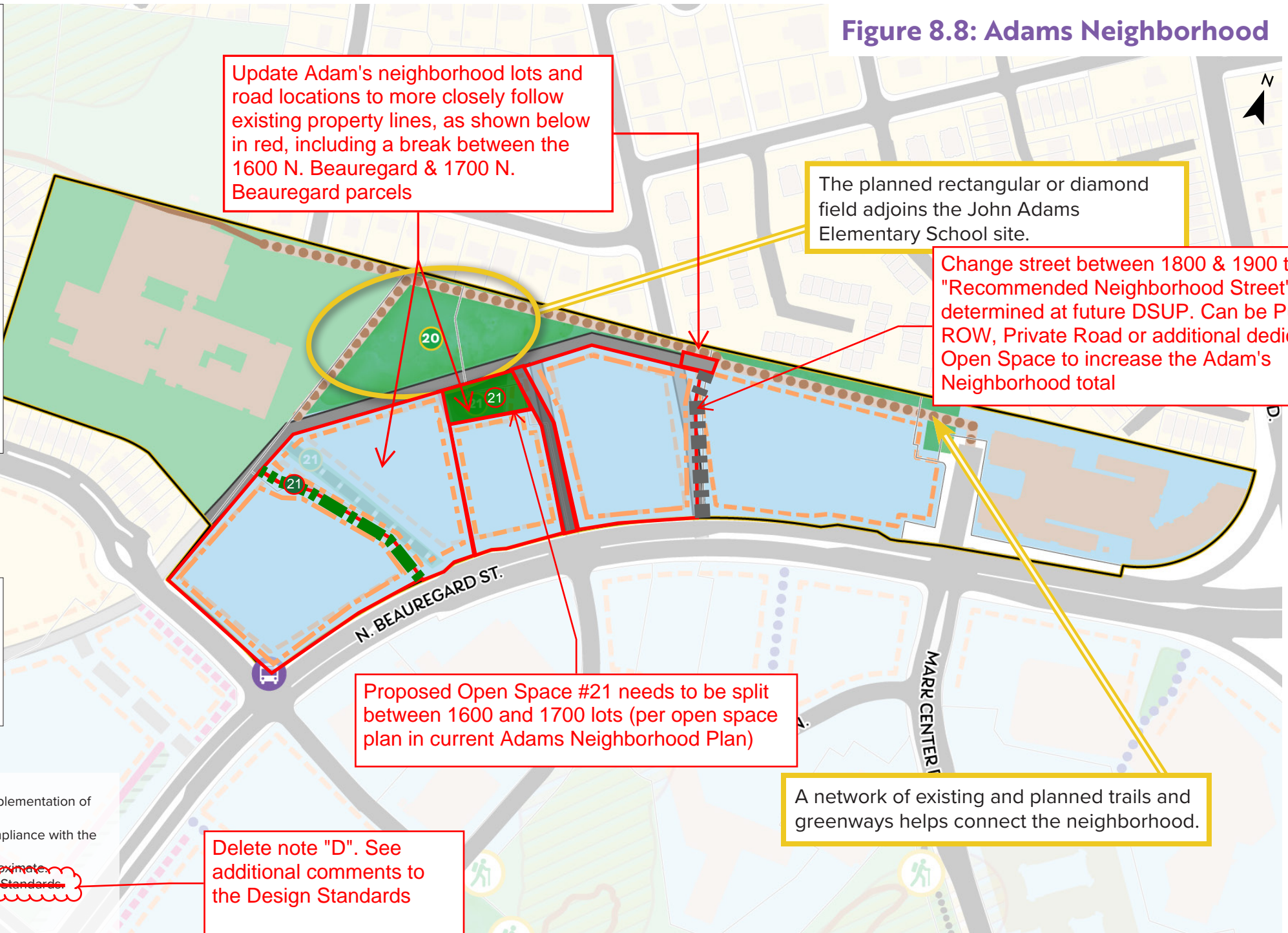
Change to 98,000 SF as discussed with Staff and consistent with CDD Amendment submissions



Figure 8.8: Adams Neighborhood

LEGEND

-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Streetwall
-  Planned Public Park
-  Planned Greenway Connection
-  Planned Trail
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Residential/Commercial Land Use
-  Planned BRT Stop



NOTES:

A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.

B. The final configuration will be subject to compliance with the Plan Recommendations and Design Standards.

~~C. Parcel and right-of-way boundaries are approximate.~~

~~D. Building breaks are required per the Design Standards.~~

SEE ADDITIONAL NOTES ON TABLE 8.13

Delete note "D". See additional comments to the Design Standards

Proposed Open Space #21 needs to be split between 1600 and 1700 lots (per open space plan in current Adams Neighborhood Plan)

Update Adam's neighborhood lots and road locations to more closely follow existing property lines, as shown below in red, including a break between the 1600 N. Beauregard & 1700 N. Beauregard parcels

The planned rectangular or diamond field adjoins the John Adams Elementary School site.

Change street between 1800 & 1900 to "Recommended Neighborhood Street" to be determined at future DSUP. Can be Public ROW, Private Road or additional dedicated Open Space to increase the Adam's Neighborhood total

A network of existing and planned trails and greenways helps connect the neighborhood.



Table 8.13: Development Table Notes

Note #	Note
1	See Figure 2.4: Building Heights for specific height recommendations.
2	Park amenities are to be finalized as part of the development review process and will be based on the most current needs assessment.
3	In addition to the publicly accessible parks and open space required in Figure 5.2, each residential development will provide a minimum of 25% on-site open space, including ground-level and above-grade open space. Residential developments that are not required to provide public parks and open space or developments that provide less than 10% as public parks and open space are expected to provide a greater proportion of at-grade open space as part of the 25% requirement.
4	For the purposes of this table, the 10% committed affordable housing requirement applies to the residential floor area above the base residential maximum FAR/SF.
5	Floor Area Ratio (FAR) will be calculated on applicable provisions of the Zoning Ordinance.
6	In the Garden Neighborhood, where development is allowed to include residential or commercial uses, if the uses are entirely residential, development will provide an additional 10,000 square feet of consolidated public open space within the neighborhood to be consolidated with one of the other planned parks.
7	For purposes of this table, the table assumes 1,000 square feet per unit for multi-unit buildings, 2,500 square feet for townhomes, and 300 square feet per room for hotels.
8	City recreational facilities may be located within the open space recommended by the Plan.
9	The location of the required streets will be constructed as generally depicted in Figure 4.2 and in Figures and Tables 8.1–8.12, subject to site constraints and compliance with all applicable provisions of the Design Standards. The location of recommended streets must be constructed as generally depicted in Figure 4.2 and in Figures and Tables 8.1–8.12, however their final location can be determined during the development review process.
10	The final design and configuration of the public open spaces/park(s) will be subject to compliance with the intent of the AlexWest Plan, and the size requirements and amenities of Figures and Tables 8.1–8.12 as part of the approval of the public open space(s).



Evan Pritchard
epritchard@wiregill.com
703-304-0430

July 30, 2024

Via Email

Christian Brandt
Urban Planner
Department of Planning and Zoning
City Hall, 301 King Street, Room 2100
Alexandria, VA 22314
Christian.brandt@alexandria.gov

Re: Comments on Alexandria West Draft Plan

Dear Mr. Brandt:

On behalf of MK Boro LLC and 4700 King LLC, the respective owners of 1700 North Beauregard (Clyde's) and 4660 King Street (the Shoppes at Summit Centre), we offer the following comments on the Alexandria West Draft Plan dated June 25, 2024 ("Draft Plan").

For much of the last year, we have worked closely and collaboratively with Department of Planning and Zoning staff in helping shape the Draft Plan. With the help of our design team, we have had multiple, productive conversations regarding the planning recommendations to ensure that we will be able to successfully redevelop our properties in the future in a manner that is economically feasible and meets the City's objectives for Alexandria West. The critical issue that remains unresolved for us relates to the maximum intensity of 3.0 FAR being contemplated.

Given the size of some redevelopment parcels, including our properties, the costs of construction, and interest rates, limiting intensity to 3.0 FAR will make it extremely difficult for many projects to move forward. This is particularly true given that, unlike in many neighboring jurisdictions, above-grade parking does not contribute toward FAR. Simply put, achieving the recommended height and building footprints, along with the requisite parking, will be difficult, if not impossible, in many cases. Furthermore, maximizing FAR within the limits of wood frame construction, the most likely product type to be built here, is reasonable. If parking is included as part of this FAR, the proposed 3.0 FAR limit will greatly limit the useable floor area.

We therefore respectfully request that the City consider higher FARs of 3.5 – 4.5, subject to the proposed height limitations and other recommendations that will limit bulk and massing. Doing so will greatly increase the opportunities for redevelopment, new housing, and attainment of the lofty goals laid out in the Draft Plan.

Thank you for your consideration of our comments. Please let me know if you have any questions.

Very truly yours,

WIRE GILL LLP



Evan Pritchard
epritchard@wiregill.com
703-304-0430

A handwritten signature in blue ink, appearing to read "G. Pritchard", is positioned below the logo.

G. Evan Pritchard, Esq.

cc: Joe Mamo, Justin Johnson, Monty Berhane



Kenneth W. Wire
kwire@wiregill.com
703-677-3129

Revised August 1, 2024

Revised May 22, 2024

March 29, 2024

Jeffrey Farner, Deputy Director
Development Division, P&Z
301 King Street, Room 2100
Alexandria, VA 22314

**Re: Alex West SAP
Upland Park, CDD #21**

Dear Mr. Farner

We are resubmitting this letter for a third time as nearly all of our prior comments have not been addressed and the current draft of the SAP will render the remainder of the Upland Park neighborhood unbuildable for the foreseeable future.

Thank you for meeting with my client, Chris Bell of Hekemian, on March 21, 2024 to review Staff's March 4th Alex West SAP recommendations for Upland Park (the "Property"). Since then, we met with Planning and Zoning Staff multiple times to discuss the impacts on future CDD #21 development density due to the Ellipse removal and the retention of the intermittent stream. Staff and Hekemian discussed that in order to maintain the development footprint and/or density shown in the existing approved CDD concept plan, encroachment into the now retained intermittent stream buffer will occur. To mitigate the impacts of the encroachment, Staff and Hekemian discussed the enhancement of the stream channel as part of the future development. Hekemian requests an acknowledgement in the SAP that in order to maintain the existing building footprint and density development may encroach into the intermittent stream buffer with mitigation through stream enhancement.

We also reviewed the June 2024 DRAFT SAP Plan and attended the April 25, 2024 Alex West SAP, and because recommendations regarding how CDD #21 development would be incorporated into the Alex West SAP, Hekemian continues to have concerns regarding garage floor area and loss of density outlined in our March 29, 2024 letter, and copied below. We have additional concerns regarding the building footprint and the note stating: "Building breaks are required per the Design Standards."

As you are aware, the Property is encumbered with zoning conditions and requirements of CDD #21. CDD #21 was amended with the Phase 1 development of Upland Park to allow for 93,200 SF of office use or 171 hotel rooms; 401 multifamily residential units; 92 townhomes; 8,000 SF of retail; and

8,000 SF of optional retail. The 92 townhomes were approved with Upland Park Phase 1. Phase 2 will include remaining office/hotel, multifamily and retail uses.

Hekemian has been following the Alex West SAP planning process and requests the City to consider the following points and make changes to the Alex West SAP:

1. In the Alex West SAP garage floor area counts as density and it did not count with the CDD #21 approval. **Based on an initial test, the 3.0 FAR per the “focus area” designation is inadequate to build the development program approved in the CDD.** Any FAR established within the Alex West SAP plan must be tested against the CDD approval to make certain there is no loss of density.
2. A premise to the Phase 2 development program was that the Ellipse plan would be constructed by the City. As part of this plan, the intersection improvements at Seminary and N. Beauregard Street were substantial. Additionally, and most importantly, the Ellipse improvements that were to be completed by the City would have eliminated the intermittent stream; therefore, there would have been no impacts from the intermittent stream on the development plan on the Property.

As part of the March 4th Alex West SAP recommendations, the City is no longer proposing the Ellipse plan, and N. Beauregard Street and the intermittent stream would not be removed. Because of this new recommendation, the Phase 2 development program cannot be fully realized. The impacts from the intermittent stream are devastating to the development program. The density will be reduced by approximately 94 to 120 units, an impact of almost 30% loss of density. Please see enclosed exhibit.

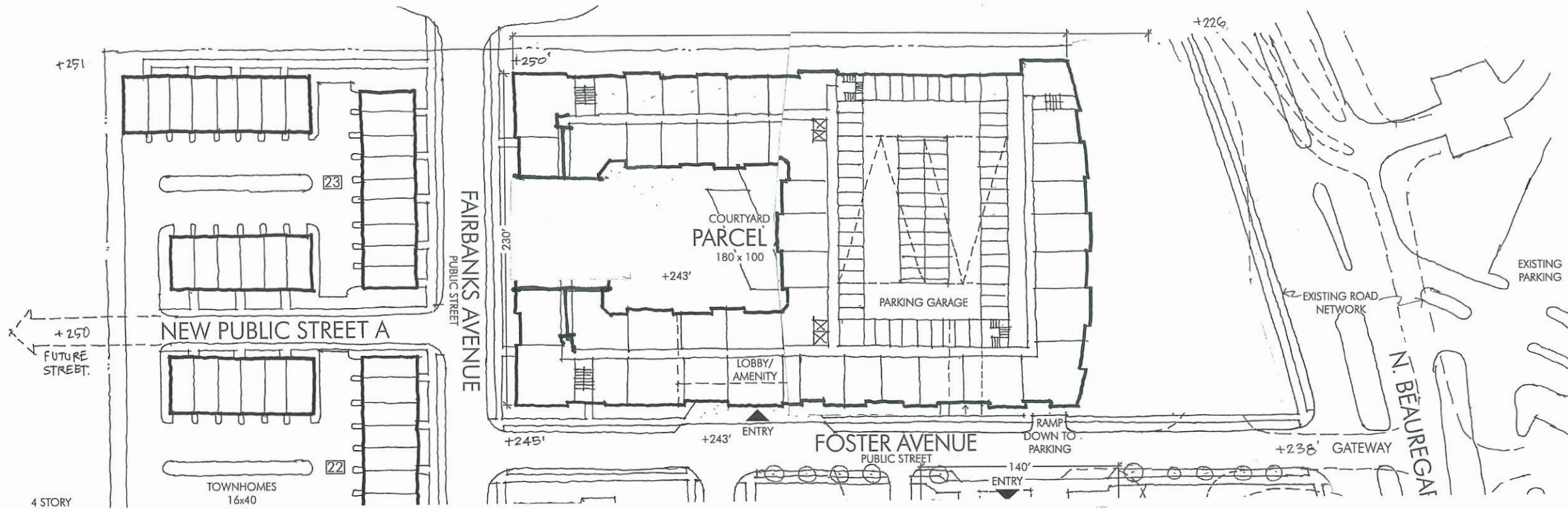
Additionally, creating further constraints, the June DRAFT version of the SAP shows a smaller building footprint than is approved in the CDD# 21 concept plan. The SAP also now requires a full building break for this building. Because of these two new constraints, Hekemian will not be able to construct the building as provided for the approved CDD. Table 8.13 should include a note that permits redevelopment of properties with footprints as allowed for in existing CDD approvals.

In order to build the entitled density in the approved CDD #21, Hekemian requests the City allow for the same development program, building foot print and density including 401 multifamily units to remain on the Property as part of the Alex West SAP. This request may require the City reclassify the intermittent stream, propose a modification, or other mechanism. We recently met with City T&ES staff and they expressed a willingness to allow for encroachment in to the buffer provided that Hekemian make improvements to the stream bed. **The Alex West SAP should acknowledge this option in Table 8.13.**

Should you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "K. A. W. W." with a horizontal line at the end. The letters are cursive and somewhat stylized.



PROGRAM SUMMARY

APARTMENT BUILDING

PARCEL A		
GROUND FLOOR	= 57,560 SF X 1	= 57,560 SF
TYPICAL FLOOR	= 63,640 SF X 6	= 381,840 SF
GROSS BUILDING AREA		= 439,480 SF
7 STORIES		= 85' OVERALL HEIGHT

PARCEL A - UNITS

57 UNITS / FLOOR X 7	= 400 UNITS
(BASED ON 1100 SF / UNIT GROSS)	

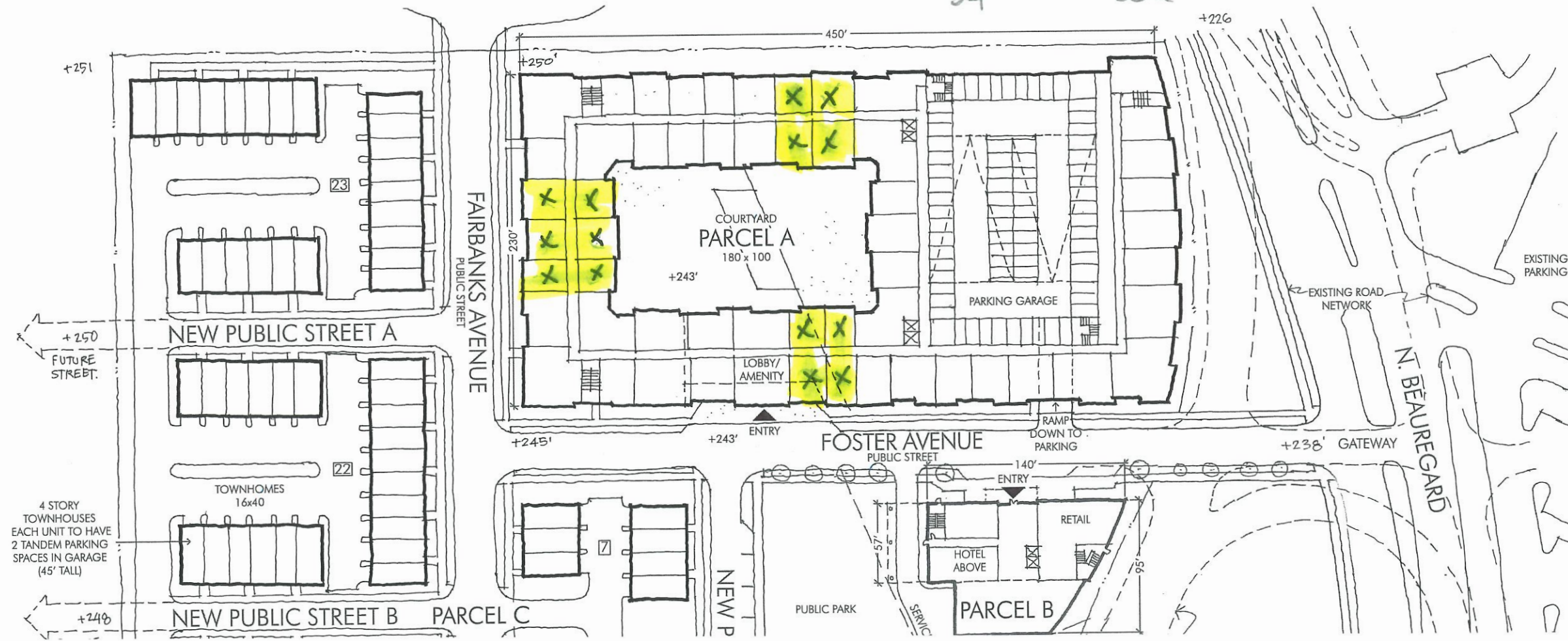
HOTEL

PARCEL B

GROUND FLOOR	= 11,480 SF X 1	= 10,810 SF
TYPICAL FLOOR	= 9,000 SF X 9	= 81,000 SF
GROSS BUILDING AREA		= 91,810 SF
19 KEYS / FLOOR X 9 FLOORS		= 171 KEYS
10 STORIES		= 110' OVERALL HEIGHT

TOWNHOMES

$$\begin{array}{r}
 10 \times 7 \quad 70 \\
 4 \times 6 \quad 24 \\
 \hline
 94
 \end{array}
 \qquad
 \begin{array}{r}
 400 \\
 - 94 \\
 \hline
 306
 \end{array}$$



PROGRAM SUMMARY

APARTMENT BUILDING

PARCEL A		
GROUND FLOOR	= 57,560 SF X 1	= 57,560 SF
TYPICAL FLOOR	= 63,640 SF X 6	= 381,840 SF
GROSS BUILDING AREA		= 439,480 SF
7 STORIES		= 85' OVERALL HEIGHT

PARCEL A - UNITS

57 UNITS / FLOOR X 7	= 400 UNITS
(BASED ON 1100 SF / UNIT GROSS)	

HOTEL

PARCEL B

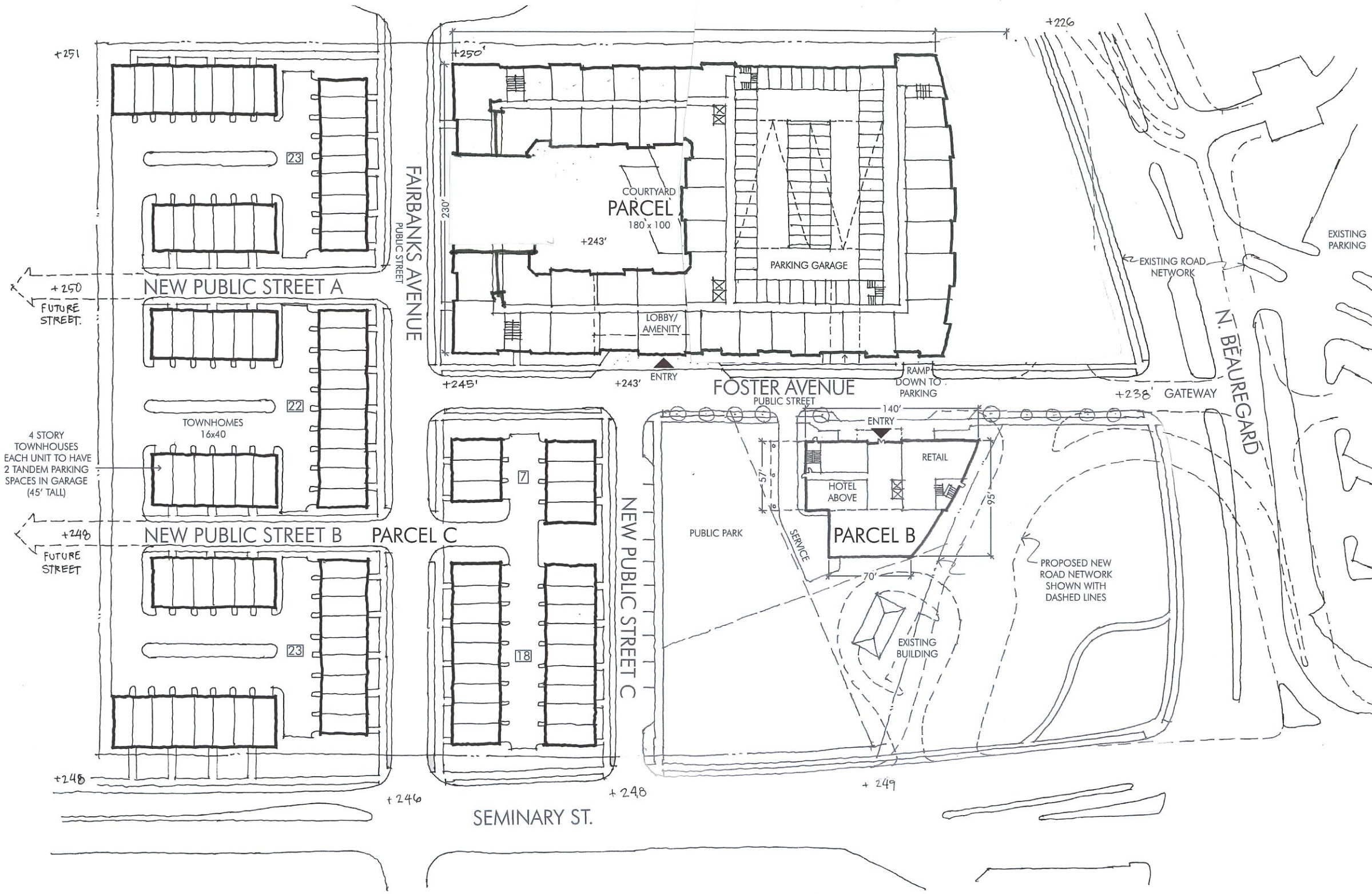
GROUND FLOOR	= 11,480 SF X 1	= 10,810 SF
TYPICAL FLOOR	= 9,000 SF X 9	= 81,000 SF
GROSS BUILDING AREA		= 91,810 SF
19 KEYS / FLOOR X 9 FLOORS		= 171 KEYS
10 STORIES		= 110' OVERALL HEIGHT

TOWNHOMES

PARCEL C

93 TOWNHOMES - 16' X 40' W/ TANDEM PARKING GARAGE - 2 CARS	
93 TOWNHOMES X 2 CARS =	186 CARS
4 STORIES	= 45' OVERALL HEIGHT

PARKING



PROGRAM SUMMARY
APARTMENT BUILDING
PARCEL A

GROUND FLOOR	=	67,560 SF X 1	=	57,560 SF
TYPICAL FLOOR	=	62,640 SF X 6	=	381,840 SF
GROSS BUILDING AREA	=		=	439,400 SF
7 STORIES	=		=	85' OVERALL HEIGHT

PARCEL A - UNITS
~~57 UNITS / FLOOR X 7~~ = ~~400 UNITS~~
 (BASED ON 1100 SF / UNIT GROSS)

HOTEL
PARCEL B

GROUND FLOOR	=	11,480 SF X 1	=	10,810 SF
TYPICAL FLOOR	=	9,000 SF X 9	=	81,000 SF
GROSS BUILDING AREA	=		=	91,810 SF
19 KEYS / FLOOR X 9 FLOORS	=		=	171 KEYS
10 STORIES	=		=	110' OVERALL HEIGHT

TOWNHOMES
PARCEL C

93 TOWNHOMES - 16' X 40' W/ TANDEM PARKING GARAGE - 2 CARS	
93 TOWNHOMES X 2 CARS =	186 CARS
4 STORIES	= 45' OVERALL HEIGHT

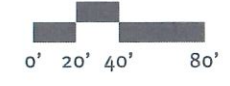
PARKING

PARCEL A	
400 APARTMENTS X 1.3 CARS / UNIT	= 520 SPACES
PARCEL B	
171 KEY HOTEL X 0.5 CARS / KEY	= 86 CARS
(PARKING SHARED ON PARCEL A)	
PARKING REQUIRED	= 606 CARS
PARKING PROVIDED IN PARCEL A GARAGE	= 610 CARS
(8.5 LEVELS REQUIRED - 72 CARS / FLOOR)	
PARCEL C	
93 TOWNHOMES	
2 CARS PROVIDED FOR EACH UNIT	= 186 CARS

A1.0 - Concept Site Plan



UPLAND PARK
 STAGE I CONCEPT SUBMISSION
 P.N. 19-112 | April 19, 2019
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Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

Honorable Mayor Wilson and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

June 20, 2024

Re: Transportation Elements of Alexandria West Small Area Plan Update

Dear Mayor Wilson, Members of City Council, and Members of the Planning Commission:

At its June 20, 2024, meeting, the Alexandria Transportation Commission reviewed the Alexandria West Small Area Plan's draft transportation recommendations. The Commission moved to **endorse the recommendations in the plan as consistent with the Alexandria Mobility Plan (AMP).**

The Transportation Commission:

- Supports the enhanced, interconnected, and gridded multimodal street and path network depicted in the Plan, but also
 - suggests that some refinement to drawings would ensure consistency in the networks depicted across the plan area, helping to avoid confusion or misunderstanding during implementation.
- Supports the Plan's commitment to safety studies at critical intersections and corridors in the Plan area, but also
 - suggests that the Plan be more explicit about how street and transit access design will improve the lived experience of residents, making their options safer and more convenient. Comparison between current access conditions and the future proposed condition could be helpful in this regard.
- Applauds how the Plan builds upon the West End Transitway by promoting density along the alignment of the route, but also
 - suggests the final document should unequivocally describe an effective West End Transitway as critical to the Plan's success.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the implementation of the Transportation Chapter of the City's adopted Master Plan. Our endorsement action is conducted in fulfillment of this oversight obligation.

The Commission appreciates your consideration of its input on this project, and we look forward to the implementation of the Alexandria West Small Area Plan Update.

Sincerely,



Melissa McMahon
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager James Parajon
Adriana Castañeda, Director, T&ES
Hillary Orr, Deputy Director, T&ES
Christopher Ziemann, Division Chief, T&ES



Environmental Policy Commission

Honorable Mayor Wilson and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

August 6, 2024

Re: Sustainability Elements of Alexandria West Small Area Plan Update

Dear Mayor Wilson, Vice Mayor Jackson, Members of City Council, and Members of the Planning Commission:

At its June 2024 meeting, the Alexandria Environmental Policy Commission reviewed the draft Alexandria West Small Area Plan sustainability elements. The Commission moved to endorse the recommendations in the plan as consistent with the City's Environmental Action Plan.

The EPC commends the Alex West Small Area Plan update for its thorough consideration of recommendations and actions in line with the goals of the EAP. Sustainability features the EPC finds valuable in the AlexWest SAP include the following, and we recommend these strengths be applied across all future land use plan updates in the City:

- Reduced Greenhouse gas emissions and Increased energy efficiency
 - New bike, pedestrian, and street connections to increase multimodality – off-road and on-road bike paths, trails, as well as BRT stops
 - Compliance of new buildings to meet current Green Building Policy, resulting in lowered building emissions
 - Commitment to highest and best land uses by highlighting opportunity to increase building heights thus increasing density instead of encouraging sprawl
 - Encouragement to explore district-wide sustainability measures and approaches
- Increased Resilience
 - All stormwater management to be done onsite and not add to current capacity
 - Green infrastructure - increased tree coverage for shading, stormwater BMPs, preservation, with minimum open space development requirements for new development.
- Climate Equity
 - Redevelop surface parking lots with urban heat island effect, which disproportionately affects communities of color – to replace with new developments, which also reduces existing resident displacement
 - Commitment to housing affordability through affordable residential development targets, encouragement for developers to explore available strategies to maximize affordable options, authorization of bonus density incentives in the Focus Areas.
 - Equitable access to new and existing network of parks, including potential Winkler Preserve new pedestrian access points

While the EPC favorably recommends the Alexandria West Small Area Plan, the Commission would like to highlight opportunities to maximize the positive environmental impact, consistent with EAP targets, through the additional iterations and/or implementation of the plan, to include:

- Provide incentives or more clear targets to facilitate districtwide sustainability measures and approaches for the development of large property owners.



Environmental Policy Commission

- Eliminate or reduce parking minimums for new development near transit, especially for infill development projects on existing parking lots.
- Prioritize transportation options that reduce vehicle miles traveled, increases accessibility, and improves efficiency of multi-modal transit, to include dedicated bus lanes, separated bikes lanes, and pedestrian scale routes along key corridors (e.g., shopping centers, schools).
- Expand required/encouraged retail areas, as appropriate, to enable a live-work-play SAP that requires less vehicle miles traveled for residents conduct their daily activities.
- Encourage all surface parking lots to have solar panel canopies that reduce heat island effect and increase renewable energy generation
- Consider measurement and reduction of embodied carbon in building materials and infrastructure materials
- Encourage healthy building certifications for new buildings (e.g. WELL, Fitwel, RESET Air) to improve indoor air quality and overall occupant health
- Ensure existing and new development is built to withstand and recovery from the impact of future hazard events (to include heat wave, drought, and extreme weather events), by incentivizing and requiring where possible specific resilience measures, such as alternative energy capture and battery storage, encouraging development consistent with advanced or resilient building codes, on on-site stormwater management and capture, gray/black water systems in large scale developments, and other strategies to protect Alexandrians from future conditions.

Small Area Plan updates are a critical mechanism for the City to shape the built and natural environments for the next generation. The EPC recommends that the City of Alexandria ensure all Master Plan and Small Area Plan updates take bold actions to help meet or exceed targets identified in the EAP2040 and ECCAP. This SAP update also presents an opportunity to flag the prior EPC/Planning Commission recommendation from a joint letter in January of 2023, where we expressed our concerns for rapid and effective updates to development approval processes to meet Alexandria's 2019 Declaration of Climate Emergency commitments and Environmental Action Plan (EAP) 2040 targets. Particularly relevant is our recommendation regarding Master Plans and Small Area Plans:

The Master Plan and most Small Area Plans do not adequately address or include reference to community environmental goals/targets. Use the existing amendment process and current planning process such as the Alexandria West Small Area Plan and others to:

- A. Establish a mechanism by which EAP2040 GHG reduction targets and Climate Emergency Declaration commitments become binding on new development.*
- B. Require developers to submit an Action Plan for Carbon Neutral Buildings by 2030 and Carbon Neutral Sites by 2040 to achieve GHG emission targets and Climate Declaration commitments. The plans should consider funding available from the federal Inflation Reduction Act of 2022 and other funding streams.*

Further, the EPC recommends that all future Master Plan and SAP updates include:

- Building and Site Design that apply net zero requirements under the Green Building Policy, targets net-zero carbon emissions and all-electric buildings, reduces heat island impacts and maximizes tree canopy, emphasizes land use that prioritizes open space and pedestrian scale development, and integrates stormwater management best practices.
- Promotion or incentivization of reasonable on-site alternative energy production to include solar panels, geothermal, energy storage, grid-interactivity and demand response.



Environmental Policy Commission

- Transportation elements that prioritize multi-modal transit and electric vehicle infrastructure, to include dedicated bus lanes, protected bike lanes, on-site and neighborhood EV charging.
- Commitment to social equity to include maximizing contextual and allowable height and density bonuses to facilitate affordable housing availability

The Commission appreciates your consideration of its input on this project, and we look forward to the implementation of the Alexandria West Small Area Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Marta Schantz".

Marta Schantz
Chair, Alexandria Environmental Policy Commission

cc: Alexandria Environmental Policy Commission
City Manager James Parajon
Andra Schmitt
Melissa Atwood
Karl Mortiz
Ryan Freed



Park & Recreation Commission

Department of Recreation, Parks & Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

August 13, 2024

Honorable Mayor and Members of City Council
City of Alexandria
301 King Street
Alexandria, VA 22314

RE: AlexWest Draft Small Area Plan

Dear Mayor Wilson and Members of City Council,

On behalf of the City's Park and Recreation Commission, we are writing to express our support for the AlexWest Draft Small Area Plan released by the City in June. The plan addresses a number of issues critical to ensuring residents have ready access to open space, recreation facilities, and other amenities that improve quality of life. This Small Area Plan was highlighted for an update by City staff and the Council in the FY 2023 Long-Range Planning Interdepartmental Work Program, and one of the primary areas of interest to the Commission is the proposed improvements to open space and recreation facilities.

The AlexWest Small Area Plan will increase the number of parks and open space areas, as well as make sure that all residents can reach one of these areas within a 10-minute walk of their home. Existing resources in the areas are significant -- 132 acres of publicly accessible parks - but easy access from the surrounding neighborhoods is not. Currently, 23% of residents living in the area are outside of this 10-minute radius. In the development of this plan, an emphasis was placed on increasing access points and making sure that city spaces and amenities are more evenly distributed. This represents effective and efficient use of City resources, and City staff should be commended for their significant efforts to provide equitable access to open space. In addition, the city did extensive outreach with the community and continues to receive and respond to feedback on the website.

Certain items in the plan should be prioritized. This includes the need for an additional recreation center that is open to community use during school hours. The only recreation center currently in Alexandria West is William Ramsay which is unavailable during school hours. The City should also increase the network of trails and other pedestrian- and bike-friendly routes that connect the existing and planned parks and open spaces, and upgrade access points to ensure all users can take advantage of them. The plan calls for new parks and open space, and we encourage the City, through the planning process, to


incentivize developers to also improve access to existing resources and create even more open space and recreation resources as part of the development approval process.

Lastly, as the City is about to embark on updating the Environmental Action Plan, we urge a renewed focus on cataloguing the existing tree canopy and taking every opportunity to increase the number of native trees in the City. This could include adding trees to existing open spaces, but the priority should be to plant native trees as part of new open space development and throughout the plan area. As you know, increasing the urban tree canopy has demonstrable environmental (reducing the urban heat island effect, improving air quality, and reducing stormwater runoff), economic (increasing property values), and social (adding shade to improve open space recreation areas) benefits.

The Commission encourages City Council to adopt the AlexWest Small Area Plan and to continue to look for ways to further improve open space and recreation resources in this growing area of our City.

Please do not hesitate to reach out to the Commission if we can further advise on this issue.

Sincerely,


Dana Colarulli (Aug 14, 2024 17:34 EDT)

Dana Colarulli, Chair
Park & Recreation Commission


Geoffrey Goode (Aug 14, 2024 17:57 EDT)

Geoff Goode, Planning District II
Park & Recreation Commission

cc: Park & Recreation Commission members
James Parajon, City Manager
Emily Baker, Deputy City Manager
James Spengler, Director, Recreation, Parks & Cultural Activities
Jack Browand, Deputy Director, Recreation, Parks & Cultural Activities










PRC Alex West Letter of Endorsement August 2024

Final Audit Report

2024-08-14

Created:	2024-08-13
By:	Wilma Newby (wilma.newby@alexandriava.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAARq0QV8ahT8XV-mCWz5uabwxejKjJlJpyJ

"PRC Alex West Letter of Endorsement August 2024" History

-  Document created by Wilma Newby (wilma.newby@alexandriava.gov)
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-  Document emailed to Dana Colarulli (danacolors@gmail.com) for signature
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-  Email viewed by Dana Colarulli (danacolors@gmail.com)
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-  Document e-signed by Dana Colarulli (danacolors@gmail.com)
Signature Date: 2024-08-14 - 9:34:33 PM GMT - Time Source: server
-  Document emailed to geoffrey.goode@gmail.com for signature
2024-08-14 - 9:34:35 PM GMT
-  Email viewed by geoffrey.goode@gmail.com
2024-08-14 - 9:34:43 PM GMT
-  Signer geoffrey.goode@gmail.com entered name at signing as Geoffrey Goode
2024-08-14 - 9:57:15 PM GMT
-  Document e-signed by Geoffrey Goode (geoffrey.goode@gmail.com)
Signature Date: 2024-08-14 - 9:57:17 PM GMT - Time Source: server
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ALEXANDRIA WEST PROJECT TIMELINE

Updated: August 21, 2024

