



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

Issue:	Planning Commission Hearings:	September 5, 2024 November 7, 2024
(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 Beaugard Small Area Plan.	City Council Hearing:	November 16, 2024
<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>		
<p>City Council Action, November 16, 2024</p> <p>On a motion by Vice Mayor Jackson, seconded by Council member Gaskins, the City Council voted to close the Public Hearing. The motion carried on a vote of 7-0.</p> <p>On a motion by Council member Gaskins, seconded by Council member Bagley, the City Council voted to approve Master Plan Amendment #2024-00003 to adopt the AlexWest Small Area Plan subject to the revisions outlined in the October 25 and November 7, 2024 Staff Memoranda, and with amendments proposed by Councilmember Gaskins as follows:</p> <ol style="list-style-type: none"> 1. Retain the Tier A Plan Building Height from the October 25 memo on the UDR Property. 2. Retain the Tier A Plan Building Height from the October 25 memo on the Southern Towers property. 3. Remove the “alternate option” for an expanded Phase 2 Upland Park open space on page 100 of the Plan. 4. Require the Plan to come back to City Council and Planning Commission in three (3) years instead of five (5) years. 5. Add new task in Chapter 9: Implementation identifying anti-displacement strategy that includes going back to the community to develop specific criteria for that assessment. <p>Reason: the City Council agreed with the October 25 memo and with new staff analysis.</p>		



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Planning Commission Action, November 7, 2024

On a motion by Vice Chair McMahon, seconded by Commissioner Lyle, the Planning Commission voted to close the Public Hearing. The motion carried on a vote of 7-0.

On a motion by Commissioner Lyle, seconded by Commissioner McMahon, the Planning Commission voted to initiate the Master Plan Amendment #2024-00003 AlexWest Small Area Plan. The motion carried on a vote of 7-0.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Master Plan Amendment #2024-00003 to adopt the AlexWest Small Area Plan subject to the revisions outlined in the October 25 and November 7, 2024 Staff Memoranda, and with amendments proposed by Commissioner Lyle and Chair Macek as follows:

1. Increase the Tier A Plan Building Height on the UDR property from 60 feet to 85 feet.
2. Increase the Tier A Plan Building Height on the Southern Towers property from 85 feet and 100 feet to 150 feet.
3. Staff to review and propose for City Council consideration increasing FAR to 3.5 on commercial properties smaller than four acres in size.
4. Staff to review and propose for City Council consideration removing the “alternate option” for an expanded Phase 2 Upland Park open space on page 100 of the Plan.
5. Add a new sentence to the proposed new implementation task regarding future Plan status evaluation as follows:
 - a. The Planning Commission and City Council may consider modifications to enhance the efficacy of the Plan at that time.

Reason: the Planning Commission agreed with staff analysis with 5 additional amendments.

Discussion

The Planning Commission discussed the proposed amendments in the Staff Memoranda dated October 25, 2024 and November 7, 2024 and agreed that the proposed amendments and discussions addressed the questions the Commission had at the September hearing.

Overall, the Commission found that the Plan addresses displacement by prioritizing development in the Focus Area (generally commercial areas and parking areas) and maximizes the use of the City’s tools (density and building height) to provide affordable housing. The Plan also implements sound land use practices of density near transit, connectivity and open space distributed throughout the Plan area.

The Commission then discussed several amendments to the aforementioned Staff Memoranda.

The Commission agreed with the staff revision to add an implementation task to evaluate the Plan after five years. Chair Macek proposed adding language to clarify that the Plan can be updated as part of the five-year review to ensure the plan can be implemented as intended. Chair Macek’s proposed additional language was approved by the Commission.



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The Commission extensively discussed the proposed tiered building heights outlined in the October 25 Staff Memorandum. The new tiered approach to building heights includes additional affordable housing requirements in exchange for an increase in building height. Staff explained that the tiered approach would maximize the housing affordability through development. The Commission and Staff discussed the need to balance adding building height while also using the City's limited tools for affordable housing (density and building height).

The tiered building height approach as recommended by Staff in the October 25 Staff Memorandum was included as part of a motion by Commissioner Koenig to approve the Plan, but it did not have sufficient votes to move forward.

Commissioner Lyle's proposal to make two changes to the tiered building heights as follows was approved by the Commission:

1. Increase the Tier A: Plan Building Heights on the UDR (Newport Village) site from 60 feet to 85 feet; and
2. Increase the Tier A: Plan Building Heights on the Southern Towers site from 85 and 100 feet to 150 feet.

Commissioner Lyle also proposed that staff explore increasing the Floor Area Ratio (FAR) for commercial properties under four acres from 3.0 to 3.5. This proposal was approved by the Commission.

Commissioner Lyle also proposed that staff explore the potential removal of the alternative option for the Upland Park neighborhood. This proposal was approved by the Commission.

Speakers

Phoebe Coy, 8 S. Van Dorn Street #604, representing YIMBY Northern Virginia's Alexandria Chapter, spoke on the need for more housing to avoid a displacement crisis. Ms. Coy expressed the need to increase areas of the plan with 35' and 45' heights to 60' and to increase 100', 110', and 130' heights in the plan to 150'. Ms. Coy referred the Planning Commissioners to her submitted letter for additional context and comments.

Anna Portillo, 1434 N. Beauregard Street, spoke to the impact rent increases were having on her family and her community, requesting that the Planning Commission not approve the MPA due to its lack of tenant protections and requirement for the provision of deeply affordable housing. Ms. Portillo provided her comments in written form to the Planning Commission.

Nathaly Zelaya, 3801 Mt. Vernon Ave., representing Tenants and Workers United, requested that the Planning Commission not approve the MPA due to its lack of tenant protections, lack of requirements for deeply affordable housing at 40% AMI, and lack of additional efforts to protect and preserve existing affordable housing. Ms. Zelaya provided her comments in written form to the Planning Commission.



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Larisa Zehr, 6402 Arlington Blvd, Ste 1130, Falls Church VA 22042, representing the Legal Aid Justice Center, stated concern that the Plan does not do enough to help to prevent displacement, stating her belief that the affordability requirements are too low and do not reflect the community's need for deeply affordable housing. Ms. Zehr referred the Planning Commission to her submitted letter for additional requests and information.

Owen Curtis, 5465 Fillmore Ave., representing the Seminary West Civic Association, requested that the Planning Commission continue to defer the Plan in order to address the West End Transitway, explaining that he did not believe it reflected an updated and appropriate transit plan for the changing economy and land uses and does not support current bus riders.

Evan Pritchard, 700 N. Fairfax Street, representing Wire Gill, testified on behalf of the owners of 4700 King Street (Shoppes at Summit Center) and 1700 N. Beauregard Street (Clydes). Mr. Pritchard asked to update the FAR of these sites to be 3.5 due to the small size of these sites, explaining that the existing 3.0 FAR is difficult for both sites. Additionally, Mr. Pritchard requested that the proposed street next to the 4700 King Street only have required parking on one side of the street.

Ken Notis, 3001 Park Center Drive, stated support for the plan and the changes included in the October 25th and November 7th memoranda, as well as the West end transitway as proposed.

Ken Wire, 700 N. Fairfax Street, representing Wire Gill, testified on behalf his clients Monday Properties (1900 N. Beauregard Street) and CIM (Southern Towers). Mr. Wire stated his belief that the Plan should be updated to reflect that 1900 N. Beauregard Street should have a Base FAR in the plan of 1.25 instead of 0.0 FAR. Regarding Southern Towers, Mr. Wire requested that the areas of Southern Towers that are currently at 100' of height be increased to 150', explaining that the increased height was necessary in order to provide the development the City is envisioning.

Megan Rappolt, 700 N. Fairfax Street, representing Wire Gill, testified on behalf of her clients Hekemian (Upland Park and UDR (Newport Village). Ms. Rappolt stated that Hekemian supports the changes proposed by staff but has an additional concern that the alternative plan for the open space at Upland Park would not work and that the Intermittent Stream on the property should be removed. Regarding UDR, Ms. Rappolt requested that the portion of the parcel along N. Beauregard Street be increased to 85 Feet.

Melanie Alvord, 2998 S. Columbus St. C-2, representing Fairlington Villages, stated that she and her community do not support the current plan because of the recommended 100 feet in building height along King Street. Ms. Alvord requested that the heights long King Street be limited to 85' tall buildings, inclusive of affordable housing requirements. Ms. Alvord expressed that there are additional concerns included in her submitted letter.

Connor Foote, no address provided, stated his belief that the Plan is a step in the right direction but that it needs additional housing and transit. Mr. Foote requested to increase heights and density in areas of the plan that are currently 35 Feet and 45 Feet to 60 Feet and 100,110, and 130 Feet to 150 Feet. Mr. Foote additionally requested that the Plan acknowledge the impacts of parking minimum policies on development.



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Dan Dose, no address provided, stated that he agrees with Mr. Curtis' earlier comments regarding the West End Transit Way

Mary Dose, no address provided, stated that she has concerns about the Mark Center Preserve and wishes for it to be preserved.

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.

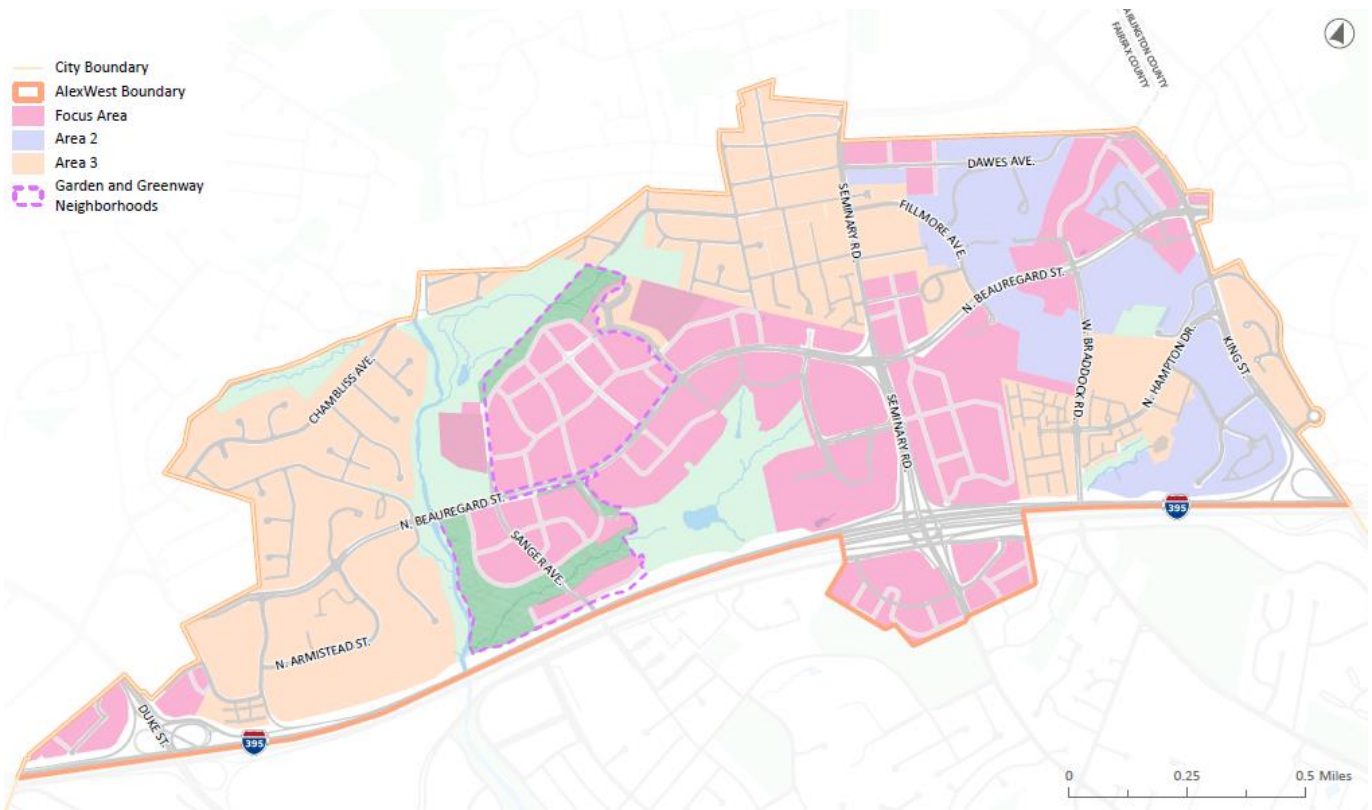


Figure 1: Land Use Strategy

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.

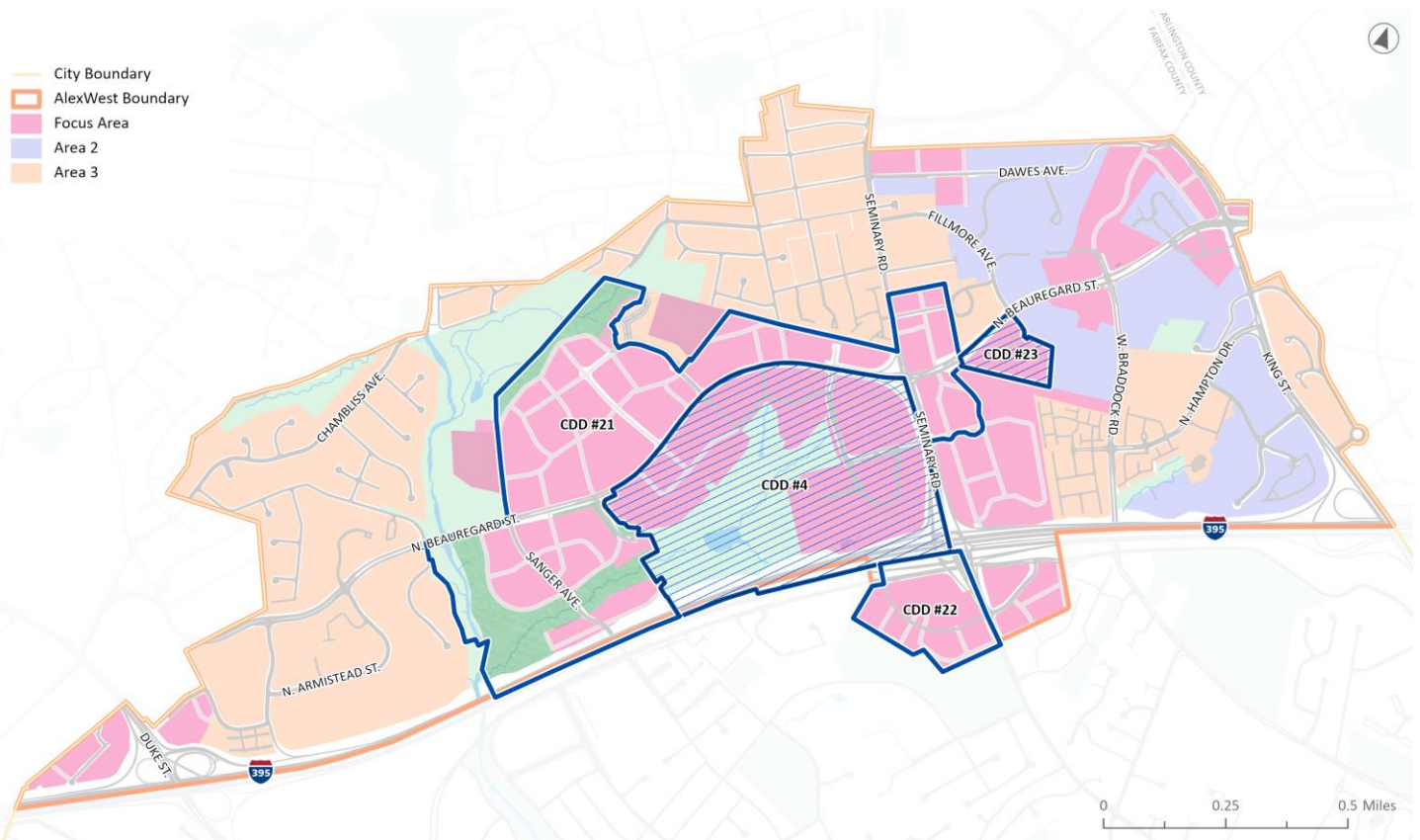


Figure 2: CDDs in AlexWest

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.

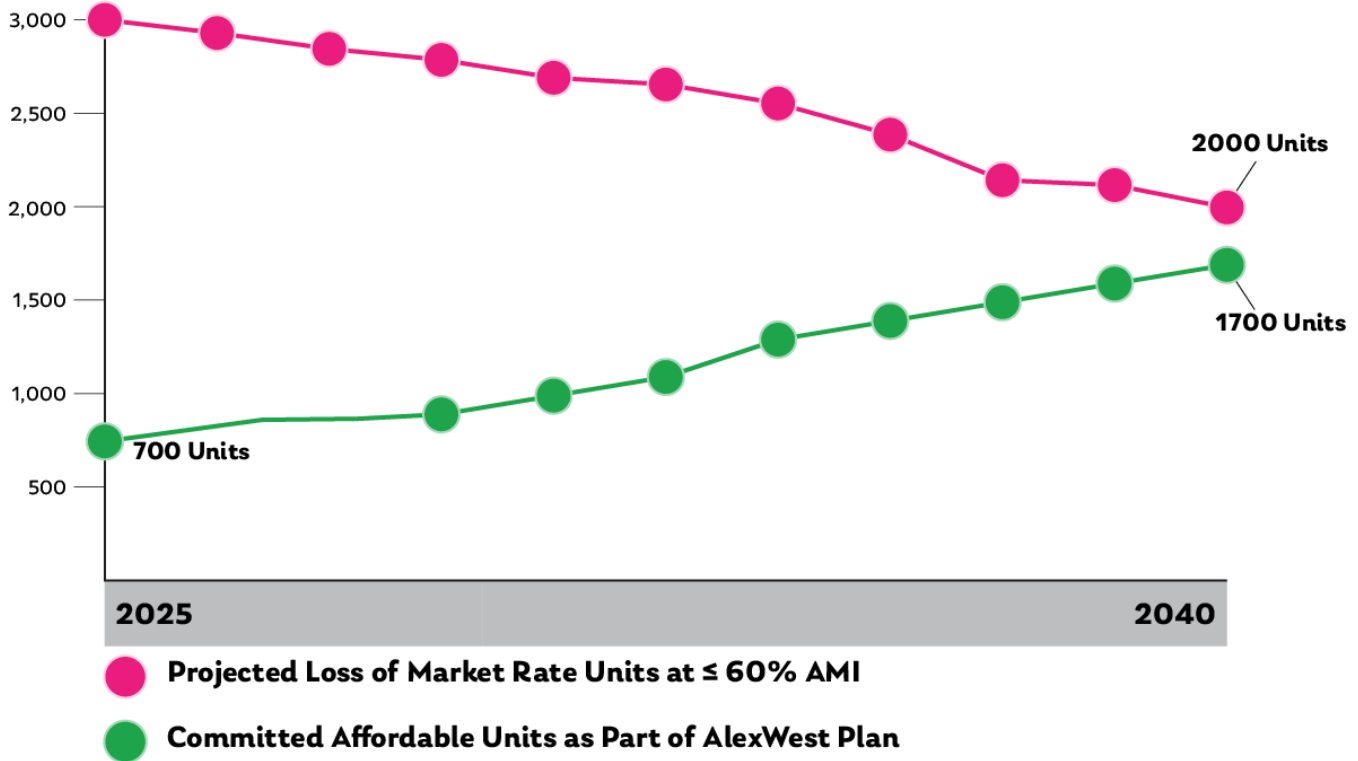


Figure 4: Projected Loss of Market Rate Units and Increase of Committed Affordable Units

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?

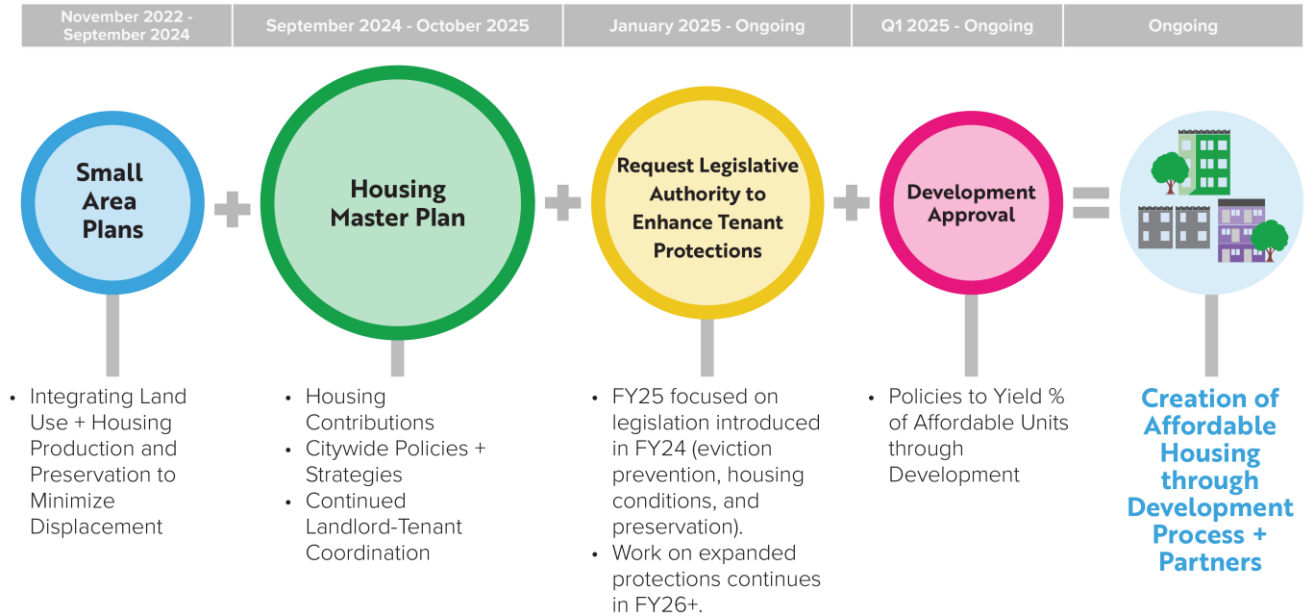


Figure 5: Housing Policy and Housing Production

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.

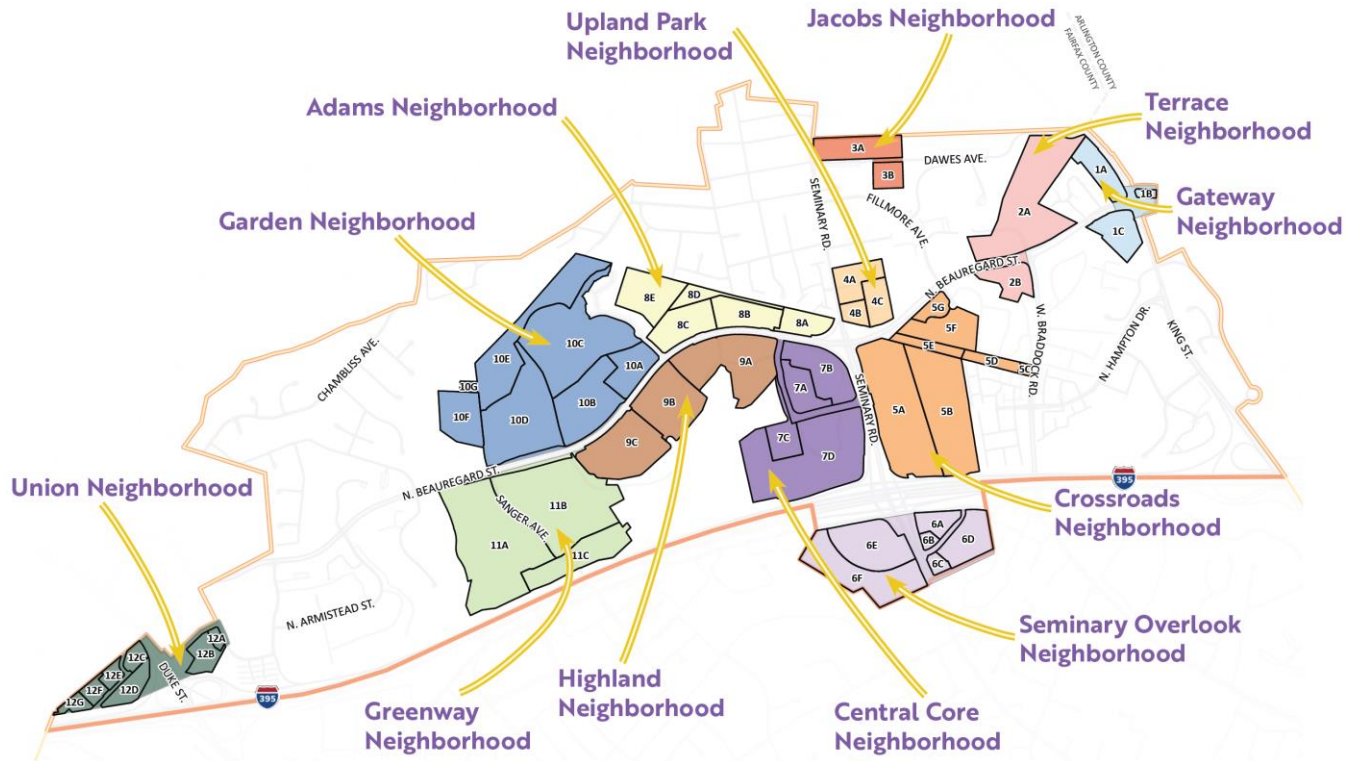


Figure 6: Focus Area Neighborhoods Map

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.

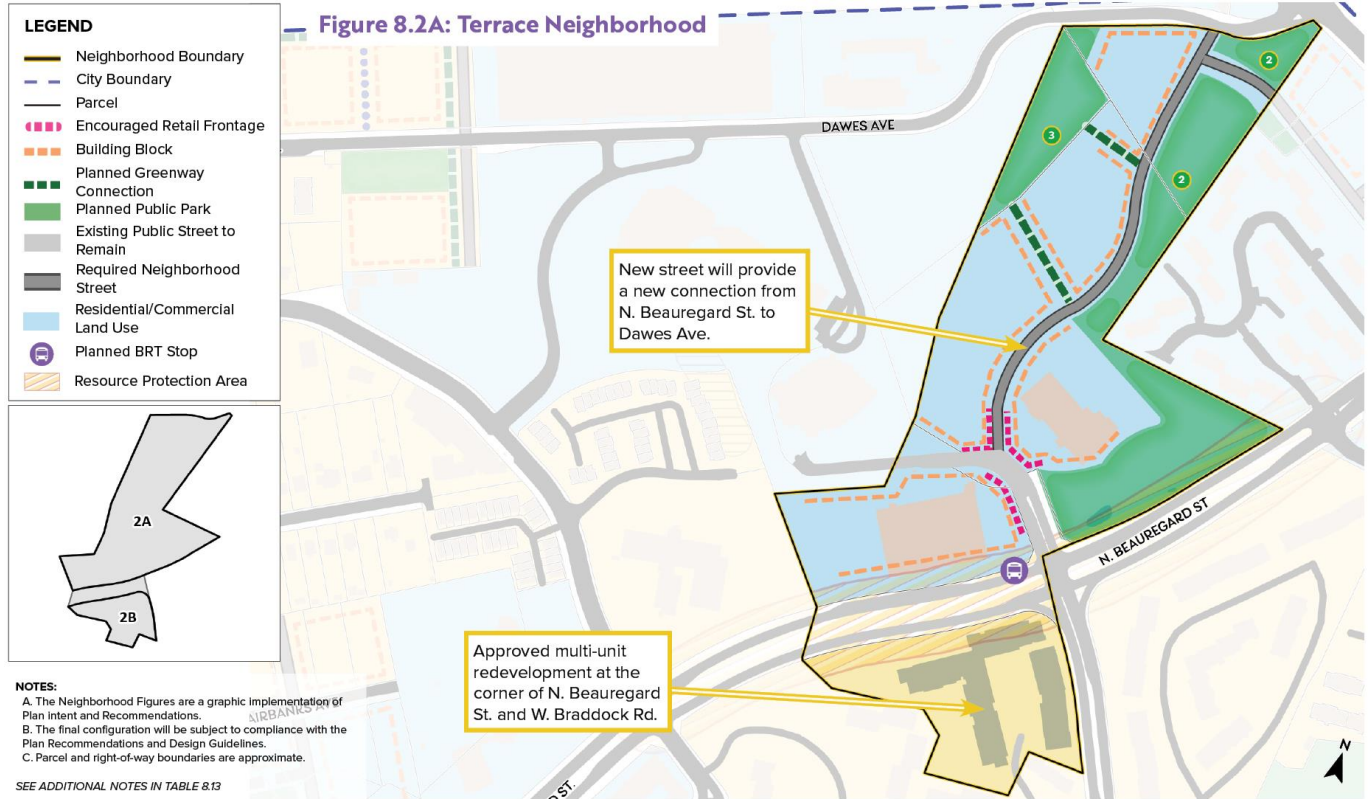


Figure 7: Terrace Neighborhood Map (Northern Virginia Community College Lower Campus)

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.

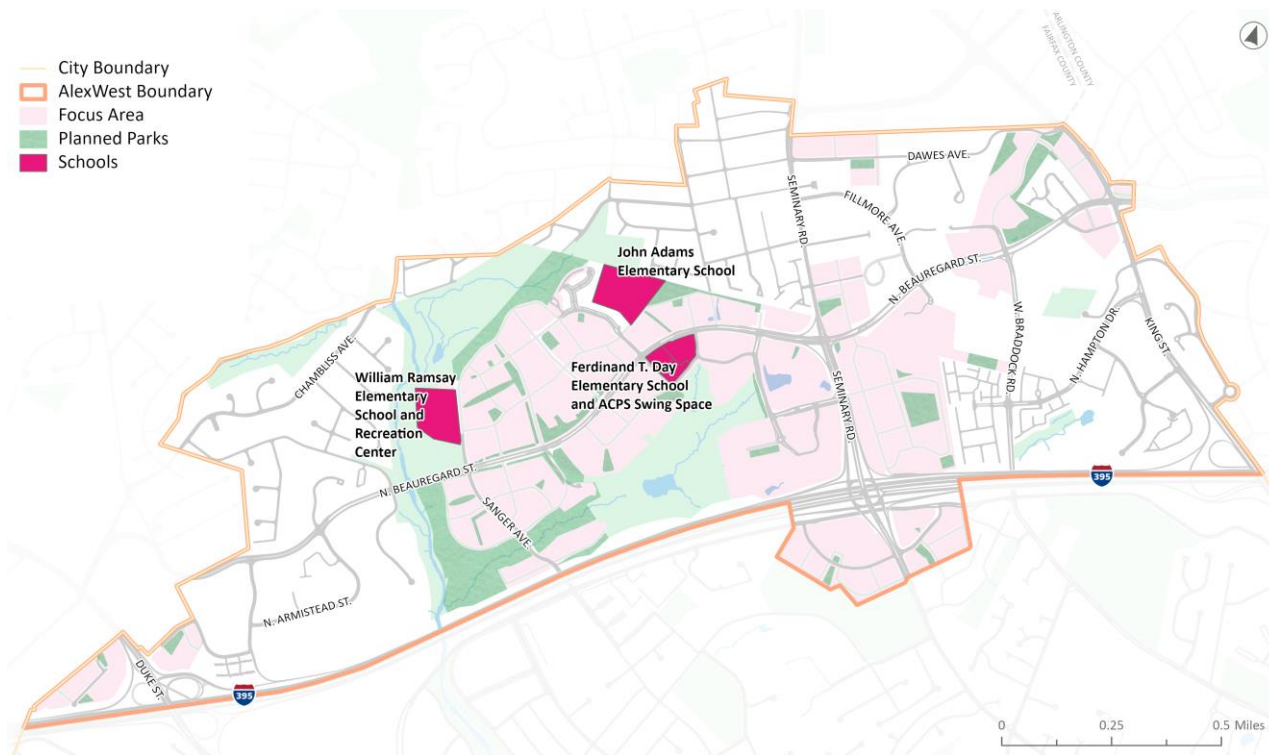


Figure 8: Alexandria Public School Sites in AlexWest

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.

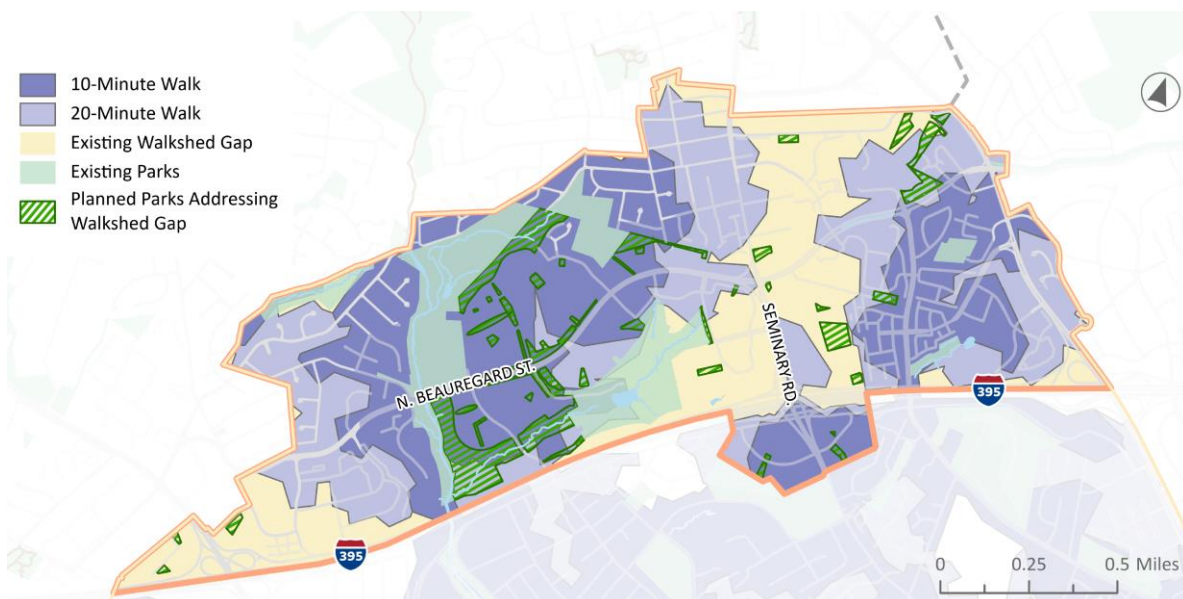


Figure 9: Existing Open Space Walkshed Analysis Map

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.

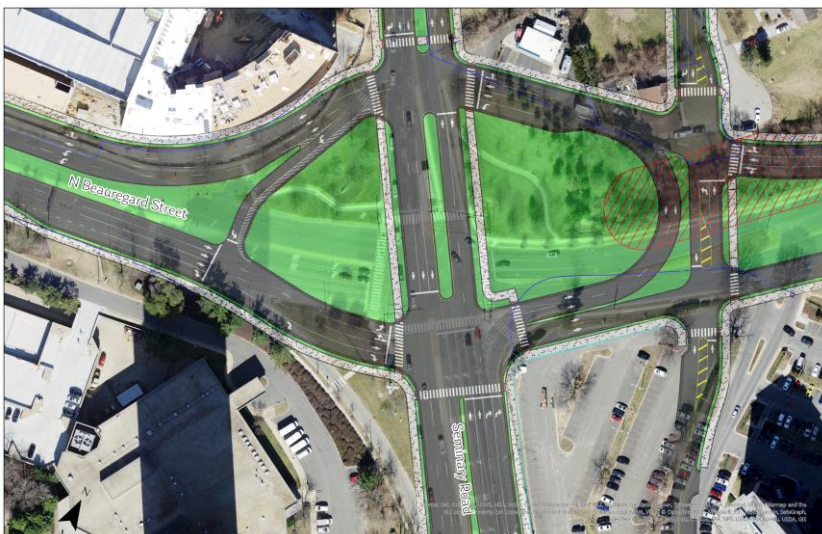


Figure 10: The “Ellipse”, the previous design for N. Beauregard Street and Seminary Road

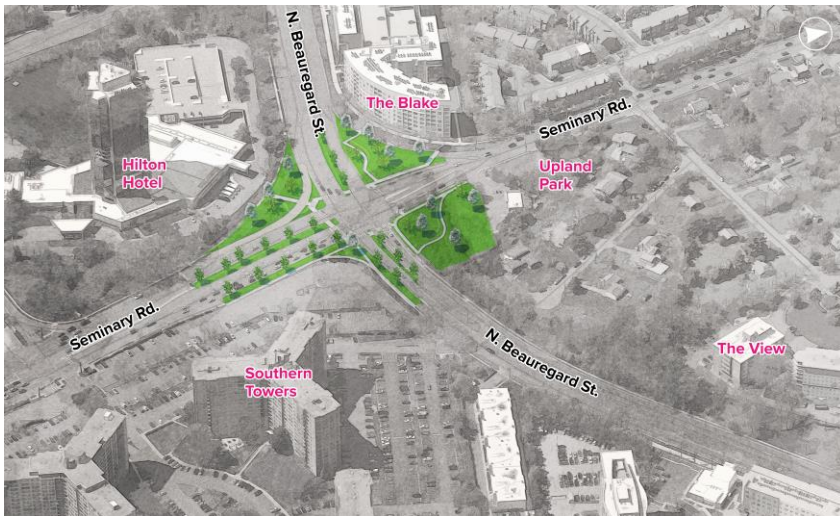


Figure 11: The current design for N. Beauregard Street and Seminary Road

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 (as revised for November 7 Public Hearing)
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
11. Planning Commission Presentation dated September 5, 2024
12. Staff Memoranda for Planning Commission November 7, 2024 Public Hearing
 - 12.1. Dated October 25, 2024 (Revisions #1)
 - 12.2. Dated November 7, 2024 (Revisions #2)

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 **November 7, 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 including the additional changes recommended by the Planning Commission 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 7th day of November 2024.



Chair, Alexandria Planning Commission

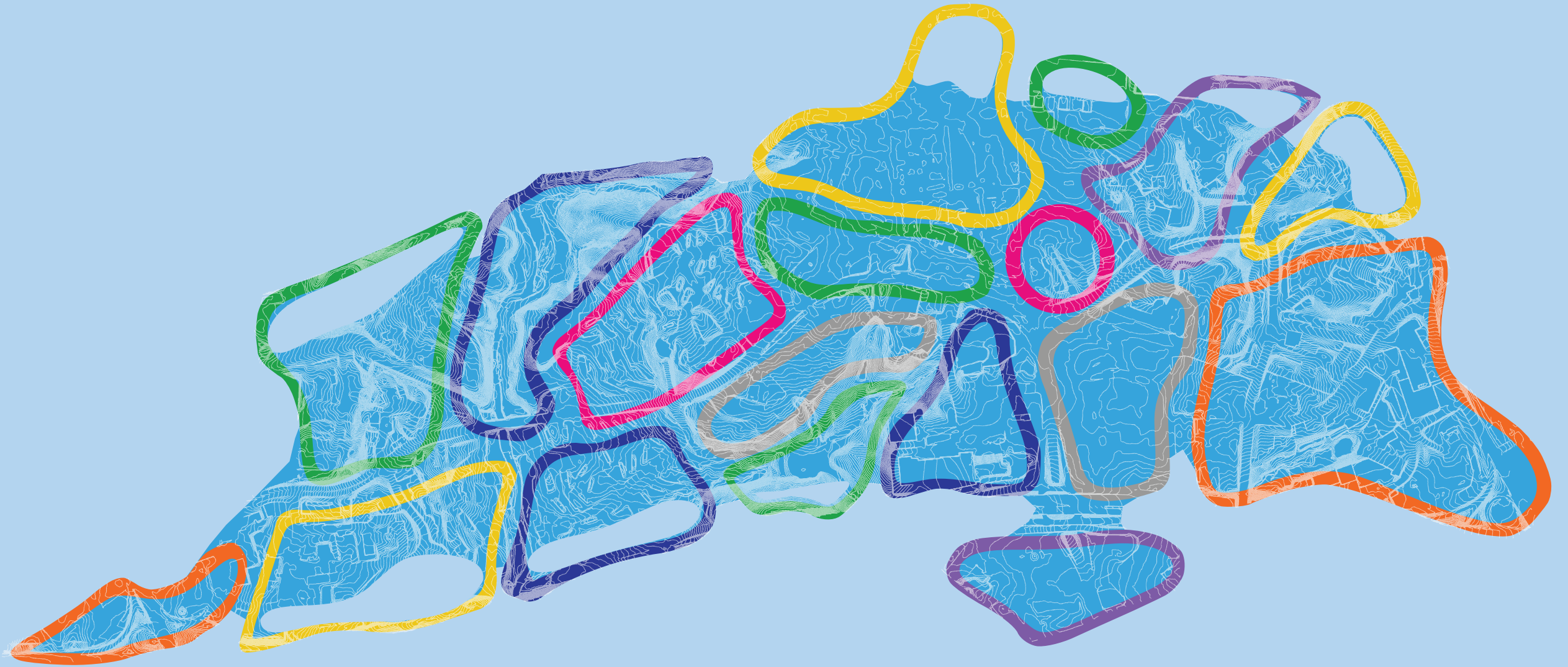
ATTEST:



Karl Moritz, Secretary

Attachments:

1. *AlexWest Small Area Plan*



AlexWest

SMALL AREA PLAN

08.23.2024 | DRAFT

Acknowledgments

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Vice Mayor Amy Jackson
Councilman Canek Aguirre
Councilmember Sarah Bagley
Councilman John T. Chapman
Councilwoman Alyia Gaskins
Councilman R. Kirk McPike

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Sophie Huemer, Director of Capital Programs, Planning & Design

Virginia Housing

The City gratefully acknowledges the financial support provided by Virginia Housing (VH) for the AlexWest Small Area Plan. A VH Community Impact Grant enabled six AlexWest community organizations to help enhance community engagement during the planning process. This collaboration, and the work of these community organizations, was essential to the City's ability to reach marginalized and underrepresented communities. Special thanks to Mike Hawkins, Matthew Bolster, Chris Thompson, Ayan Addou, Carina DeRoché Henry, and John Payne.

VHDA-Supported Community Organizations

African Communities Together
ALIVE, Inc.
Concerned Citizens Network of Alexandria
Landmark Church
Southern Towers United
Tenants and Workers United

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1

MAINTAINING COMMUNITY



Introduction

Alexandria West (AlexWest) is a mosaic of many communities, each abundant with their own histories and unique experiences. It is also one of the City's most diverse areas, with residents and business owners from more than 70 countries and speaking many different languages, and made up of many different cultures, races, and ethnicities. AlexWest's community members also reflect a broad economic diversity, with a higher proportional share of low- to moderate-income households and renters as compared to other parts of the City. The AlexWest Plan builds on this community diversity and the social fabric that supports it.



Inclusive Growth



Mobility + Safety



Sustainable + Healthy Communities



Public + Connected Open Spaces



Housing Affordability



Neighborhoods

Planning at Scale

The AlexWest Plan area, at nearly 1,300 acres, is the largest in the City. The sheer magnitude of the area offers significant complexities, challenges, and opportunities represented in the wide array of neighborhoods. Though complex, the scale of the Plan area offers opportunities to view holistic solutions at a system-wide level. To begin to address the challenges and goals identified by the community, the Plan integrates a long-term land use strategy with a comprehensive anti-displacement and housing policy framework that strives to retain existing residents and the community and culture of AlexWest, while achieving new community benefits for all. With the community's input, the Plan further prioritizes key improvements that help to stitch neighborhoods together, such as integrated mobility and open space networks.

A core element of the land use strategy, which will facilitate many of the objectives outlined in the following chapters, is the prioritization of new residential development on surface parking lots and in underutilized commercial and office space. This new development will take pressure off existing market affordable housing and at the same time create new committed affordable housing and obtain important new community benefits, such as easy and equitable access to transit, open space, and community amenities like neighborhood-serving retail.

An inclusive and flexible approach to land use and growth will help maintain critical social infrastructure and support overall affordability for residents.

Without a proactive Plan, few new affordable housing units will be produced, existing market affordable units will become less affordable, and some AlexWest community members may be pushed out of the neighborhood. Existing residents will continue to lack access to meaningful open spaces and parks and necessary neighborhood services. Residents will be less well connected to the rest of Alexandria and the surrounding municipalities.

AlexWest by the Numbers





Planning Together

Members of the AlexWest community drove this Plan forward. The work represented here would not have been realized without thoughtful and sustained community input. Given the size of the Plan area, the many different communities that live here, and the potential consequences of inaction, the City’s community engagement efforts focused on intentionally engaging AlexWest’s historically marginalized communities and residents who do not typically participate in traditional planning efforts, as well as building on the relationships of established community organizations. Through committed and inclusive community engagement designed to enhance accessibility for all, and in partnership with AlexWest’s active community and civic organizations, over 1,500 residents participated in the process at more than 40 different community events. The lived experiences that residents shared over the course of this process have informed nearly all aspects of the Plan.

As new proposals and developments proceed, it is crucial that all stakeholders monitor and engage in implementation of the Plan to ensure that new affordable housing, commercial development, parks, and city facilities meet the intent of the Plan and are consistent with the objectives identified by community members during this planning process.



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2

**INCLUSIVE
GROWTH**

Intent

Ensure that future development considers both housing affordability and the changing market by implementing a land use strategy that prioritizes inclusive growth in areas that will minimize displacement, retain the culture and diversity of the area, maximize the use of transit, provide neighborhood-serving retail, be well-designed, and enhance the social infrastructure (parks, civic uses, public realm, public space, and high-quality design) that improves residents' quality of life.



Context

The Plan area features a mix of residential, commercial, civic, and institutional uses of varying building scales and densities. The existing land uses, as depicted in **Figure 2.1: Existing Land Uses**, are generally separated with a concentration of commercial uses in the central portion of the Plan area and on the major corridors of King and Duke Streets. A significant portion of the commercial office uses are anticipated to convert to other uses. Institutional uses in the Plan area include public schools, the City’s community resource center, and the Northern Virginia Community College. Interstate 395 serves as a barrier on the eastern side of the Plan area.

Existing Land Uses + Building Scales

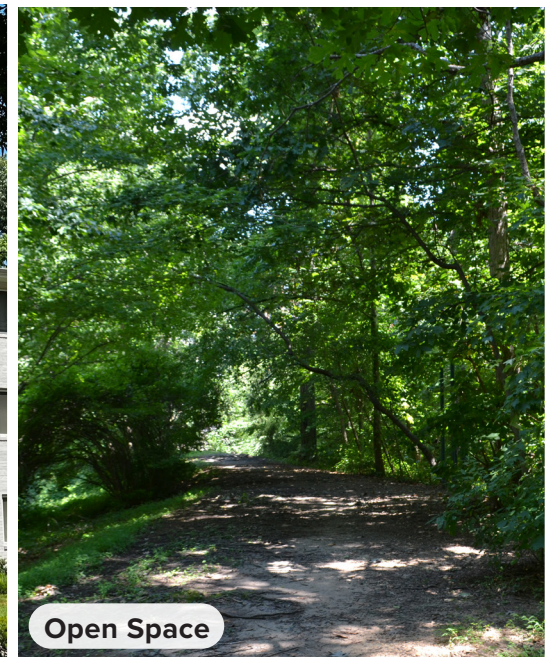
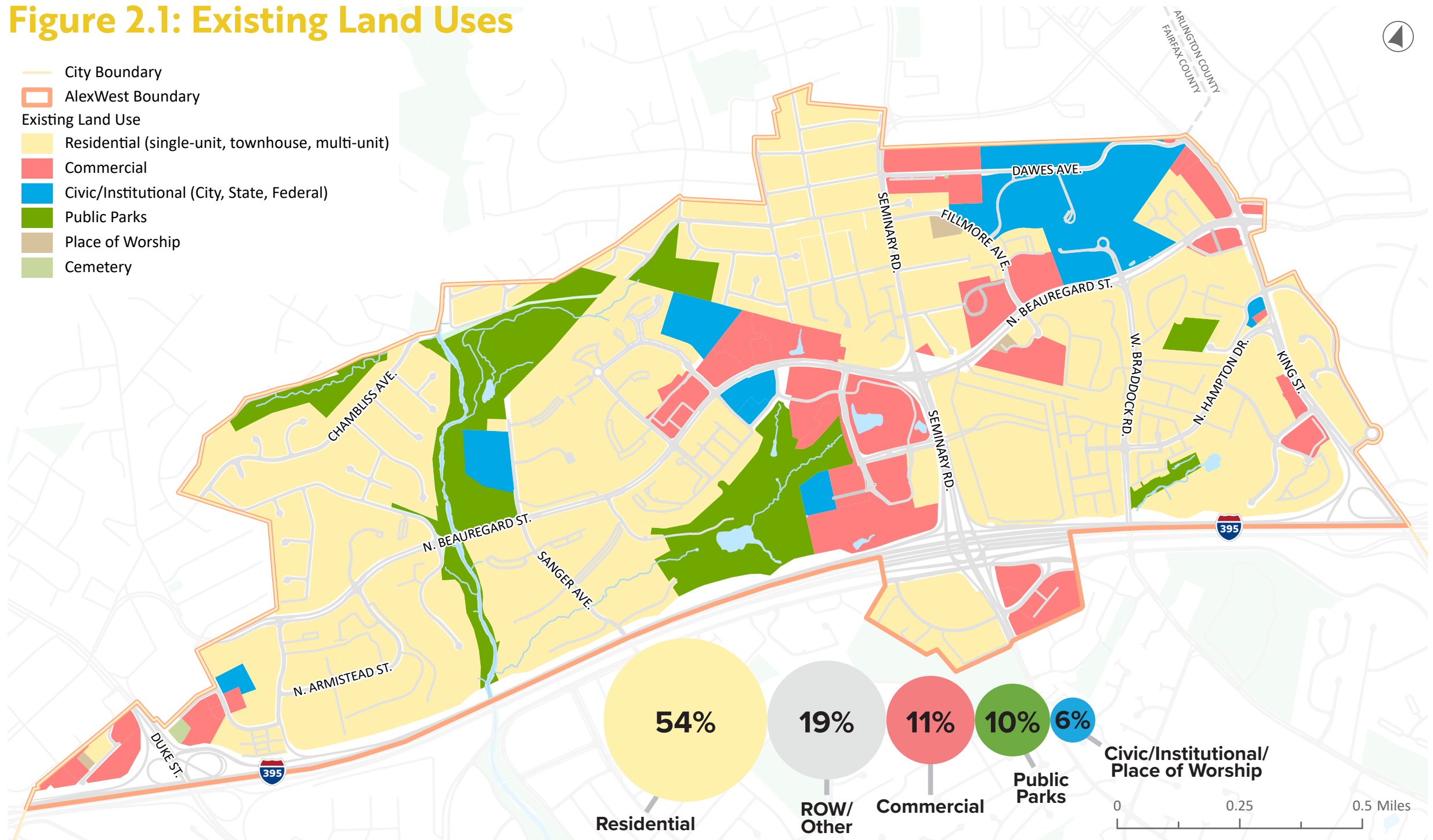


Figure 2.1: Existing Land Uses

- City Boundary
- AlexWest Boundary
- Existing Land Use
- Residential (single-unit, townhouse, multi-unit)
- Commercial
- Civic/Institutional (City, State, Federal)
- Public Parks
- Place of Worship
- Cemetery



Framework

Land Use Strategy

As part of the Plan’s goal to minimize displacement, the Land Use Strategy designates and establishes criteria for three different areas based on existing and planned development, described below and depicted in **Figure 2.2: Land Use Strategy**.

Focus Area

Within the Focus Area, commercial and office spaces, as well as more than 75 acres of surface parking, represent an opportunity for new residential development to occur in areas that do not contain residential uses, therefore not displacing existing residents. In the short- to mid-term, this approach will lessen market pressure on many existing and at-risk residential buildings. Development that occurs on existing parking lots will provide new parking for existing and future needs.

New residential development in the Focus Area will provide 10% committed affordable housing, as well as other important community benefits, such as neighborhood-serving retail, new public open spaces, adequate parking, and safety and mobility improvements. New development will also be close to frequent bus service, affordably connecting residents to jobs, amenities, and other destinations locally and regionally.

The development requirements of the Focus Area are summarized in **Table 2.1: Focus Area Criteria**, with more detailed requirements by neighborhood in **Chapter 8: Neighborhoods**.

It should be noted that the 137-acre site highlighted in **Figure 2.2: Land Use Strategy** in the southern portion of the Focus Area contains existing garden apartments. While the Plan’s overall strategy generally avoids development on existing residential sites to minimize displacement, this site was included in the Focus Area due to the amount of development already permitted through existing zoning. The Plan does not recommend additional density for the site above and beyond what is already contemplated by the approved CDD.

Area 2

Development is not broadly anticipated in Area 2. However, there may be sites that will develop in the future which will be required to provide the same community benefits of design, public open space, connectivity, and affordable housing as development in the Focus Area. The development requirements of Area 2 are summarized in **Table 2.2: Area 2 Criteria**.

Area 3

Development that may occur within Area 3 will be subject to City policies and regulations in place at the time of development. The Plan does not recommend changes to existing land uses, density, and building heights for Area 3.

**Table 2.1:
Focus Area Criteria**

Land Use(s)	Refer to Figure 2.3: Land Uses
Building Heights	Refer to Figure 2.4: Building Heights
Design	Subject to Design Guidelines
Public Open Spaces	Refer to Figure 5.3: Parks + Open Space
Floor Area Ratio (FAR)	3.0*
Street Connections	Refer to Figures 4.2-4.5

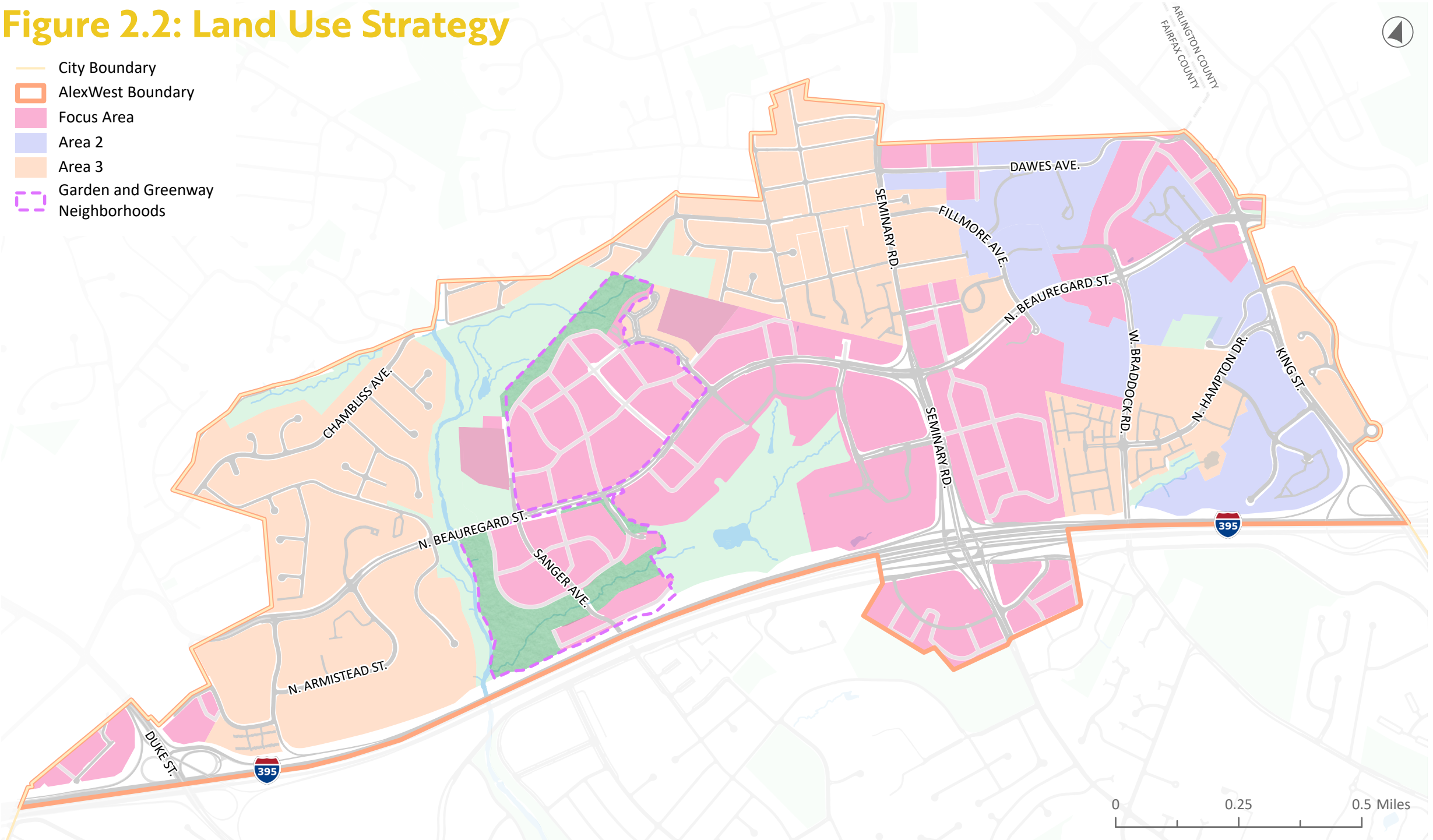
**Table 2.2:
Area 2 Criteria**

Land Use(s)	Residential
Building Heights	Refer to Figure 2.4: Building Heights
Design	Subject to Design Guidelines
Public Open Spaces	20,000 SF consolidated for every 90,000 SF of land developed
Floor Area Ratio (FAR)	2.0
Blocks	Subject to Design Guidelines

*Unless otherwise shown in the Development Tables in Chapter 8: Neighborhoods.

Figure 2.2: Land Use Strategy

- City Boundary
- AlexWest Boundary
- Focus Area
- Area 2
- Area 3
- Garden and Greenway Neighborhoods



0 0.25 0.5 Miles

Mix of Residential + Commercial Uses

The Plan generally recommends a mix of residential and commercial uses to enable development to adapt to changing market conditions. The Focus Area also includes concentrated areas of neighborhood-serving retail. The land uses in Area 2 and Area 3 are generally intended to be residential uses. **Figure 2.3: Land Uses** depicts recommended land use designations. 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 development within the Focus Area will be predominantly multi-unit development, with some limited townhouse/stacked townhouse development. In addition, Home for the Elderly and other comparable senior-serving uses are permitted in the Focus Area and Area 2.

Residential or Commercial can include residential uses or commercial uses (office, hotel, retail etc.) or a mix of both. Recognizing the importance of civic uses in a community, City facilities and other civic uses may be located within the *Residential* and *Residential or Commercial* land use designations. Uses that do not contribute to an active public realm and walkable neighborhood, such as warehouses, storage buildings, and data centers, are considered inconsistent with the intent of the Plan.

Flexible + Mixed Use Development

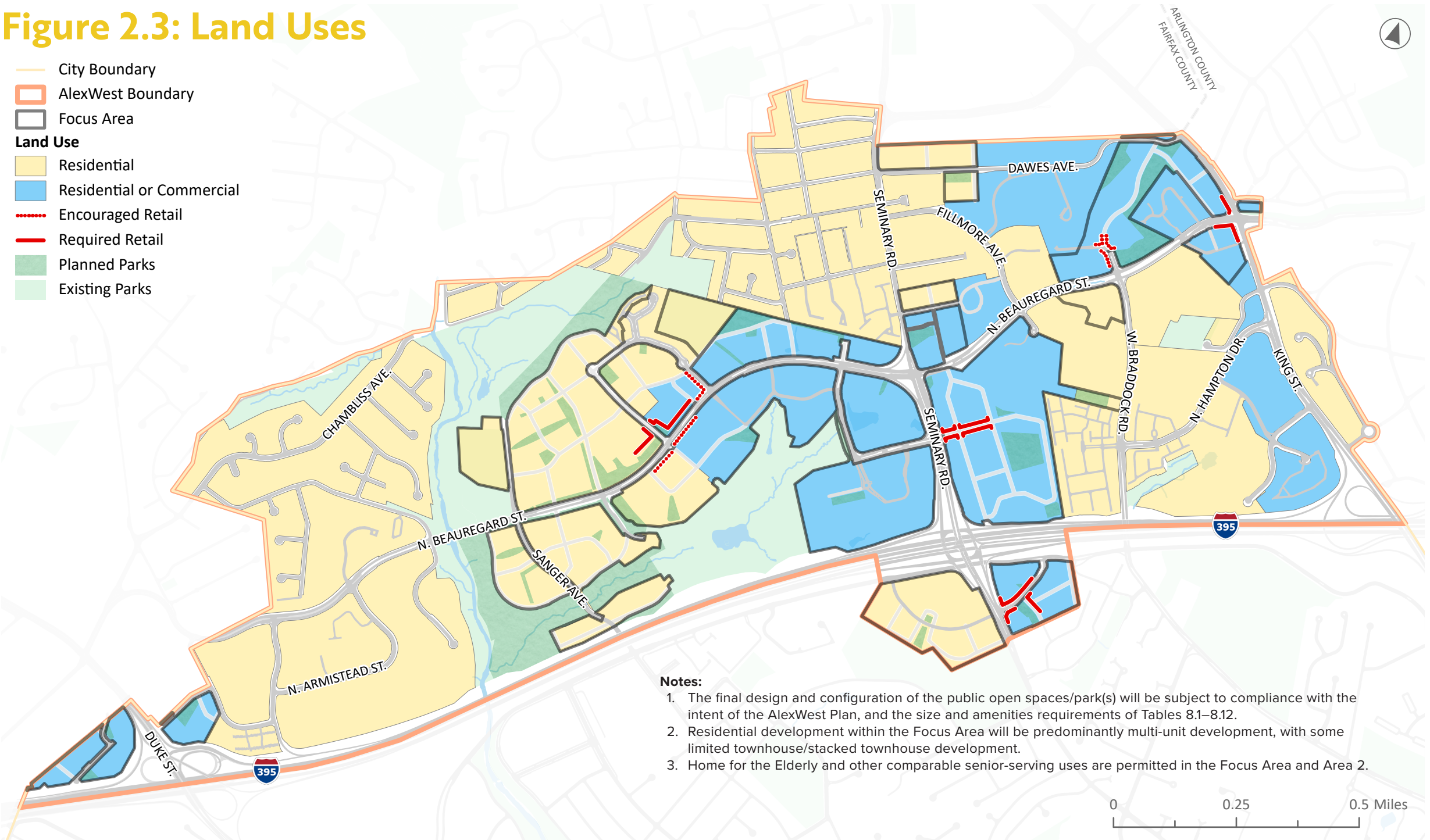


Office-to-Residential Conversions

As demand for office use in the Plan area continues to wane, it is especially important to address this change for the future. 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. 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.

Figure 2.3: Land Uses

-  City Boundary
-  AlexWest Boundary
-  Focus Area
- Land Use**
-  Residential
-  Residential or Commercial
-  Encouraged Retail
-  Required Retail
-  Planned Parks
-  Existing Parks



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. Residential development within the Focus Area will be predominantly multi-unit development, with some limited townhouse/stacked townhouse development.
3. Home for the Elderly and other comparable senior-serving uses are permitted in the Focus Area and Area 2.



Maximum Building Heights

Maximum building heights are depicted in **Figure 2.4: Building Heights**. Taller heights are generally located within the Focus Area, closer to transit service, and along major corridors. **Figure 2.4** also illustrates the potential maximum height for buildings utilizing the City's Bonus Density/Height provision in the Zoning Ordinance (Section 7-700). In order to gain additional density, one-third of the units must be provided as committed affordable housing. For reference, Bonus Density/Height has been used in an average of approximately 1-2 projects per year.

Floor Area Ratio

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

Zoning

To implement the Plan Recommendations, some of the properties will need to amend their existing zone, or implement a different zone or new zoning category.

Urban Design + Public Realm

The Plan is based on urban design best practices of connectivity, urban-scale blocks, a pedestrian-oriented public realm, active uses on the ground floor, engaging public spaces, and high-quality building design and materials. In addition, the design of the public streetscape plays a fundamental role in increasing safety and walkability in the Plan area. Development will comply with the Design Guidelines for streetscapes, the public realm, and the built environment.

Elements of Urban Design

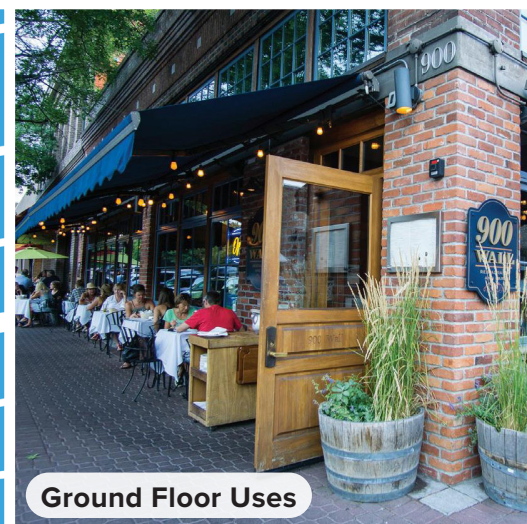
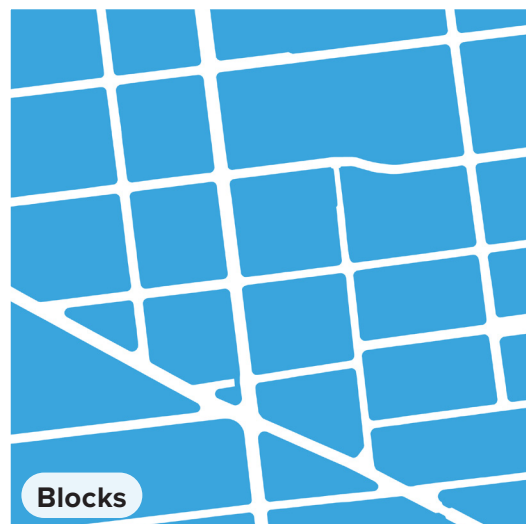
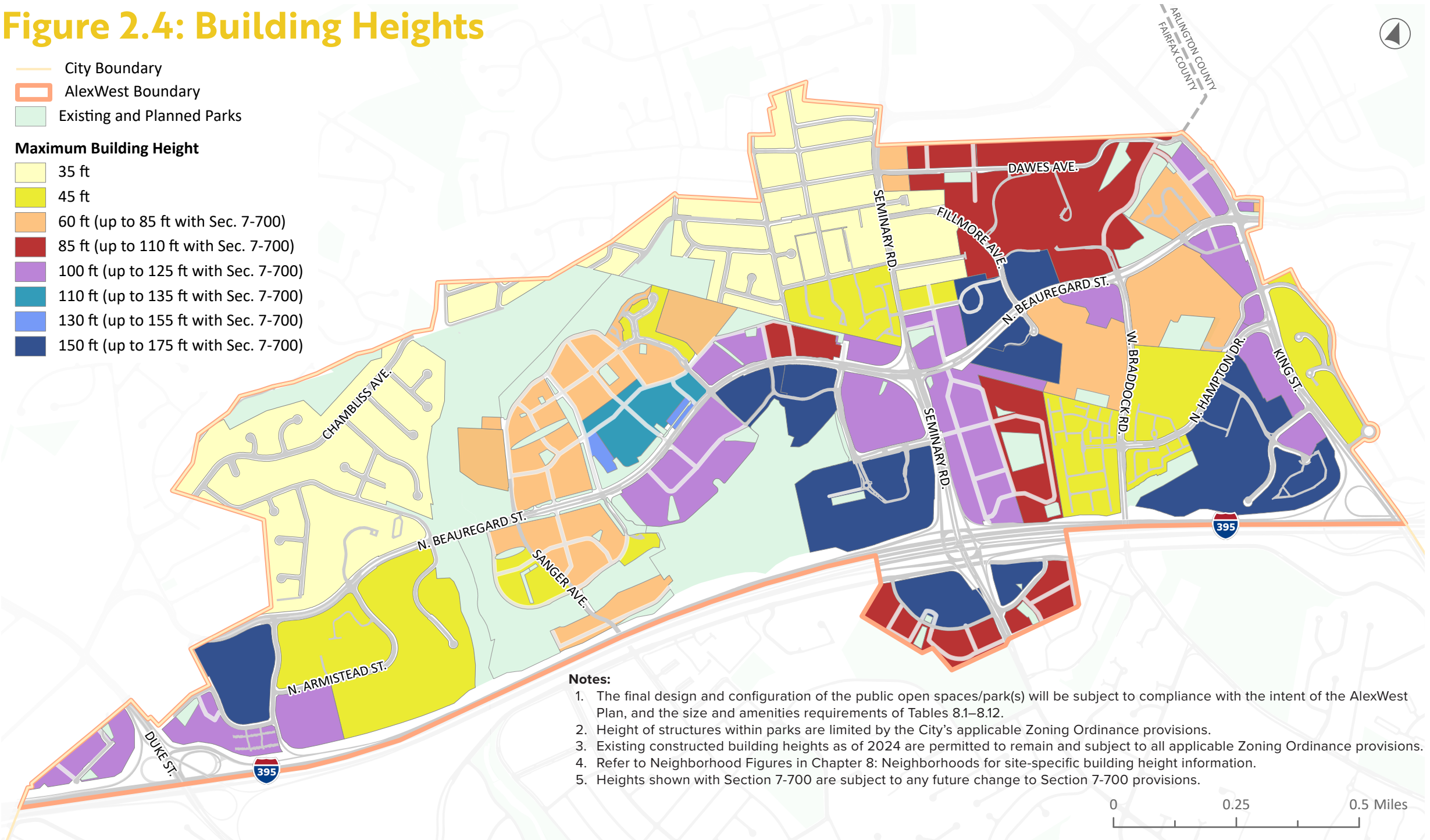
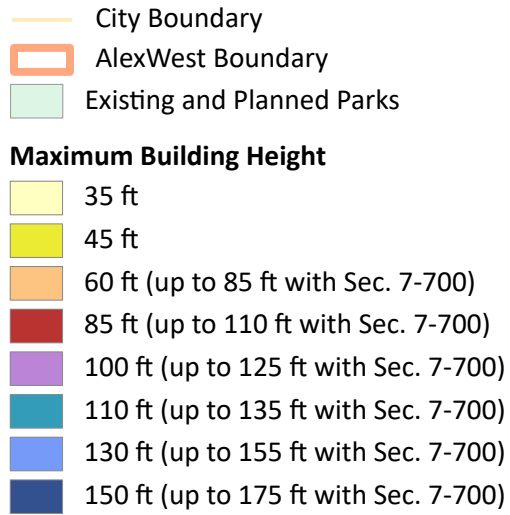


Figure 2.4: Building Heights



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.

Neighborhood-Serving Retail

Neighborhood-serving retail is a key element for a thriving community, providing essential goods and services within walking distance and fostering social interaction among neighbors and local business owners. Concentrating retail in key nodes in the Focus Area, rather than having it dispersed, will create a critical mass of commercial activity, supporting active, walkable neighborhood centers. The required retail locations are generally located near major transit stops or at nodes along key neighborhood corridors.

Figure 2.3: Land Uses depicts the locations for *required* ground floor retail in new development. The map also indicates several *encouraged* retail areas, locations where ground floor retail is preferred but not required. Design of the ground floor retail spaces in the Required and Encouraged Retail Areas will be subject to Design Guidelines to ensure that future uses promote a high degree of pedestrian activity, transparency, and engagement with the adjacent streetscape. There is a strong desire for locally-owned small businesses, many of which reflect the identity and culture of the residents, to remain within and/or locate within the community.



Land Use, Social Spaces, + Community



This rendering of Seminary Plaza is for illustrative purposes only (see Figure 8.6 in Chapter 8: Neighborhoods).

Interim Uses

The Plan encourages interim uses on vacant or underutilized sites and surface parking lots. Interim uses can activate underutilized sites at a neighborhood level, create a sense of place, and provide local creatives, organizations, and small businesses opportunities to engage with the community.

Interim uses could include farmers markets, parklets, pop-up open spaces, food trucks, temporary stages, and other similar uses if they do not preclude future development envisioned by the Plan. Examples of activation strategies include repurposing indoor and outdoor public spaces for community programming, outdoor dining, performances, public art installations, cultural activities and celebrations, and similar activities.

Examples of Interim Uses



Community Facilities

Successful urban communities incorporate civic and social infrastructure and services for residents. Community facilities provide space for essential social and public services and play an important role in enhancing the livability of the Plan area.

Given the size of the Plan area, its population, and the limited capacity of the existing recreation center, the Plan recommends that a new Recreation Center be located within AlexWest to serve the community. The location for a new facility will be considered as part of future development and/or City-owned properties and will compete for funding through the City's Capital Improvement Program (CIP) and/or grant funding sources.

Community Facilities



Educational Facilities

Public education is a crucial public service, especially in areas that are expected to see a growth of families and young professionals over time. With this in mind, 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.

Forecasted development and 2023 student generation rates suggest approximately 100-350 net new ACPS students will live in AlexWest over the next 25 years, spanning all grade levels K-12. Given the existing school facilities within the Plan area with the ability to expand, as well as planned future school capacity in higher grades elsewhere in the City, additional public education facilities are not needed within AlexWest.

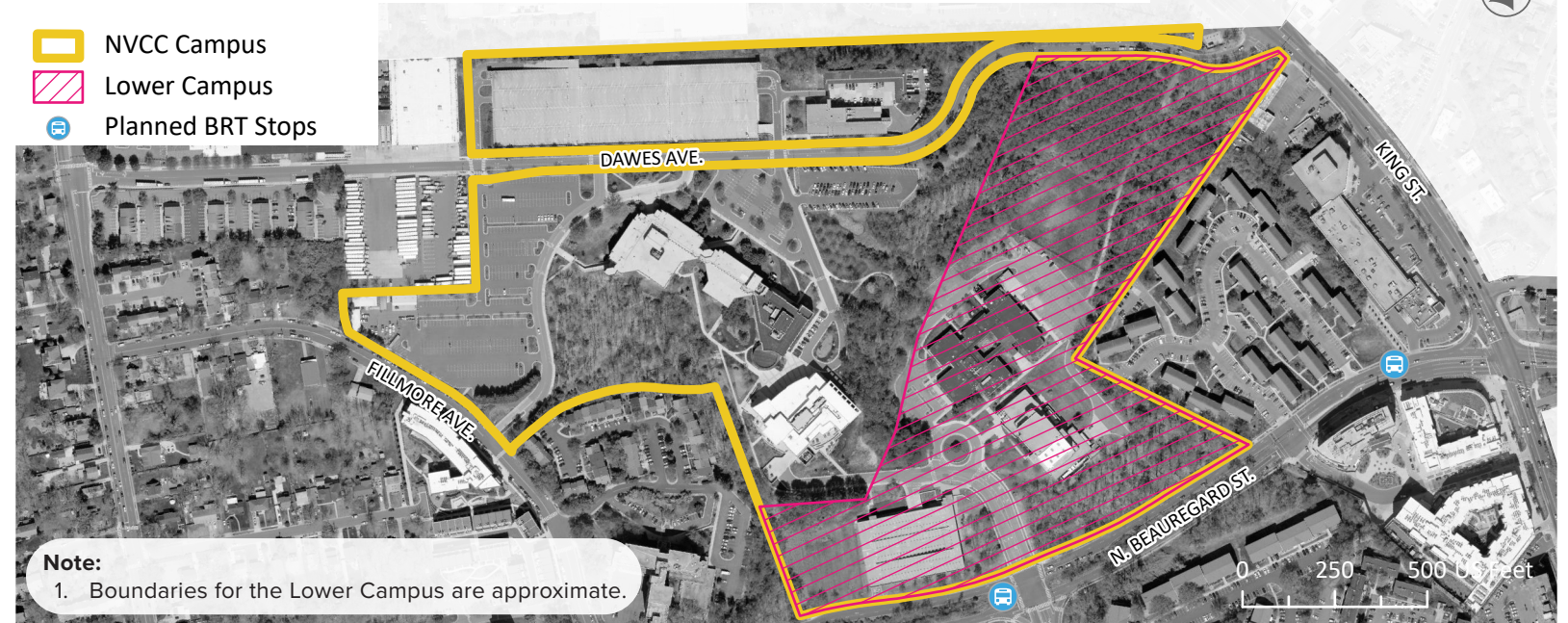


Ferdinand T. Day Elementary School

Northern Virginia Community College - Alexandria Campus

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. The Plan recommends the potential development of the lower campus, including the provision of a new street network, new public parks, and market-rate and affordable housing, close to a transit stop. This development presents a generational opportunity to stitch the college back into the fabric of the neighborhood rather than remaining as a separate facility.

Figure 2.5: NVCC - Alexandria Campus



Examples of New Development + Parks



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3

HOUSING AFFORDABILITY



Intent

Ensure a livable, diverse, and affordable community for current and future residents by minimizing residential displacement through inclusive development that employs a variety of tools for the expansion of housing options and preservation of existing affordability.



Context

The region, Alexandria, and the Plan area are grappling with housing affordability. The price of housing and cost of living are increasing at a faster rate than housing production or income growth. In particular, demand for housing near jobs, services, and transit is increasing while supply is lacking or unaffordable in those locations. This combination has caused more residents to become cost burdened (paying more than 30% of their gross income in rent), which compounds the risk of displacement and the likelihood of overcrowding. People with low- and moderate-incomes, people of color, and families with children are most impacted by this tremendous housing pressure. In fact, 98% of AlexWest rental households earning less than \$50,000 per year are cost burdened. Without intervention, this crisis will continue to worsen, posing short-, mid-, and long-term threats to the existing affordable- and market-rate housing in the Plan area.

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. Further, the City has limited authority to implement tenant protection policies, increase affordable housing requirements, and provide more stringent requirements for property maintenance. The intent of this Plan, and other City policies such as the Housing Master Plan, is to proactively address these challenges.

Existing Housing by the Numbers



What We Heard

“Increase overall housing supply [is] an important component to expanding housing opportunity, alongside the already-included needs for dedicated affordable units and a variety of unit types...”

“If other parts of Alexandria and NoVA were more like our neighborhood — with a mix of housing types and lots of density — our region would be much more affordable, sustainable, and diverse.”

“I worry about how expensive [renting] has gotten, we need to allow a lot more housing to be built. Growth is good, other parts of the City should allow more density too!”

Existing Rental Housing Stock

By Level of Affordability



Area Median Income (AMI): Income levels that are established annually by the Department of Housing and Urban Development for households of various sizes, where half of the households in the region earn more and half earn less. In 2024, the area median income for a household of four for the Washington, DC Metropolitan Statistical Area is \$154,700.

Why is Affordable Housing Important?

Affordable housing is the foundation for household stability and well-being. Children do better in school when they live in housing that is stable and healthy while seniors and others on fixed incomes have opportunities to age safely in homes that are affordable and accessible. Affordable housing is the cornerstone of the City’s commitment to diversity, racial and social equity, and access to opportunity for people of all incomes, abilities, and stages of life.

Not only does housing affordability and the risk of displacement have a personal impact on the individuals and families who struggle to pay for housing, it also has broader impacts on their communities, the City, and the region. When community members leave, their social networks are weakened and the threads that help to make AlexWest’s neighborhoods unique are strained. Eventually, these networks disappear altogether.

Affordable housing is also a crucial component to the City’s long-term economic vitality and growth. Housing that is affordable at a range of levels is essential to retain and attract the workforce necessary to sustain Alexandria’s local economy. When these workers, including many of the City’s essential workers, are unable to afford to live in Alexandria, the City and the region suffer economically.



Framework

Minimize Displacement

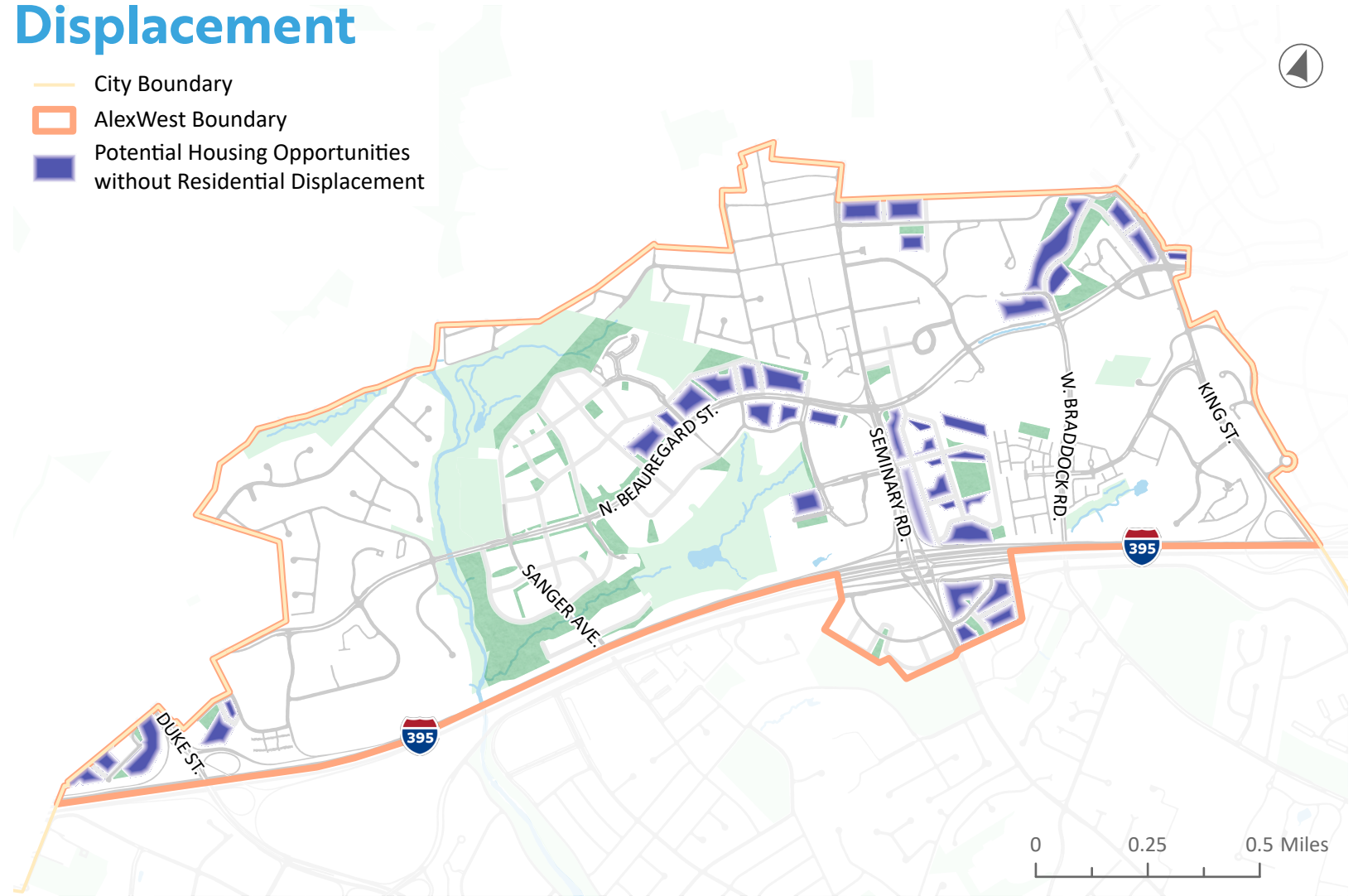
Many community members who participated in developing this Plan expressed a fear of being displaced from their neighborhoods and communities. While the City currently does not have the authority to prevent displacement in individual cases of residential redevelopment or repositioning, the Plan envisions a coordinated approach to help consistently mitigate and minimize displacement.

The Plan's Land Use Strategy, detailed in Chapter 2, is a long-term vision and framework aimed primarily at addressing housing affordability by prioritizing new market rate housing and new committed affordable units on surface parking lots and underutilized commercial and office space.

Figure 3.1: Opportunities for Development Without Displacement illustrates potential locations for residential development that do not result in displacement of existing residents.

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

Figure 3.1: Opportunities for Development Without Displacement



recommendations of the Plan. In doing so, the Plan aims to produce new housing while minimizing the displacement of existing residents. The Plan is intended to work in coordination with the City's Housing Master Plan and additional legislative authority if granted to the City.

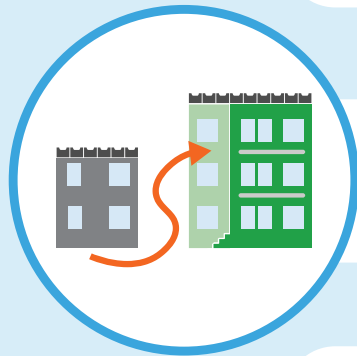
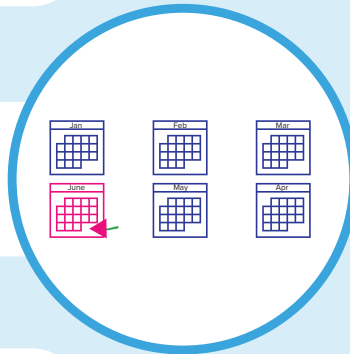
What is Displacement?

At the most basic level, **residential displacement is the involuntary relocation of current residents or businesses.** Often, residents must move to homes that are farther away, less well maintained, or smaller. There are many different reasons that a resident may be displaced from their home. Some of the most common reasons are illustrated below.



Rising Housing Costs: When a resident can no longer afford to remain in their home due to rising housing costs such as large increases in rent, utilities, and/or fees.

Lease Termination: When a landlord or property owner decides not to renew a resident's lease at the end of the term.



Redevelopment or Repositioning: When a home is proposed to be redeveloped or because renovations drive up the rent.

Building Conditions: When the condition of a home poses concerns, including mold, infrastructure problems, pests, and other reasons.



Percentage of Affordable Housing Requirement

Development in the Focus Area will provide a minimum of 10% of new residential development over the development “base” (as established in **Figures 8.1–8.12 and Tables 8.1–8.12 in Chapter 8: Neighborhoods**) as committed affordable housing or in an amount 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% of the Area Median Income (AMI), while for-sale units are priced to be affordable generally between 70% and 100% of the AMI.

While significant development is not anticipated in Area 2, future development proposed in this area will be required to provide 10% of additional residential development proposed above their existing zoning as affordable housing.

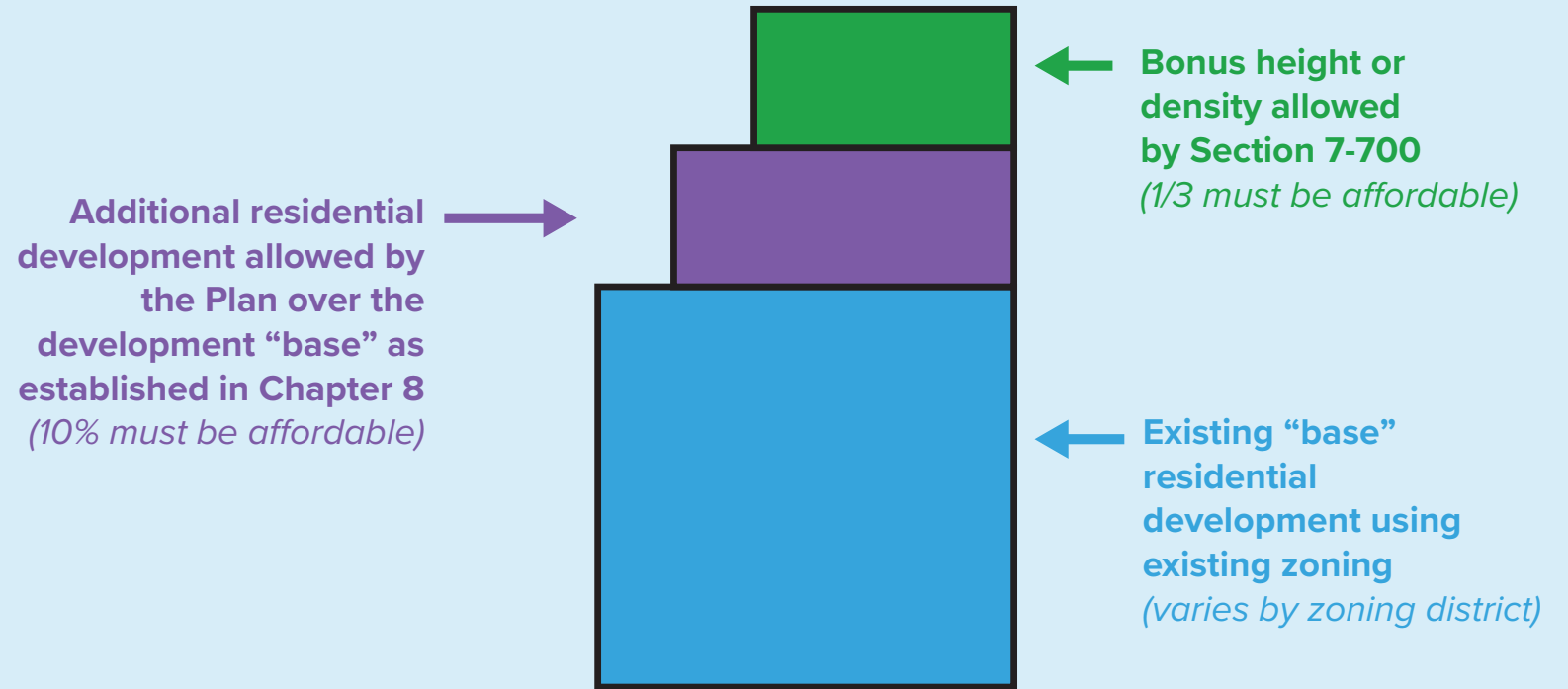
Bonus Height and Density

Properties may request additional bonus height and density above what is depicted in the Plan with the provision of additional committed affordable units as permitted by the Zoning Ordinance. In the Focus Area and Area 2, bonus density above 30% is authorized to encourage further production of committed affordable units. Building heights are intended to facilitate flexibility for property owners, such as the Alexandria Redevelopment and Housing Authority (ARHA), to add to the AlexWest affordable housing stock.

Affordable Housing Plans

Property owners with multiple residential properties in the Plan area will be encouraged to collaborate with the City on affordable housing plans for their properties as part of the development process. These plans will help provide both an early assurance of how the affordable housing requirements will be fulfilled and additional opportunities for deeper and/or expanded affordability.

Building Heights, Bonus Density, + Housing Affordability



Building Types and Housing Tenure

Diversity in housing choice is an important element in creating complete neighborhoods where households of all incomes, abilities, sizes, and life stages can live safely and affordably. The Plan enables a diverse range of housing options, including different prices, sizes, types, and tenures (rental and homeownership). Strengthening the area's housing stock diversity and affordability will provide existing and new residents with opportunities to live in AlexWest at levels they can afford and help reduce the risk of displacement of lower-income residents. In addition, the Plan recommends increased building efficiency for new affordable and market rate units, decreasing the costs of utilities and minimizing the impact of new development on the environment.



Strong Partnerships

Working together with many kinds of partners is essential to providing more affordable housing, particularly more deeply affordable housing. Public-private partnerships, such as with existing community organizations, non-profits, local property owners and developers, and City, State, and Federal agencies, will deepen and expand affordable housing options. Building on past successes in producing deeply affordable housing, the City will continue to seek out partnerships with local property owners, developers, and non-profits to:

- Leverage all available resources for the development of committed affordable housing;
- Maximize the use of private and public land and co-location opportunities;
- Address capital needs, such as deferred maintenance, in existing buildings in exchange for Committed Affordable Units; and
- Explore opportunities for expansion and/or extension of existing committed affordability options with property owners requesting development.

Tenant Protections

A thriving and affordable housing market in AlexWest requires that residents are aware of their legal rights and have easy access to the tools and resources they require to advocate for themselves. The City currently works with community partners to promote tenant empowerment through training and mutual support, pair housing assistance with workforce development and job training, offer landlord-tenant mediation services, and provide eviction services. The City will continue to promote and seek compliance with the Voluntary Rent Increase Policy and will work with property owners during redevelopment to minimize impacts to tenants through the development of comprehensive Tenant Relocation Assistance Plans.

The City does not currently have legislative authority to require more stringent tenant protections. Expansion of legislative authority to enhance tenant protections 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;
- 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;
- Increasing affordable housing requirements for developers; and
- Seeking alternative ownership and governance structures that deepen affordability and housing stability over the long-term (e.g., community land trusts and shared equity cooperatives).

While these tools are outside of the scope of this Plan, they represent important ways that the City could help to ensure that community members, and by extension all City residents, can affordably stay in their homes and live in healthy environments.





Supporting Homeownership Communities

Condominium homes serve as an important source of housing for first-time homebuyers, seniors looking to downsize, and households on fixed incomes. However, many of the Plan area's multi-unit condominium communities are aging 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.

Building Maintenance

Many homes in the Plan area, especially rental buildings and condominium communities, are aging or experiencing maintenance and building issues that impact livability. It is the intent of this 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 or through existing enforcement mechanisms. Through the Department of Code Administration, the City is coordinating efforts to improve and update existing housing stock. If existing housing units are preserved through dedication or other means, they will be required to be maintained to meet all codes and standards.

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**MOBILITY +
SAFETY**



Intent

Ensure a connected mobility network for all users that enables community members to safely and easily get around AlexWest using all modes of transportation.



Context

Residents in AlexWest travel through their neighborhoods using a variety of different modes, including transit, bike, car, or on foot. Multiple bus routes run along arterial roadways such as N. Beauregard Street, King Street, Seminary Road, and Duke Street; bike facilities and walking trails exist in some areas. While some intersections have been improved to address the safety of people walking and biking, significant improvements are needed. See **Figure 4.1: Existing Street Network** for an overview of existing conditions.

To meet the current and future needs of the community, the Plan provides a framework for addressing transportation in a comprehensive and holistic manner, placing safety as a priority while enhancing and expanding the existing transportation network. These enhancements will 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.

Mobility by the Numbers

4
City bus lines



12
regional bus lines



4
CaBi stations



5
miles of trails

111
miles of sidewalks

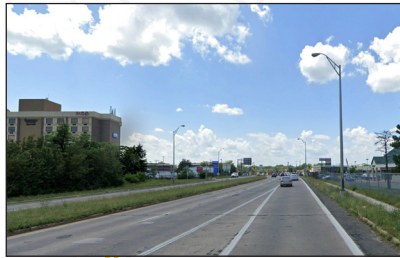


6
miles of bike facilities



Figure 4.1: Existing Street Network

- City Boundary
- ▭ AlexWest Boundary
- Existing Street or Drive Aisle



Duke St.



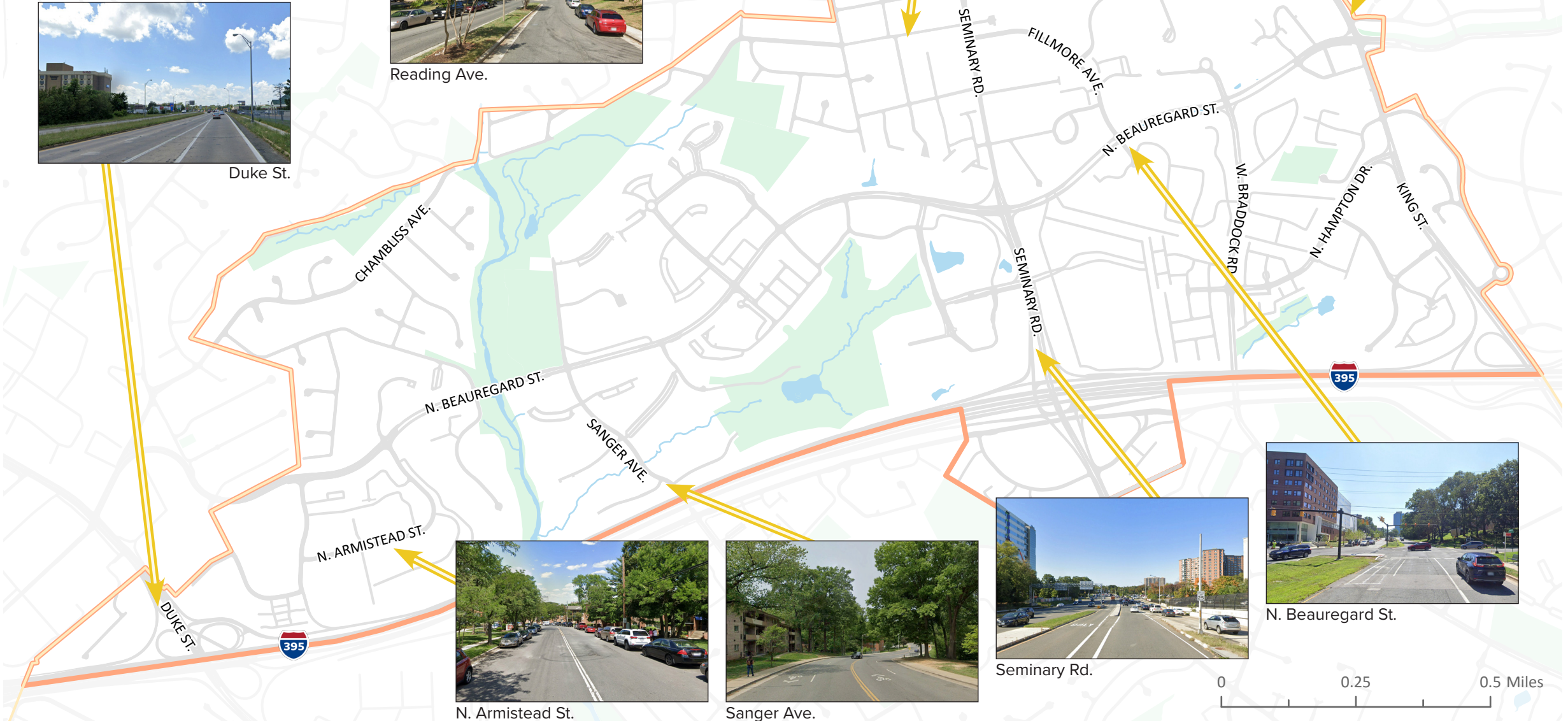
Reading Ave.



Fillmore Ave.



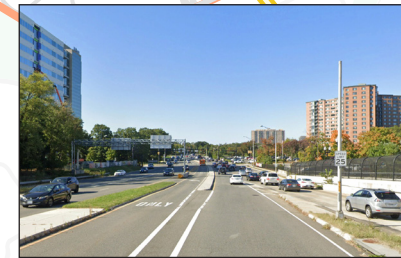
King St.



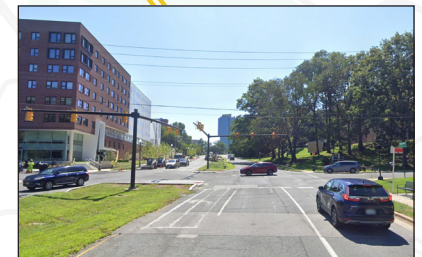
N. Armistead St.



Sanger Ave.



Seminary Rd.



N. Beaugard St.

0 0.25 0.5 Miles



Framework

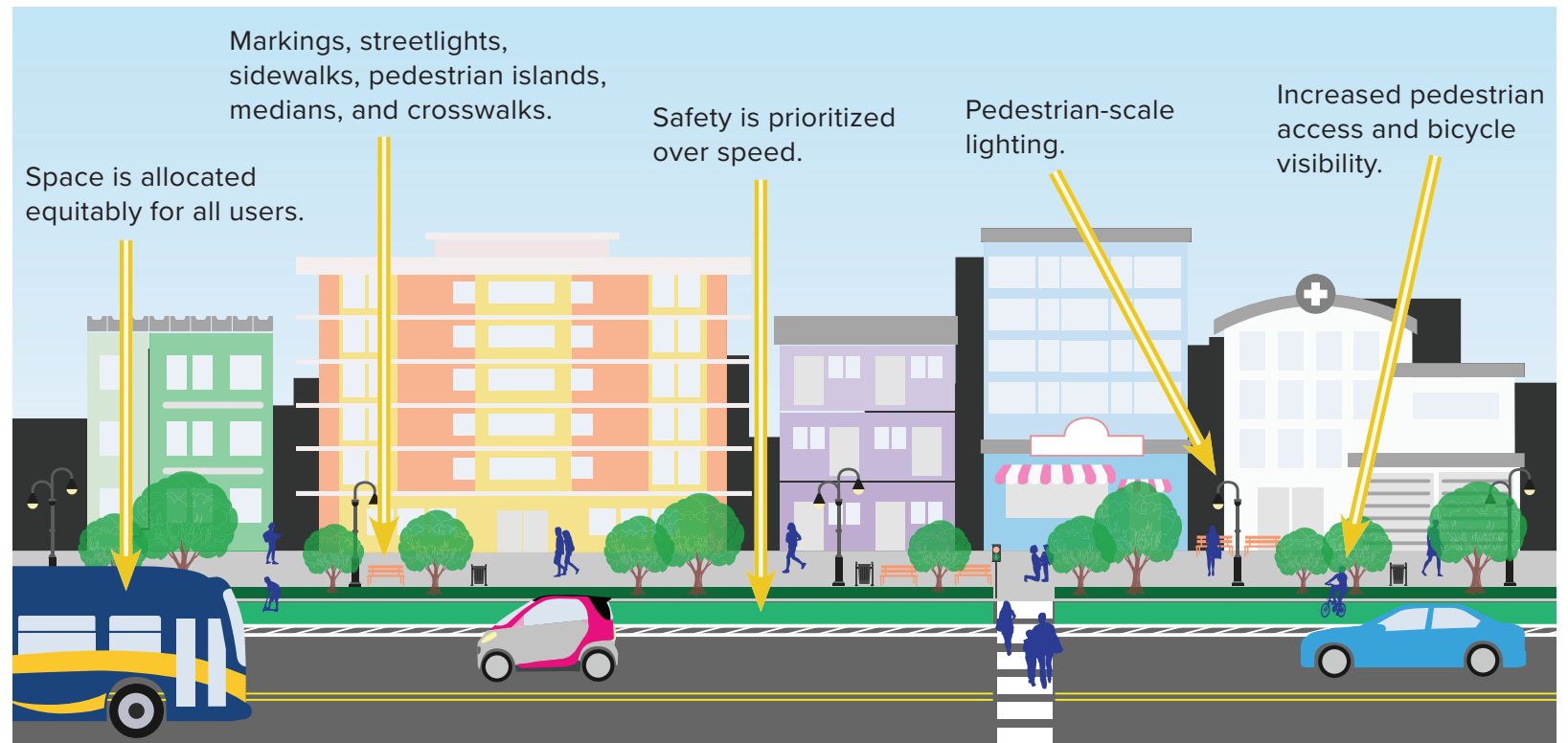
Expanded + Connected Network

The creation of a multimodal, safe, human-scaled, and highly accessible transportation network will increase opportunities for the community to get around safely and easily. With better, more frequent connections, residents across all neighborhoods will have expanded access to destinations throughout the Plan area and beyond, whether it is by walking, biking, riding transit, or driving a vehicle.

Expanding transportation options is crucial for residents with disabilities and low-income and cost burdened households who must rely on affordable means to get around for education, employment, and shopping needs. This Plan recommends safety improvements at high-traffic intersections and corridors, a robust network of pedestrian and bicycle facilities that will connect people to neighborhood amenities and green spaces, an enhanced street network, and increased capacity for reliable public transportation options.

The City will collaborate with Arlington and Fairfax Counties to ensure that connections are mutually beneficial and enhance regional transportation patterns as a whole.

Elements of a Complete Street










Streets

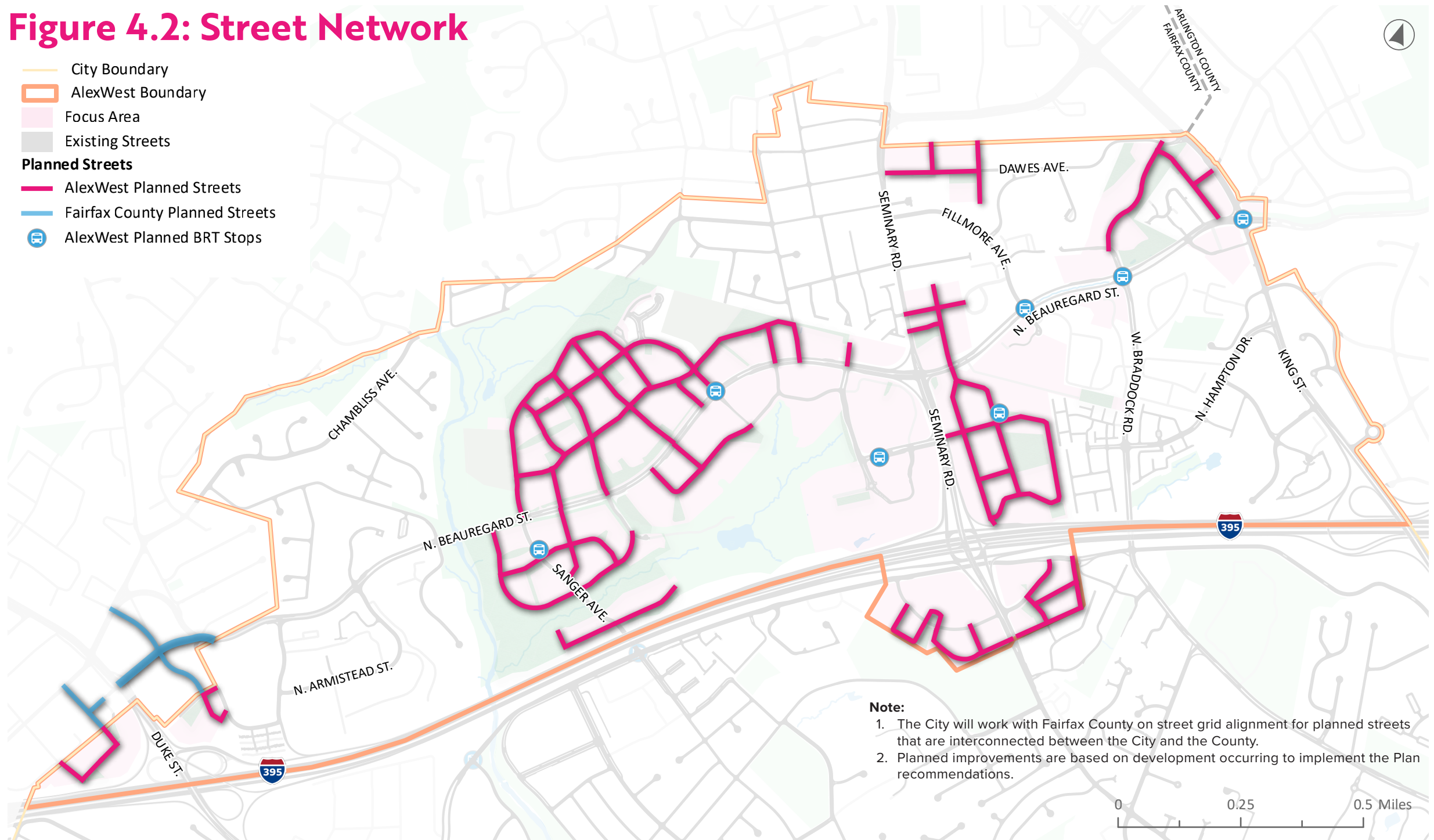
Safely designed streets will prioritize the well-being and safety of users of varying transportation modes. This may include implementing changes such as the elimination of slip lanes, the reconfiguration of crosswalks to create shorter distances, reallocating travel lanes to better accommodate various modes, and incorporating additional pedestrian refuge areas.

New streets and blocks will be provided as part of development as shown in **Figure 4.2: Street Network**. These new street connections are intended to create a more reliable street grid, which will increase the number of options that pedestrians, bicyclists, and automobiles have to get around AlexWest without compromising the safety of all road users. The network of streets will assist in diffusing traffic from some arterial streets and provide other mode users, like pedestrians and bicyclists, with a less traffic-intensive option. New streets will adhere to the Street Cross-Sections as outlined in **Figures 4.3–4.5**.



Figure 4.2: Street Network

-  City Boundary
-  AlexWest Boundary
-  Focus Area
-  Existing Streets
- Planned Streets**
-  AlexWest Planned Streets
-  Fairfax County Planned Streets
-  AlexWest Planned BRT Stops



Note:

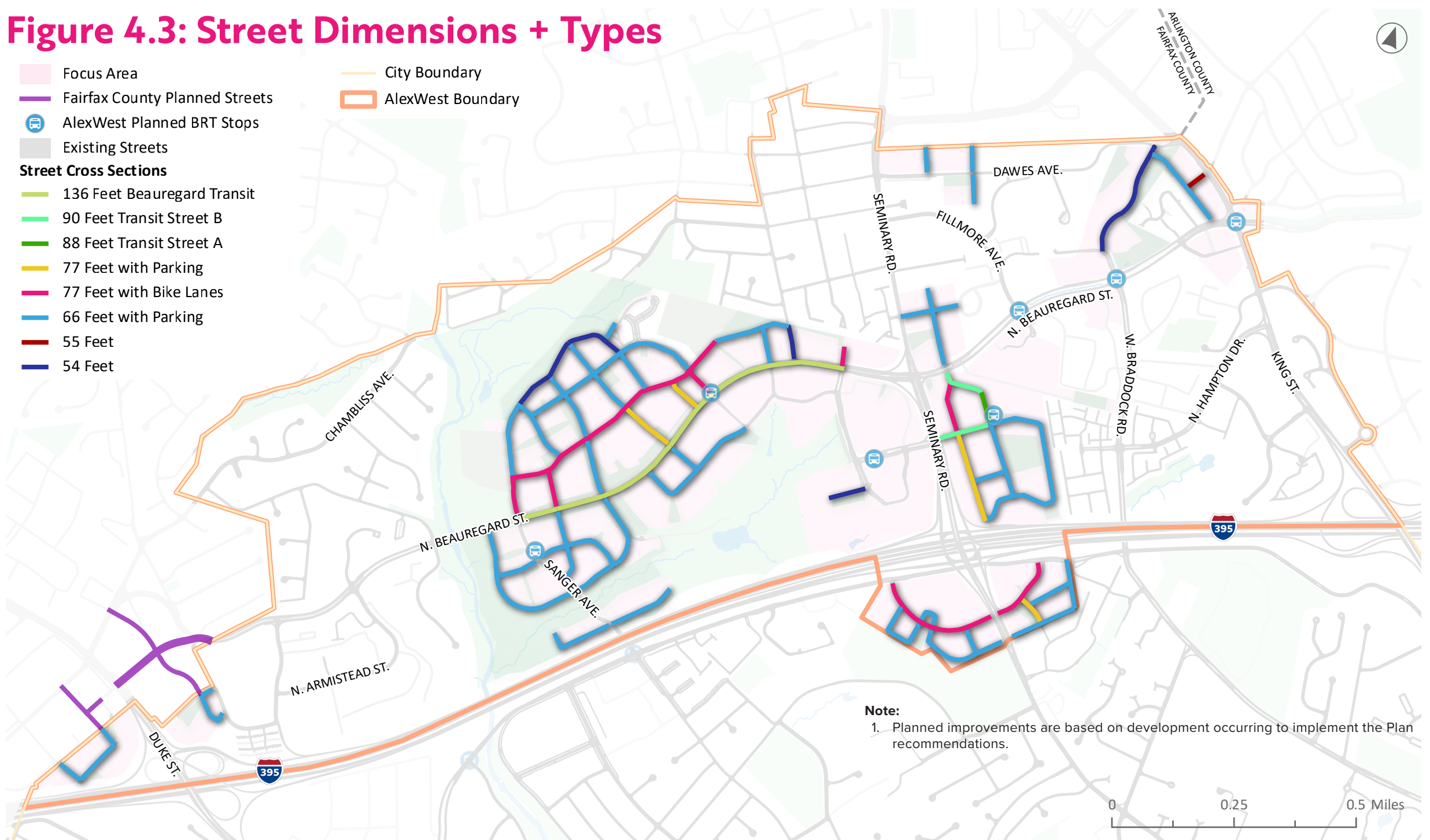
1. The City will work with Fairfax County on street grid alignment for planned streets that are interconnected between the City and the County.
2. Planned improvements are based on development occurring to implement the Plan recommendations.



Figure 4.3: Street Dimensions + Types

- Focus Area
 - Fairfax County Planned Streets
 - AlexWest Planned BRT Stops
 - Existing Streets
- Street Cross Sections**
- 136 Feet Beauregard Transit
 - 90 Feet Transit Street B
 - 88 Feet Transit Street A
 - 77 Feet with Parking
 - 77 Feet with Bike Lanes
 - 66 Feet with Parking
 - 55 Feet
 - 54 Feet

- City Boundary
- AlexWest Boundary



Note:
 1. Planned improvements are based on development occurring to implement the Plan recommendations.

Figure 4.4: Street Dimensions + Types

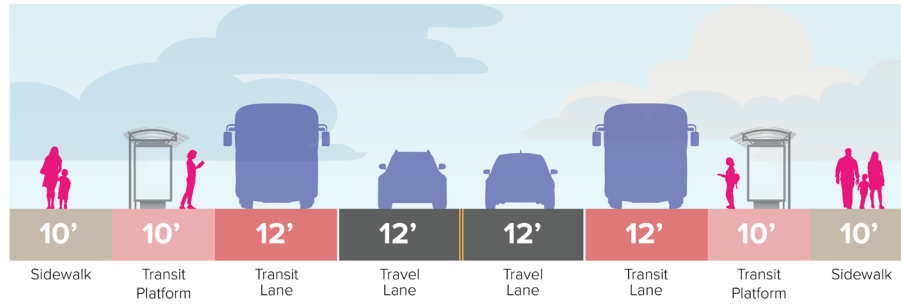


The final design and configuration of the street cross-sections in **Figure 4.4** will be subject to compliance with the intent of the AlexWest Plan. However, they may be modified to the extent that topography or other similar site constraints preclude implementation of the sections. If the sections are to be reduced for the reasons defined herein, the first area(s) to be reduced will be the on-street parking spaces.

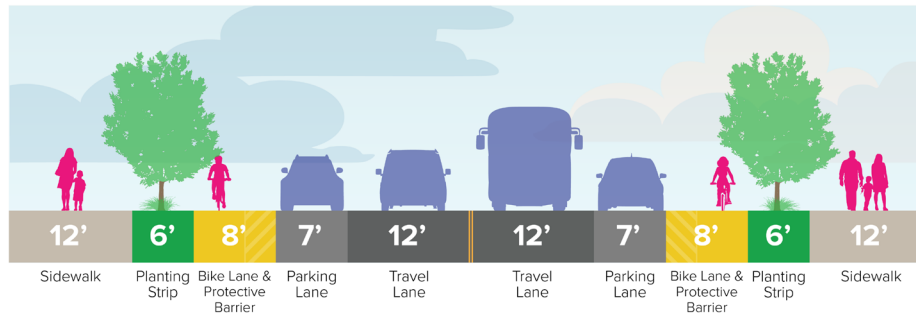


Figure 4.5: Street Dimensions + Types

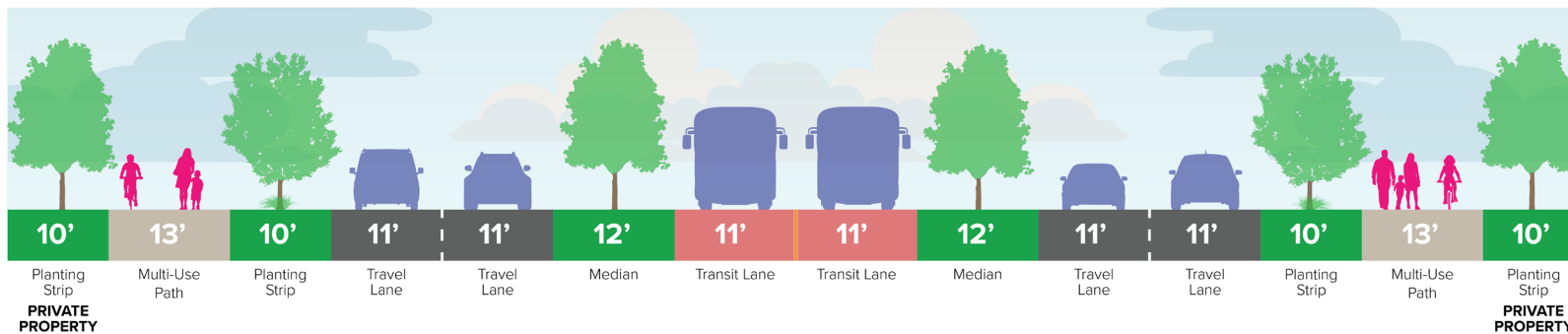
88 FEET | Transit Street A



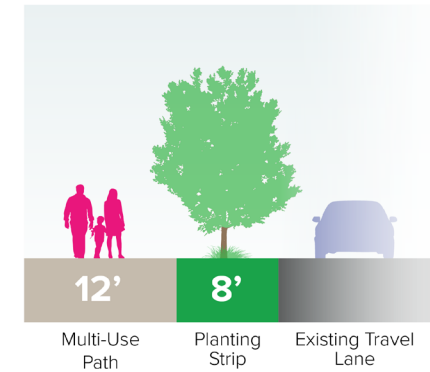
90 FEET | Transit Street B



136 FEET | Beauregard Transit



Primary Streets

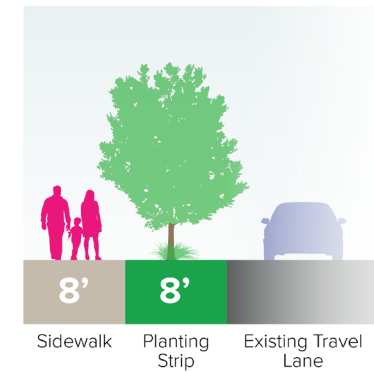


Primary: Applies when a cross-section is not specified for a street or portion of a street.

Primary Streets in the Plan Area:

- Duke Street
- King Street
- N. Beauregard Street
- Sanger Avenue
- Seminary Road

Secondary Streets



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.

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. 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.

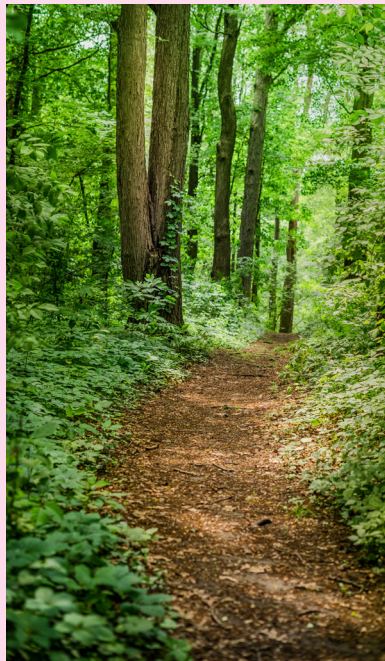


Enhanced Connectivity for Pedestrians + Cyclists

The Plan recommends a network of bike and pedestrian facilities, as illustrated in **Figure 4.6: Pedestrian + Bike Network**, that will be implemented by development. New and improved pedestrian connections will incorporate designs that promote safe and comfortable travel by foot between and among neighborhoods and an expanded bike network will connect existing trails to each other, expand multi-use paths, trails, and greenways, add new bike facilities across the Plan area, and expand access to shared mobility options (e.g., Capital Bikeshare, Dockless Scooters, etc.).

Further, the Plan recommends limiting new curb cuts, garage entrances, and similar functions along designated bicycle facilities and along N. Beauregard Street, Seminary Road, Duke Street, and King Street to eliminate potential conflicts between cars and cyclists.

Pedestrian + Bike Facilities



Trails



Greenways



Sidewalks



Off-Road Multi-Use Paths



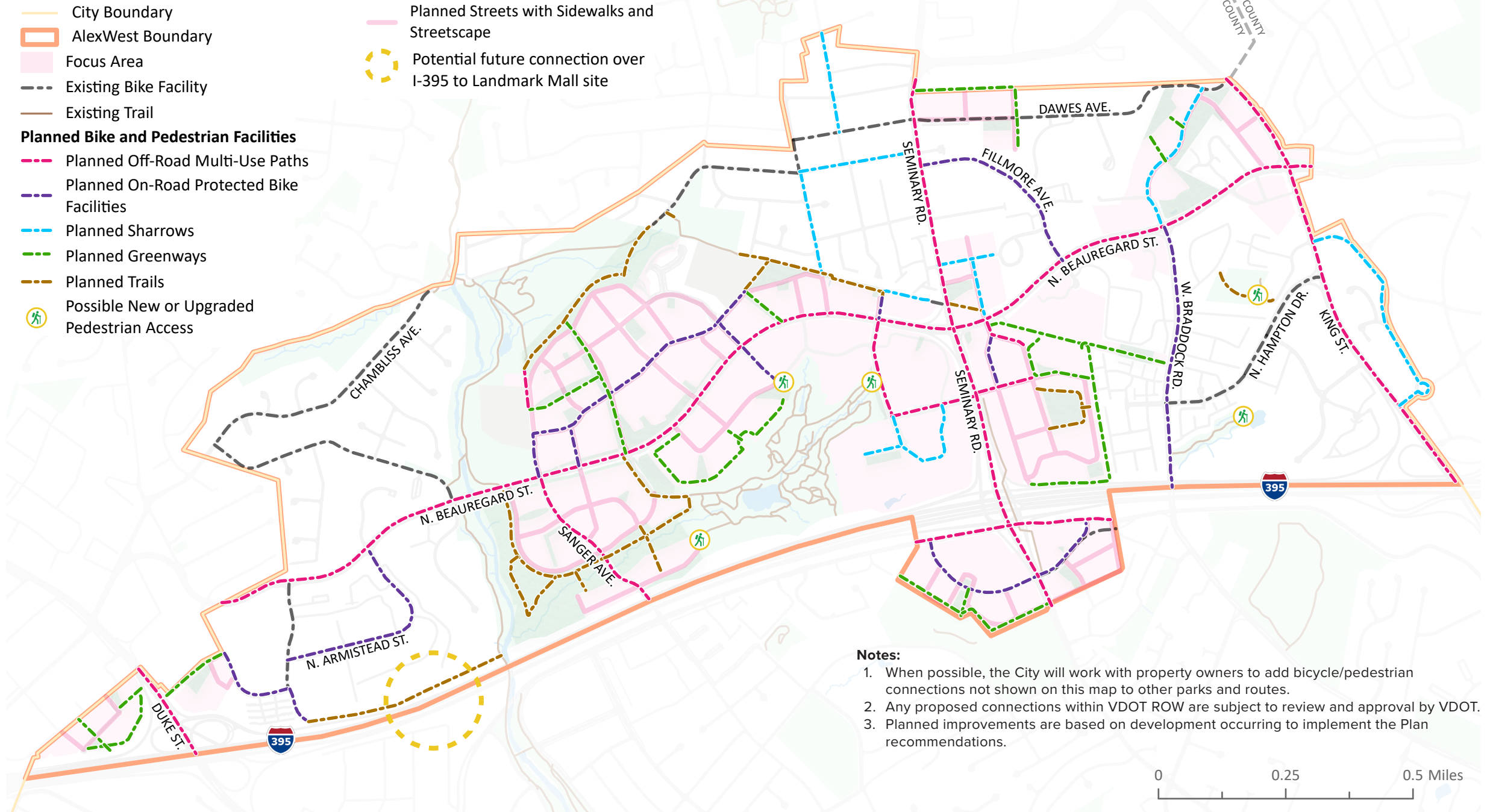
Sharrows



On-Road Protected Bike Facilities



Figure 4.6: Pedestrian + Bike Network



Potential Mobility Network Safety Improvements



Shortened Crosswalks



Pedestrian Refuge Areas



Raised Crosswalks



Dynamic Speed Radar



Higher Visibility Crossings



Removal of Slip Lanes



Improved Transit Access

The West End Transitway (WET) integrates AlexWest into the fabric of the broader West End, the rest of Alexandria, and the region, connecting to several transit facilities and stations and to the future Inova Hospital complex. **Figure 4.7: West End Transitway Route** shows the planned WET route and station locations. 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 the Southern Towers neighborhood, which has one of the highest transit ridership rates in the City. Current bus stop locations are in the busy parking lots and create challenging conditions for pedestrians, transit riders, and drivers. A new facility will create a safe and accessible way for current and future residents to access transit, as shown in **Figure 4.8: Southern Towers Enhanced Transit Facility**.

Regional Transit

The City's DASH local bus system will expand to include more services to and from AlexWest, and the Washington Metropolitan Area Transit Authority (WMATA) is configuring its Metrobus network for improved connections between local jurisdictions, including Alexandria. Finally, King Street is anticipating a new bus rapid transit corridor that will connect Fairfax County and the City of Falls Church to transit facilities in AlexWest. These regional improvements will greatly enhance AlexWest's overall connectivity within the greater metropolitan region.

Figure 4.7: West End Transitway Route

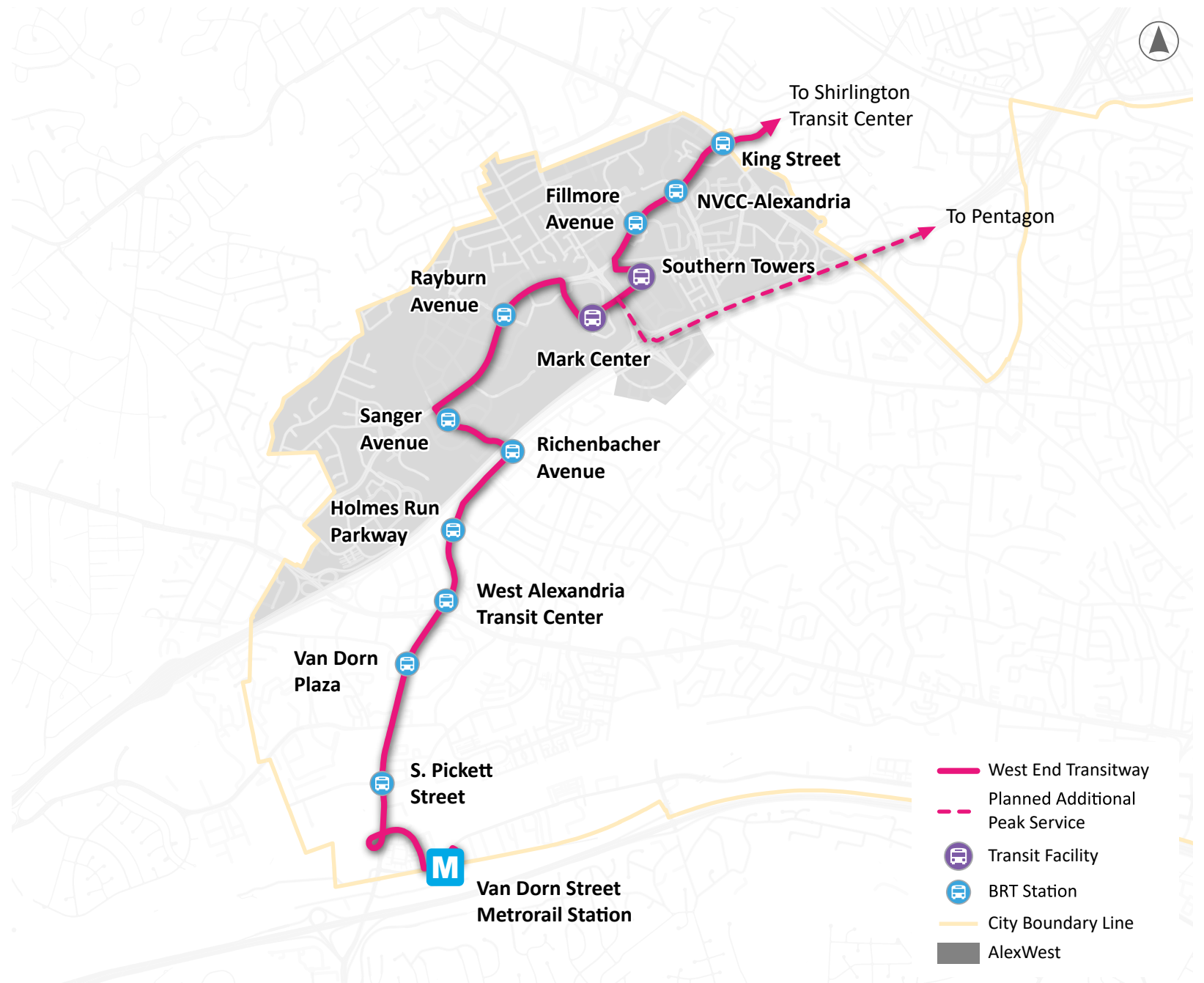
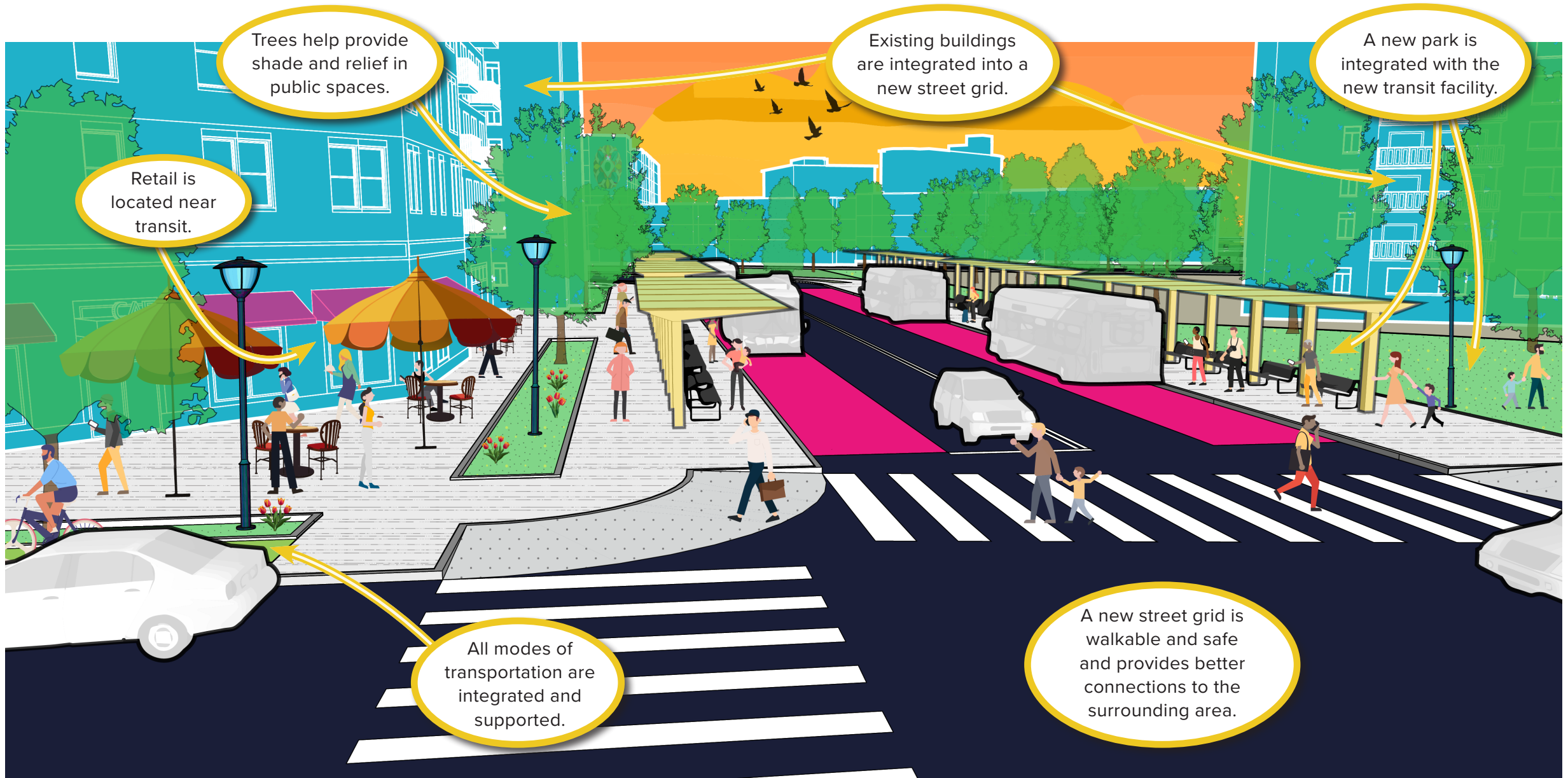


Figure 4.8: Southern Towers Enhanced Transit Facility



Rendering is for illustrative purposes only.



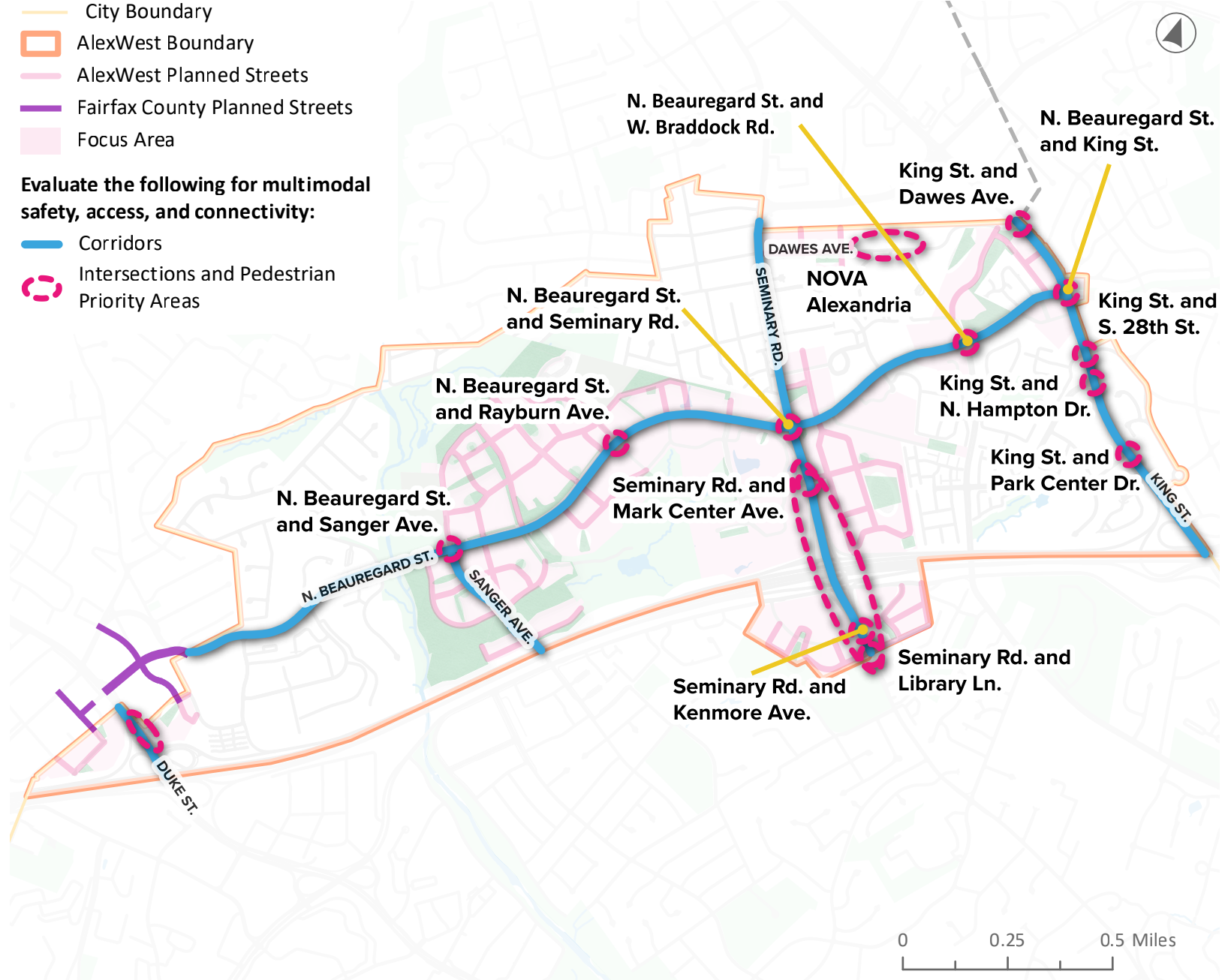


Enhanced Safety for All Users

Several corridors in the Plan area, including certain intersections along King Street, Seminary Road, and Sanger Avenue, among other locations, have been identified for improvements based on collision frequency data, consistent with the City’s Vision Zero goal to eliminate fatalities from traffic collisions by 2028.

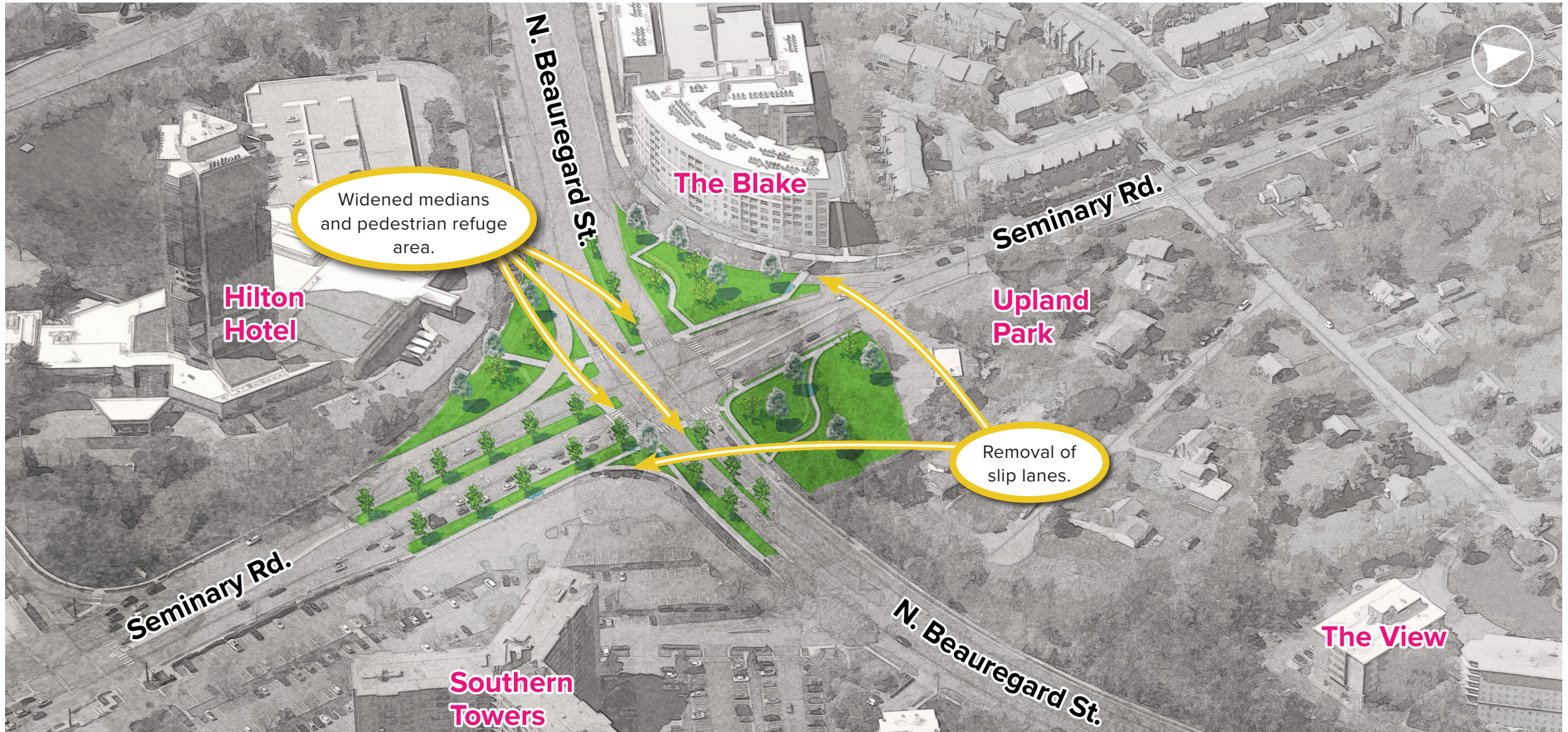
The locations identified are at high-volume intersections along wide roadways, which are also known as “high crash corridors.” The City will work with property owners and other partners to study and address mobility-related issues at the intersections and along the corridors identified in **Figure 4.9: Safety Enhancements Study Areas**. In addition, the City will explore options for improving safety and accessibility for all users on Seminary Road, generally from Mark Center Drive to Library Lane.

Figure 4.9: Safety Enhancements Study Areas



The Plan recommends a redesign of the intersection of N. Beauregard Street and Seminary Road to address the intent of the Plan to better accommodate all users, provide safety measures that increase the comfort and visibility of pedestrians and bicyclists, enhance the streetscape, and maintain ease of access for public transit and vehicles to pass through. Elements of these intersection improvements can be seen in **Figure 4.10: Seminary Road + N. Beauregard Street**. The Upland Park corner of the intersection may be configured differently, as discussed within **Chapter 8: Neighborhoods**.

Figure 4.10: Seminary Road + N. Beauregard Street



Rendering is for illustrative purposes only.



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5

**PUBLIC +
CONNECTED
OPEN SPACES**



Intent

Ensure equitable access to the network of existing and planned public open space and provide expanded and improved amenities for people of all ages and abilities.



Context

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.

Parks + Open Space by the Numbers

23%
of the Plan area is
not within walking
distance of a park



132
acres of existing
public parks and
natural areas







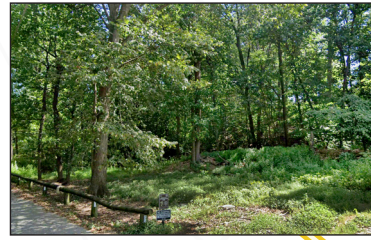
65%
of residents lack easy
access to playgrounds
or sportsfields



1
recreation
center

Figure 5.1: Open Space Existing Conditions

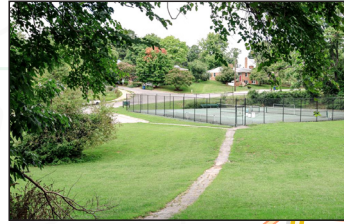
-  City Boundary
-  AlexWest Boundary
-  Existing Parks
-  Existing Trail



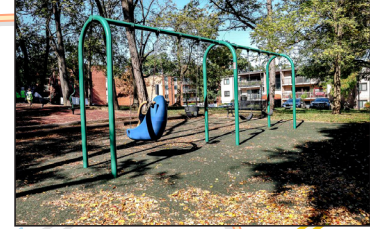
Rynex Natural Area



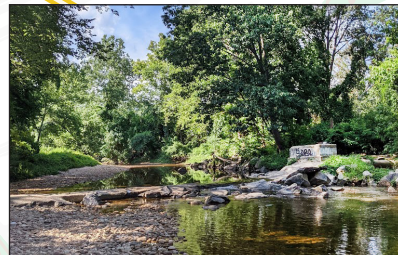
Dora Kelley Nature Park



Chambliss Park



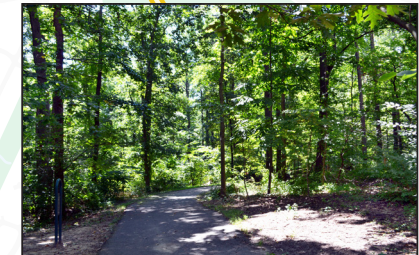
James Mulligan Park



Holmes Run Scenic Easement



Winkler Botanical Preserve



Stonegate Scenic Easement



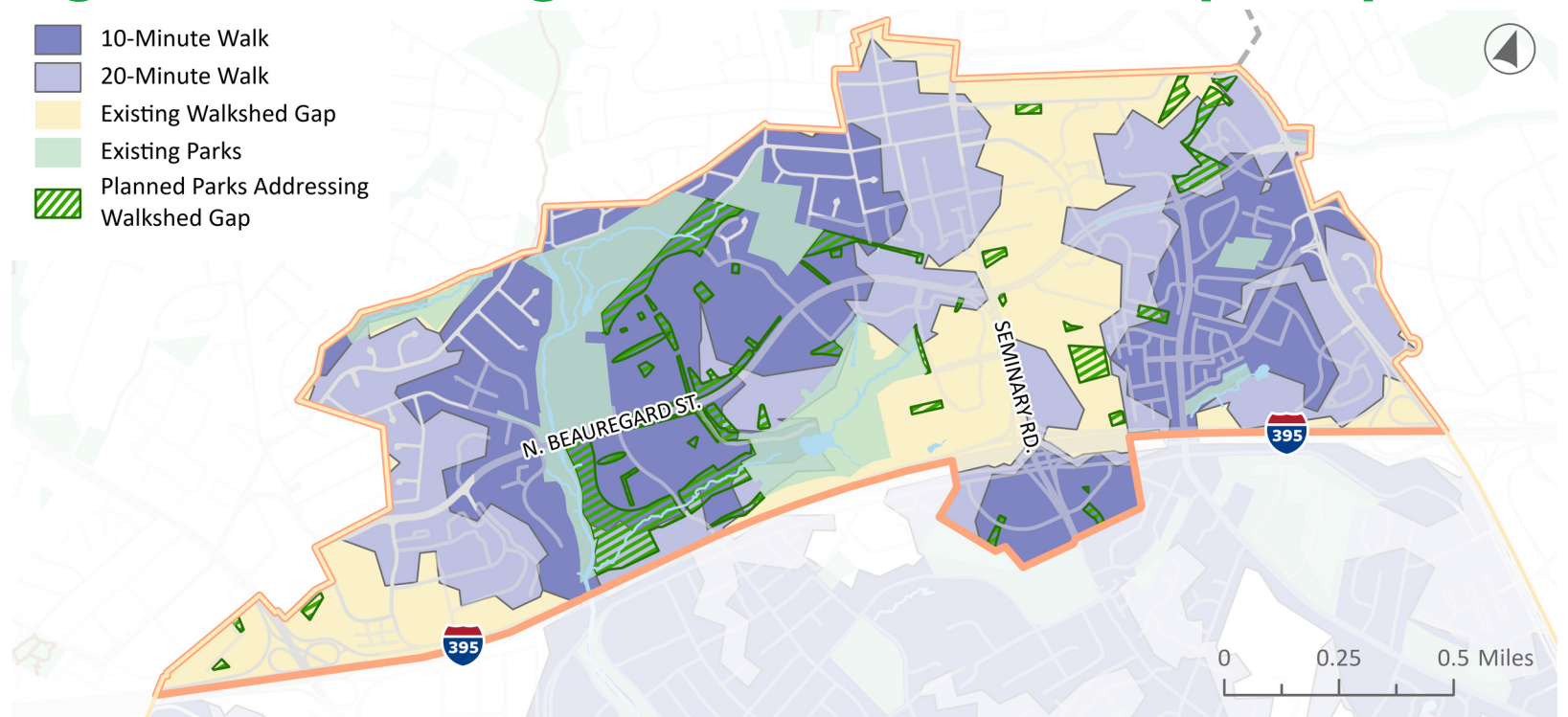
Framework

Equitable Access

The Plan anticipates approximately 60 acres of new publicly accessible parks in the Focus Area. The new parks will fill in gaps in the current open space network as shown in **Figure 5.2: Walking Distance to Parks + Open Space** and **Figure 5.3: Parks + Open Space** so that all residents will live within walking distance of public open space and recreation resources. New parks will consist of a variety of sizes and amenities, as specified in **Figures 8.1–8.12** and **Tables 8.1–8.12** in **Chapter 8: Neighborhoods**, to meet the needs of different ages and abilities. Parks listed in the tables are required as development occurs and will be open to the public.

Residential uses require more open space than commercial uses to serve the more intensive open space needs of households compared to workers. 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: Neighborhoods**), development that is entirely residential will provide an additional 10,000 square feet of public open space consolidated with other nearby planned parks. While development is not broadly anticipated in Area 2 or 3, the Plan requires open space should development occur. In Area 2, 20,000 square feet of public open space

Figure 5.2: Walking Distance to Parks + Open Space



will be provided for every 90,000 square feet of land developed. In Area 3, open space amenities will be provided consistent with zoning and the most current open space needs assessment. In addition to the publicly accessible open space required in **Figure 5.3**, development will provide onsite open space.

New Recreation Center

AlexWest currently lacks a full-time recreation facility with services accessible to the community daily. 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. These opportunities are particularly valuable for communities in AlexWest who lack access to similar private facilities. In order to ensure AlexWest residents enjoy the same level of access to these services as residents in other parts of the City, the City will locate a new recreation center or similar facility on City-owned land and/or co-located with other uses as part of new development. Funding for such a facility will compete for funding through the City’s Capital Improvement Program (CIP) and/or grant funding sources.

Figure 5.3: Parks + Open Space

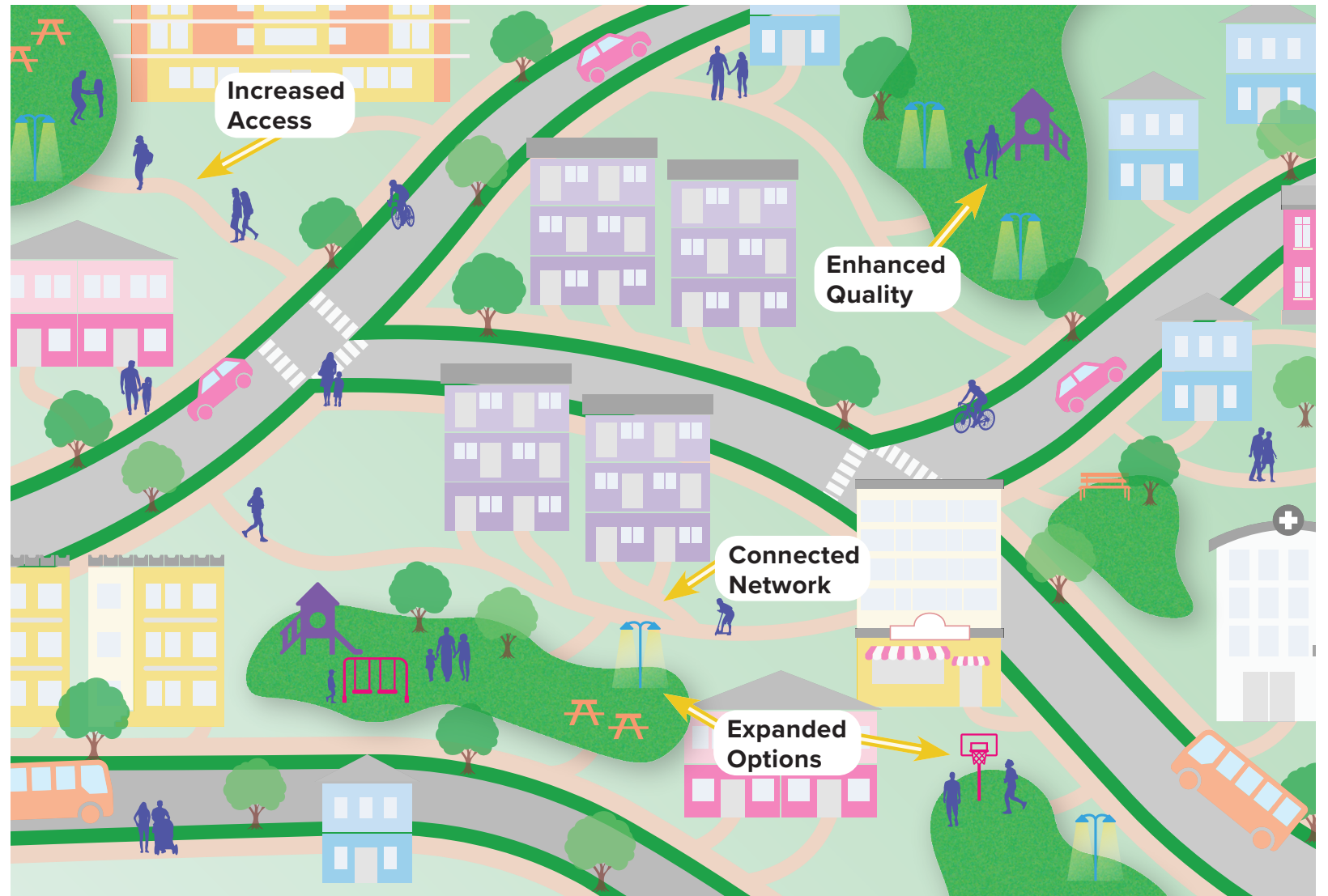


Connected Network

Without increased investment in parks, especially as the population grows, up to 85% of residents would have limited access to recreational amenities 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.

Benefits of Connected, Diverse Parks



Functional + Fun

Public open spaces that provide a wide range of activities foster social interactions among users, provide space for meaningful community building, and encourage unique, culturally relevant programming. New public open spaces offer the opportunity to expand and diversify the amenities, programming, and types of open space uses in AlexWest, making it a more robust and multi-use network overall.

Consistent with this objective, the Plan recommends that new parks provide a variety of amenities as identified in **Figures 8.1–8.12** and **Tables 8.1–8.12** in **Chapter 8: Neighborhoods**. The development of these amenities will be shaped by input from the community and the most current Open Space Needs Assessment at the time of development to ensure that new parks meet the needs of residents of different ages and abilities, are functional and welcoming, encourage social interaction, and facilitate recreation. From a functionality perspective, the feasibility of restroom facilities, either within parks or within nearby development, should be explored. In addition, parks should incorporate lighting to extend the usability of the space into evening hours when temperatures are cooler. 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.

Lebanon Union Cemetery + Open Space



Rendering is for illustrative purposes only.

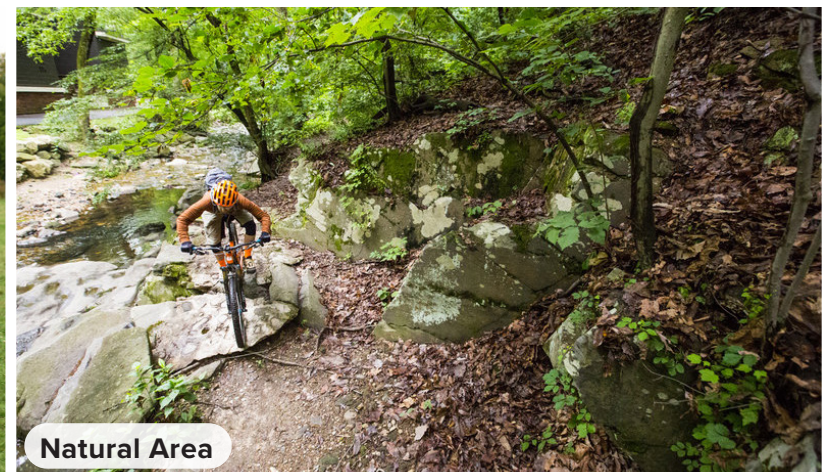
Public Art

Expanding the public open space network also creates opportunity for new public art in AlexWest, providing direct access to arts and cultural resources in neighborhoods currently lacking these amenities. Public art can take many forms, including art installations, live performances, and interactive events, all of which help to activate public open spaces by making them inviting and interesting. Integrating space for events and performances enables residents to come together for celebrations, facilitates collaboration, and supports creative entrepreneurship.



Park Amenities

A variety of park amenities will be provided as part of new parks in AlexWest to meet a variety of community needs. These images are illustrative examples of the amenities specified in **Figures 8.1–8.12** and **Tables 8.1–8.12** in **Chapter 8: Neighborhoods**.



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**SUSTAINABLE
+ HEALTHY
COMMUNITIES**



Intent

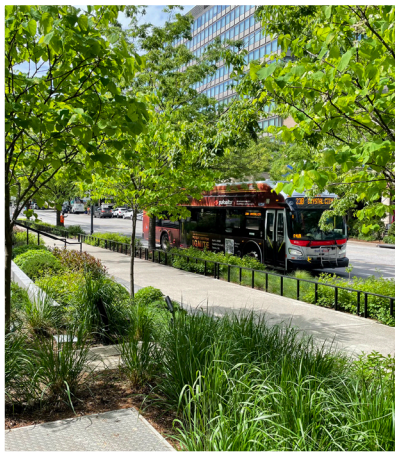
Enhance water quality, natural ecosystems, energy efficiency, and tree canopy, and mitigate heat island impacts for a healthier quality of life for all.



Context

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.

Sustainability by the Numbers



141
acres of currently untreated surface parking lots



0.5%
of total building stock meets the City's Green Building Policy

33%
of the Plan area has existing tree canopy



18%
of commuter trips are currently made by transit, biking, and/or walking



Tree Canopy

Tree canopy is inconsistent across AlexWest's neighborhoods, despite the area's total tree canopy coverage being slightly higher than the City average. The impact of this disparity is particularly evident in areas with a higher proportion of surface parking lots (and consequently a lower proportion of tree coverage).

Surface Parking

Roughly 141 acres (11% of the overall Plan area) is made up of paved surface parking lots, as shown in **Figure 6.1: Existing Tree Canopy + Parking Lots**. Of those 141 acres, more than 75 acres (or 55%) are located in the Focus Area. These areas contribute to higher surface land temperatures during the summertime as heat is absorbed into the pavement, significantly increasing temperatures in the surrounding area. Existing surface parking lots also do not detain or clean stormwater, resulting in warmed, polluted runoff being carried to nearby waterways, impacting water quality and the natural ecosystem.

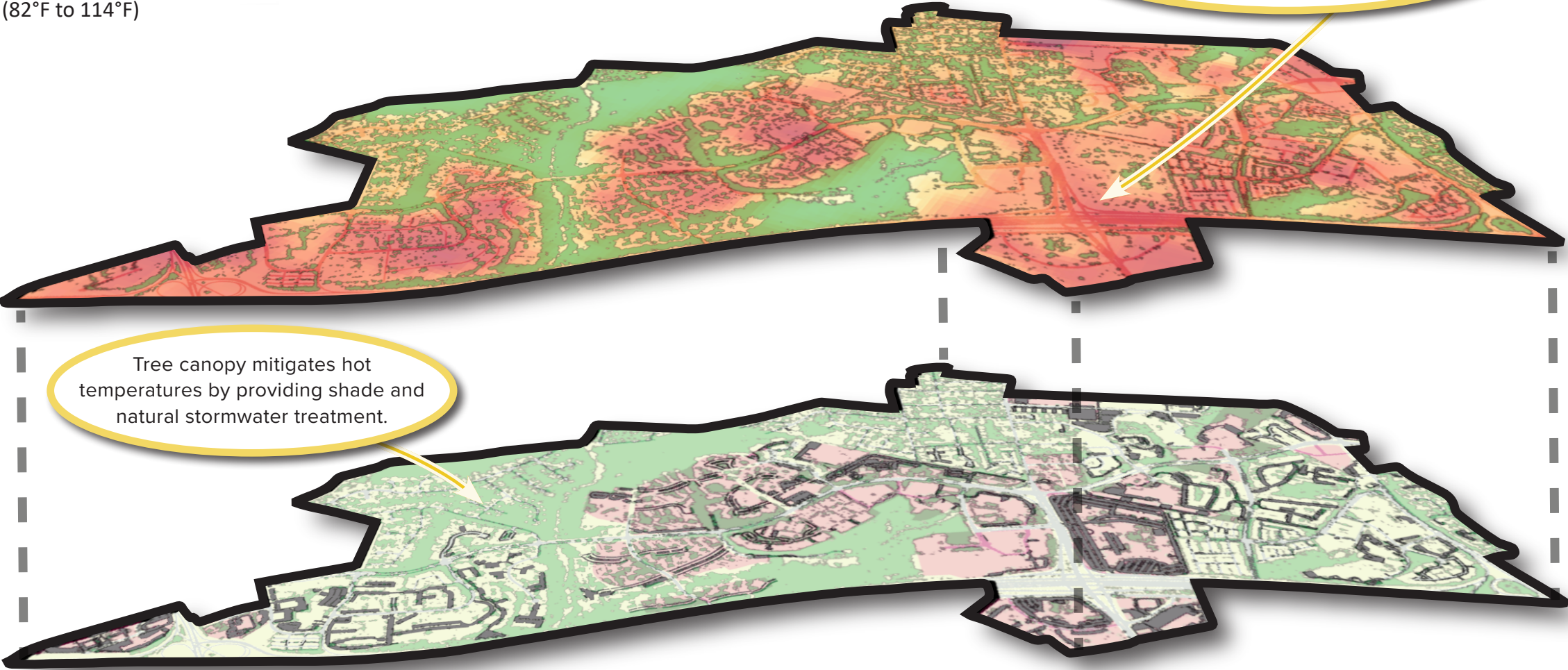
Sustainable AlexWest



Figure 6.1: Existing Tree Canopy + Parking Lots

- Existing Tree Canopy
- Existing Surface Parking Lots
- Focus Area
- Surface Temperature Range (82°F to 114°F)

Parking lots are currently untreated, causing pollution runoff. They also create urban heat, where summer temperatures (in red) can measure more than 110 degrees Fahrenheit on a hot day.



Tree canopy mitigates hot temperatures by providing shade and natural stormwater treatment.

Framework

Urban Ecology

The Plan’s approach for inclusive growth utilizes a variety of elements that when taken together achieve significant progress toward a more sustainable community for all, with an intentional focus on improving the lives of AlexWest’s residents. Beginning with the Land Use Strategy, which prioritizes new housing on existing surface parking lots, development will also provide improved stormwater management and tree canopy, resulting in a healthier natural ecosystem and community at both the block and neighborhood level. The strategy aims to alleviate negative climate change and environmental impacts that disproportionately fall on vulnerable and marginalized populations.

Stormwater Management

As surface parking lots are redeveloped in the Focus Area, they will no longer be a source of polluted runoff that negatively impacts the ecology of nearby waterways. New development will incorporate green infrastructure to detain and treat stormwater onsite through the latest best management practices (BMPs) and in compliance with all necessary City provisions and codes.

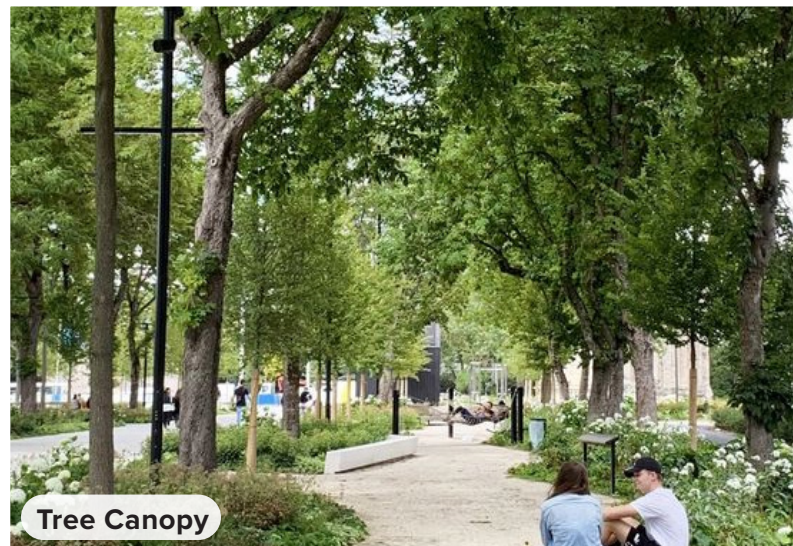
Tree Canopy and Open Space

Tree canopy as part of development will enable more cooling, improve stormwater management, and enhance the community’s green spaces. The Plan recommends that development provide on-site tree canopy coverage consistent with applicable City policies at the time development is submitted for review. If this requirement cannot be met onsite due to physical constraints, the required canopy can be provided in another City-approved location; in AlexWest, it is preferred that the tree canopy be provided within the same land use strategy area (either Focus Area, Area, 2 or Area 3) in which the development is located. As a result, canopy coverage will proportionately increase in the Focus Area overall, improving equitable access to shade and other canopy benefits.

In addition, with the Plan recommendation for approximately 60 acres of new public parks and open spaces, at full build-out residents will have more equitable access to green, healthy, and natural areas, increased pervious surfaces, and more street trees, which will bring better balance to the natural and built ecosystems.

Resource Protection Areas

Resource Protection Areas (RPAs) are buffer areas within 100 feet of perennial streams, which are important to the waterway’s integrity and water quality. 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.



Tree Canopy



Resource Protection Area

The Built Environment

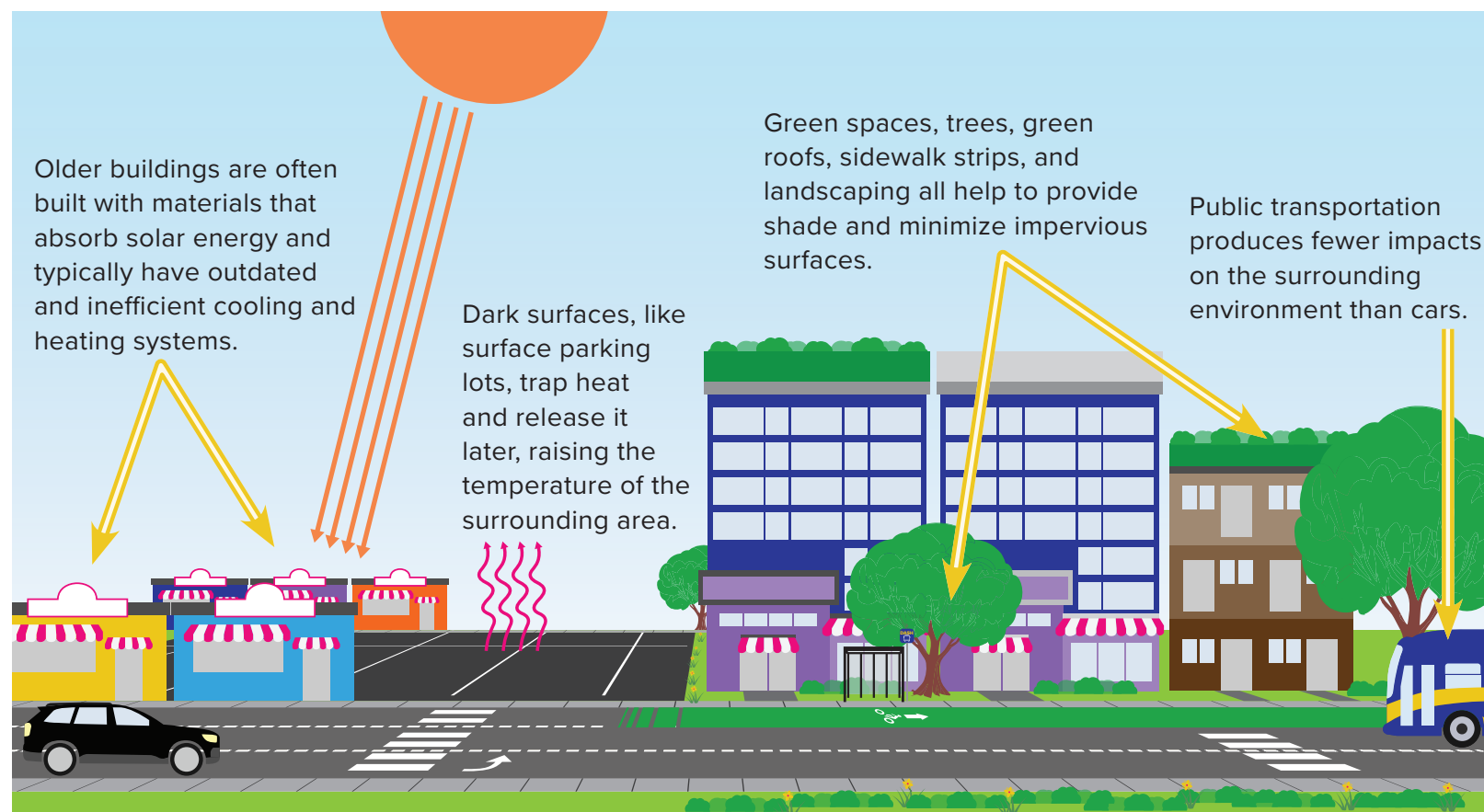
Green Building and Energy Efficiency

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.

Cleaner Air

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. 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 reduce air pollution, benefiting not only residents' health but also their ability to remain affordably in the neighborhood.

Urban Heat Island Causes + Solutions



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RECOMMENDATIONS

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 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 Guidelines, 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 Guidelines.

E. Parking

12. Development that occurs on existing parking lots will provide new parking for existing and future uses consistent with all applicable provisions of the Zoning Ordinance at the time development is accepted by the City for review.

F. Community Facilities

13. The area generally depicted in **Figure 8.10: Garden Neighborhood** will be provided to the City for a City facility/use.

Housing Affordability

A. General

14. Residential development in the Focus Area will provide 10% of any development above the base residential, as generally depicted in **Figures and Tables 8.1–8.12** in **Chapter 8: Neighborhoods**, as on-site Committed Affordable Housing, or in an amount consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.
15. Residential development in Area 2 will provide 10% of any development proposed above the existing zoning as on-site Committed Affordable Housing, or in an amount consistent

with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.

16. Affordable housing monetary contributions will be consistent with City affordable housing contribution regulations, policies, and procedures in effect at the time development is accepted for review.
17. Where feasible, and in coordination with the City, developers are encouraged to consider alternative opportunities of equivalent value to meet their committed affordable housing requirements in order to deepen and expand affordability. These can include, but are not limited to:
 - a. Offering a greater number of affordable units, including family-sized units, in existing buildings (versus new development);
 - b. Providing a greater number of affordable units off-site, but within or in close proximity to the Plan area;
 - c. Providing a fewer number of affordable units but at deeper levels of affordability
 - d. Providing a monetary contribution to leverage other sources and;
 - e. Dedicating land, development rights, or property to maximize affordable housing development through third party partners.

18. Property owners with multiple residential properties within the Plan area are encouraged to work with the City to develop an overall affordable housing plan that considers strategies to provide committed affordable housing in a coordinated fashion.
19. Residential development in Coordinated Development Districts requesting density above what is proposed pursuant to the Plan will provide one third of the additional residential density as committed affordable housing or an amount consistent with City affordable housing contribution regulations, policies, and procedures in effect at the time development is accepted for review, whichever is greater.
20. Pursuant to Section 7-700 of the Zoning Ordinance, bonus density above 30% is authorized in the Focus Area and Area 2 to encourage the production of additional committed affordable units.
21. Residential development should provide a range of housing types, designs, and tenures throughout the Plan area to meet current and future housing needs and accommodate different household sizes, compositions, stages of life, and abilities.



B. Partnerships

22. To expand housing affordability in the Plan area, the Office of Housing will:
 - a. Facilitate partnerships to maximize the use of private and public land and co-location opportunities and to leverage all available resources for the development of committed affordable housing.
 - b. Work with private landowners to address capital needs in existing buildings in exchange for the preservation of committed and market affordability and expansion of affordability. This may include donations of existing buildings to preserve affordability when redevelopment occurs and the potential right of refusal for the City to acquire assisted properties if they are sold. Buildings proposed for donation to the City will be maintained in good working conditions pending their dedication, with all building systems operable.
 - c. Explore opportunities with property owners requesting development to expand and/or extend committed affordability options.

C. Tenant Protections

23. To mitigate residential displacement in the Plan area, the Office of Housing will:
 - a. Work with community partners and non-profit entities to cultivate and promote tenant empowerment through training and mutual support, and to ensure tenants are prepared to apply for new affordable units as they are delivered to the market.
 - b. Offer landlord-tenant mediation and other support, including eviction prevention services.
 - c. Promote and seek compliance with the City's Voluntary Rent Increase Policy and/or policies in effect at the time development is accepted for review to help moderate annual rent increases and the application of excessive fees.
 - d. Promote and seek commitments from developers to meet enhanced protections for impacted tenants where redevelopment is proposed. These include tenant support during relocation, including expanded notice rights and developer-funded relocation and moving assistance; coordination of support services offered by ACPS, DCHS, and other City agencies; timely notification of resident meetings so that City staff can monitor the tenant relocation process; as well as a right to return for tenants in good standing

consistent with City policy and practice in effect at the time development proposals are accepted for review.

- e. Partner with DCHS and other City departments to pair housing assistance with workforce development, job training, and other self-sufficiency programs.
- f. Identify legislative actions and tools needed for additional tenant protections and support anti-displacement strategies.

D. Homeownership

24. To support the Plan area's condominium and Home Ownership Association communities, the Office of Housing will:
 - a. Provide technical assistance, including governance training, to condominium and HOA communities, which provide an important source of affordability.
 - b. Expand access to homeownership training, counseling, and other resources to residents.
 - c. Explore ways to create new affordable homeownership, including opportunities to create ownership and governance structures that deepen affordability and housing stability over the long-term (e.g. community land trusts and shared equity cooperatives).



Mobility + Safety

A. General

25. 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 Guidelines.
26. 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.
27. Street designs will adhere to the Street Cross-Sections as outlined in **Figure 4.3 - Figure 4.5: Street Dimensions + Types**.
28. 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

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

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

31. Development will ensure and support access to shared mobility options (e.g., Capital Bikeshare, Dockless Scooters, etc.).
32. 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.
33. 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**.
34. Development will provide pedestrian connections within development blocks.

C. Safety

35. 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.
36. 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

37. 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**.
38. Development will provide all necessary transit, pedestrian, and bicycle access and amenities to mitigate the impact caused by the development.
39. The City will coordinate with all applicable transit partners to explore improvements to existing transit operations.

Public + Connected Open Spaces

A. General

40. 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).

- 41. 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.
- 42. Improve access to existing public and public easement parks.

B. On-Site Open Space

- 43. 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.

- 44. 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.

C. Public Art + Open Space Programming

- 45. 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.
- 46. 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.

- 47. Interim recreational uses on existing surface parking lots are encouraged if they do not preclude future development envisioned by the Plan.
- 48. 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

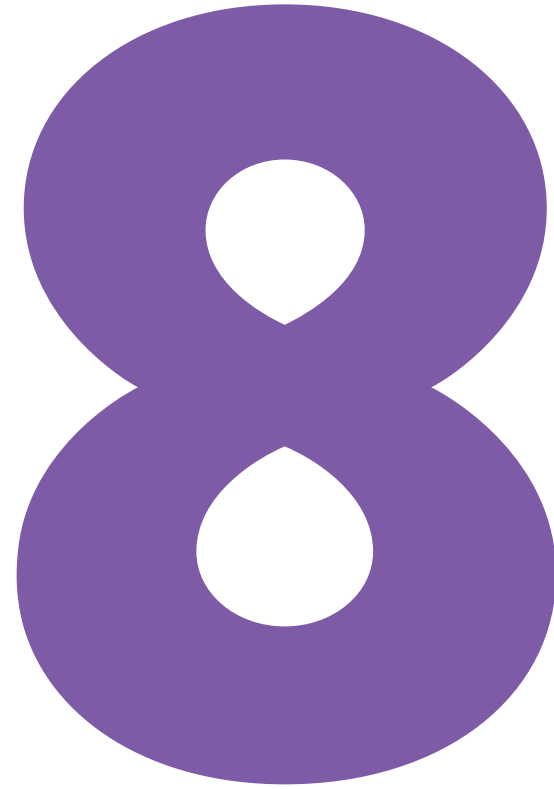
A. Tree Canopy

- 49. 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

- 50. Development will comply with the City's Green Building Policy at the time development is submitted for review.
- 51. Development by large property owners will explore opportunities for the implementation of district-wide sustainability measures and approaches.



A large, bold, purple number 8 is centered on the page. The number is composed of two rounded, interconnected shapes, giving it a modern, stylized appearance. The color is a deep purple, matching the vertical bar on the left side of the page.

NEIGHBORHOODS



Intent

Ensure that development sites in the Focus Area implement the Plan's Recommendations for land use, housing affordability, urban design, open space, and connectivity.

Putting it All Together

This chapter provides guidance for how each neighborhood in the Focus Area will implement the Plan intent and Recommendations.

The Neighborhood Tables establish the base development on which the affordable housing requirements will be calculated. In addition, the Tables reflect Recommendations for land use, floor area ratio (FAR), retail, building height, and open space. Residential development within the Focus Area will be multi-unit development with a limited amount of townhouses and/or stacked townhouses.

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.

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.

The parcel and right-of-way boundaries illustrated are approximate. The final configuration of the neighborhoods will be subject to compliance with the Plan Recommendations and the Design Guidelines. An overview map of the Focus Area neighborhoods can be found in **Figure 8.0: Neighborhoods**.

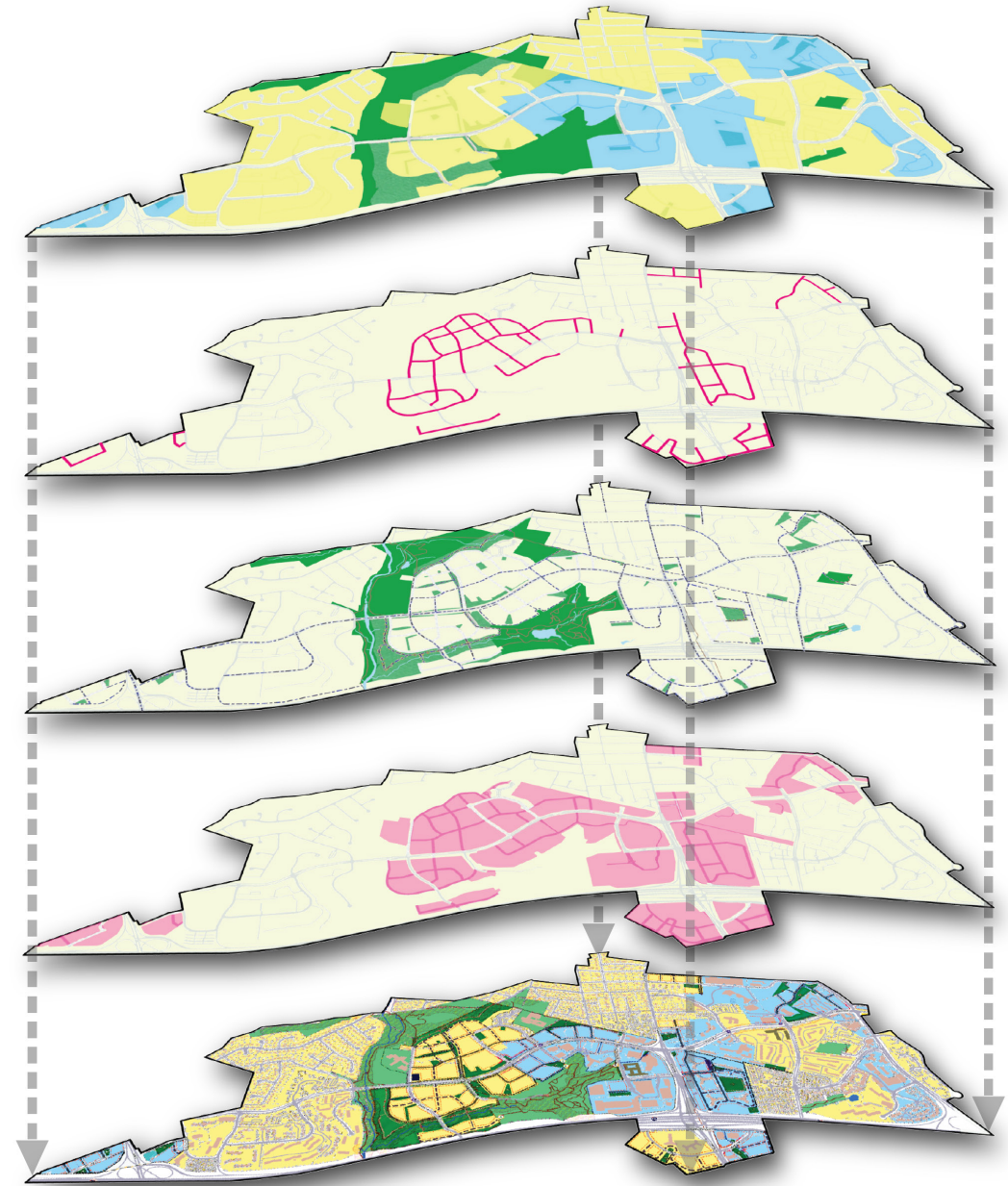
Land Uses

Streets

Parks and Open Space

Focus Area

Neighborhoods



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.



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.



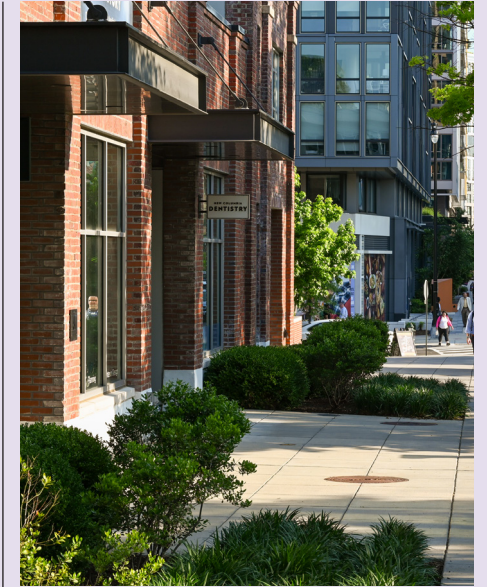
Greenways

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 guidelines in the Design Guidelines.

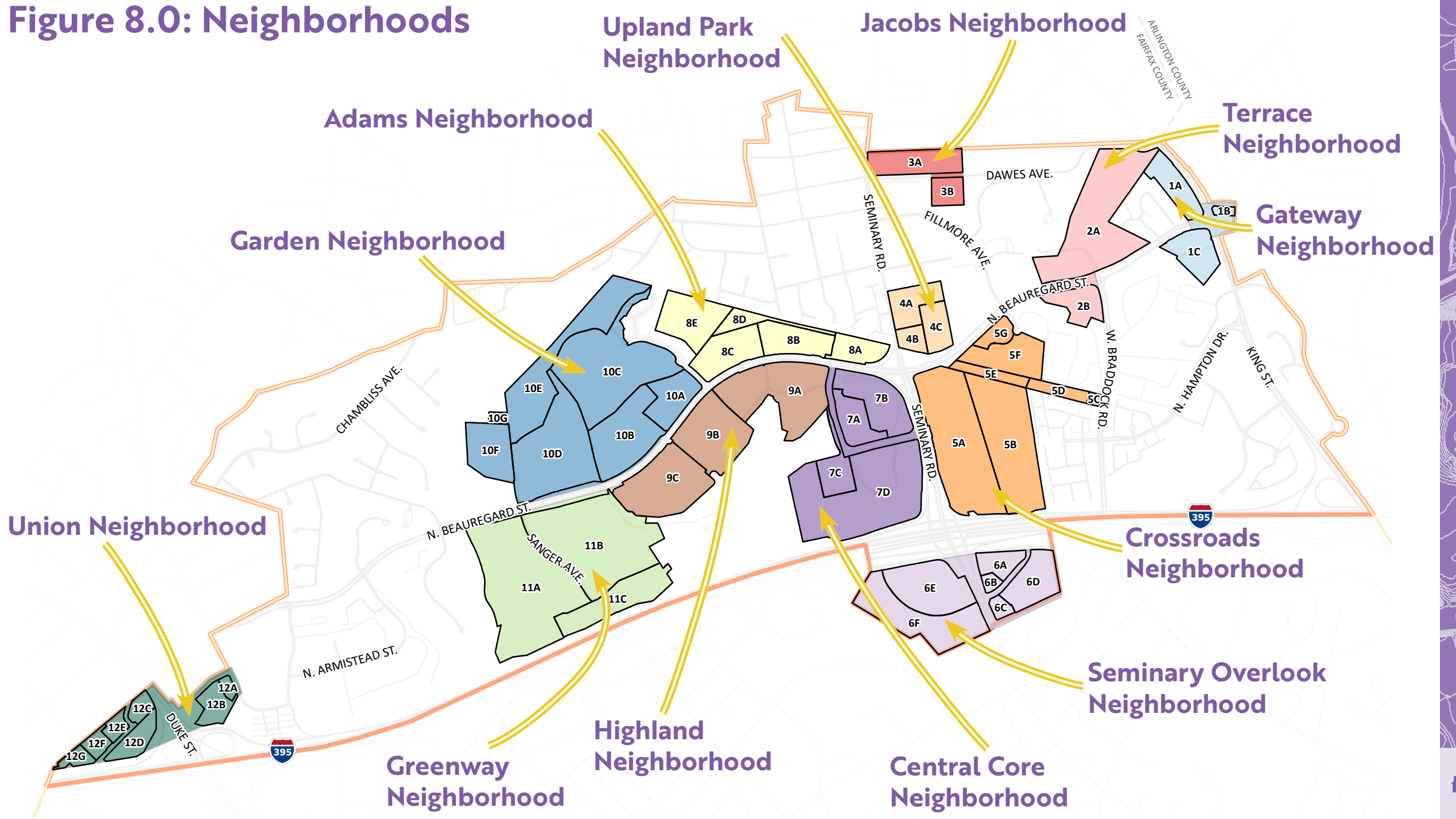


Building Blocks/ Streetwalls

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.



Figure 8.0: Neighborhoods



Gateway Neighborhood

The intent of this Neighborhood is to enable redevelopment of the existing buildings and surface parking lots with buildings that visually denote a gateway entrance to the City and provide neighborhood-serving retail and improve connectivity within the neighborhood.



Required retail at King Street and N. Beauregard Street will help activate the gateway entrance to Alexandria.



A new playground will serve the neighborhood.



New development will enhance and connect to recent existing development projects in the neighborhood.










Table 8.1: Gateway Neighborhood

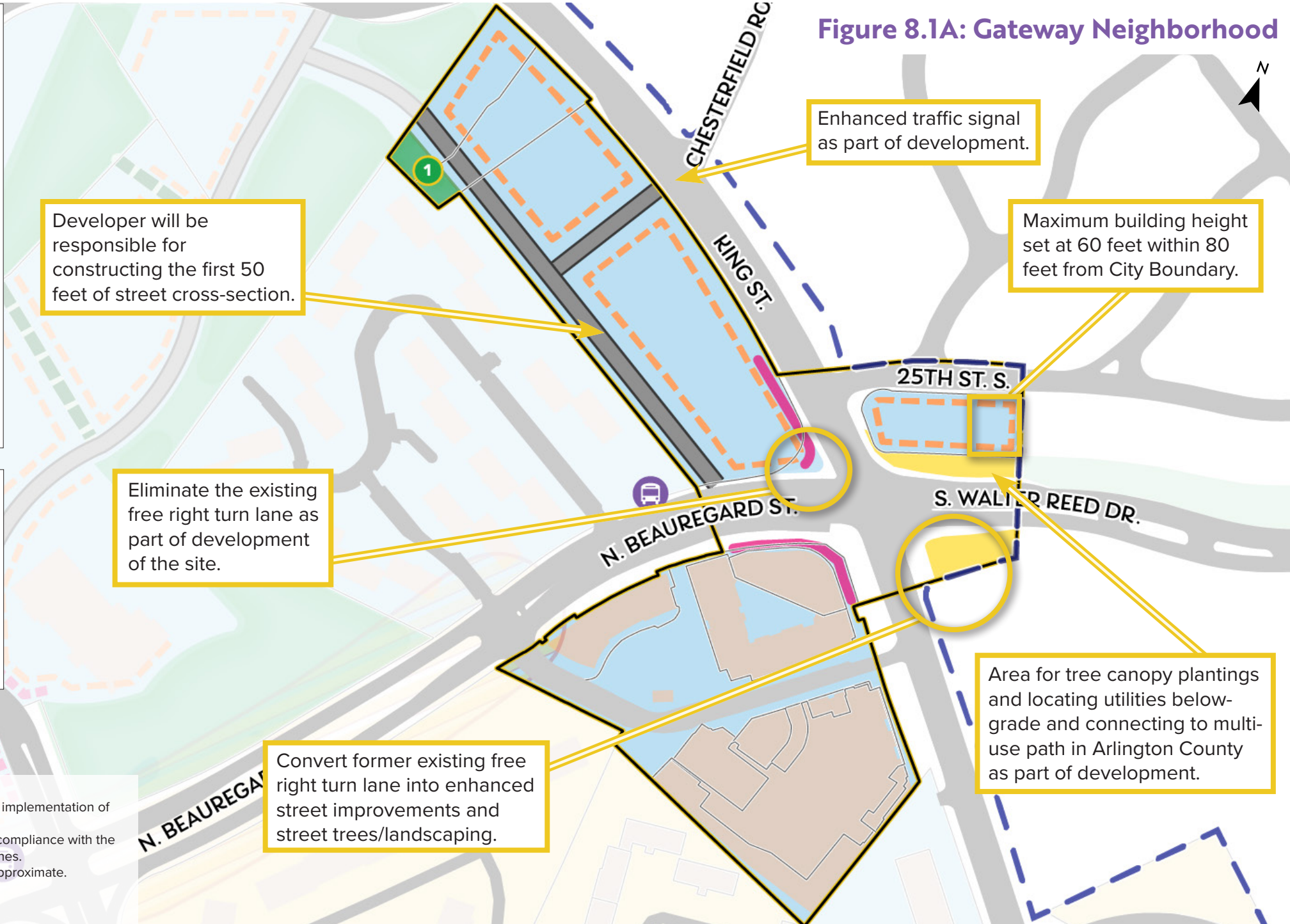
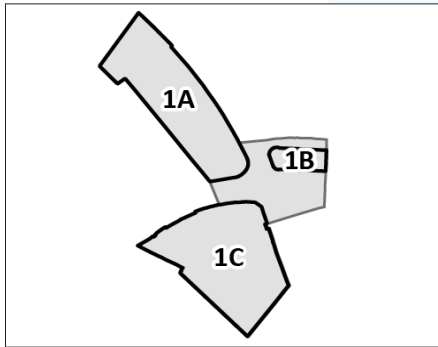
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio ⁷ (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
1A	Residential/Commercial	1.5	3.0	Yes	100	1	School Age Playground	6,000
1B	Residential/Commercial	1.5	3.0	No	60 - 100	N/A	N/A	N/A
1C	Residential/Commercial	2.5	3.0	Yes	100	N/A	N/A	N/A



Figure 8.1A: Gateway Neighborhood

LEGEND

-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Required Retail Frontage
-  Building Block
-  Planned Public Park
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Required Streetscape Improvements
-  Residential/Commercial Land Use
-  Planned BRT Stop

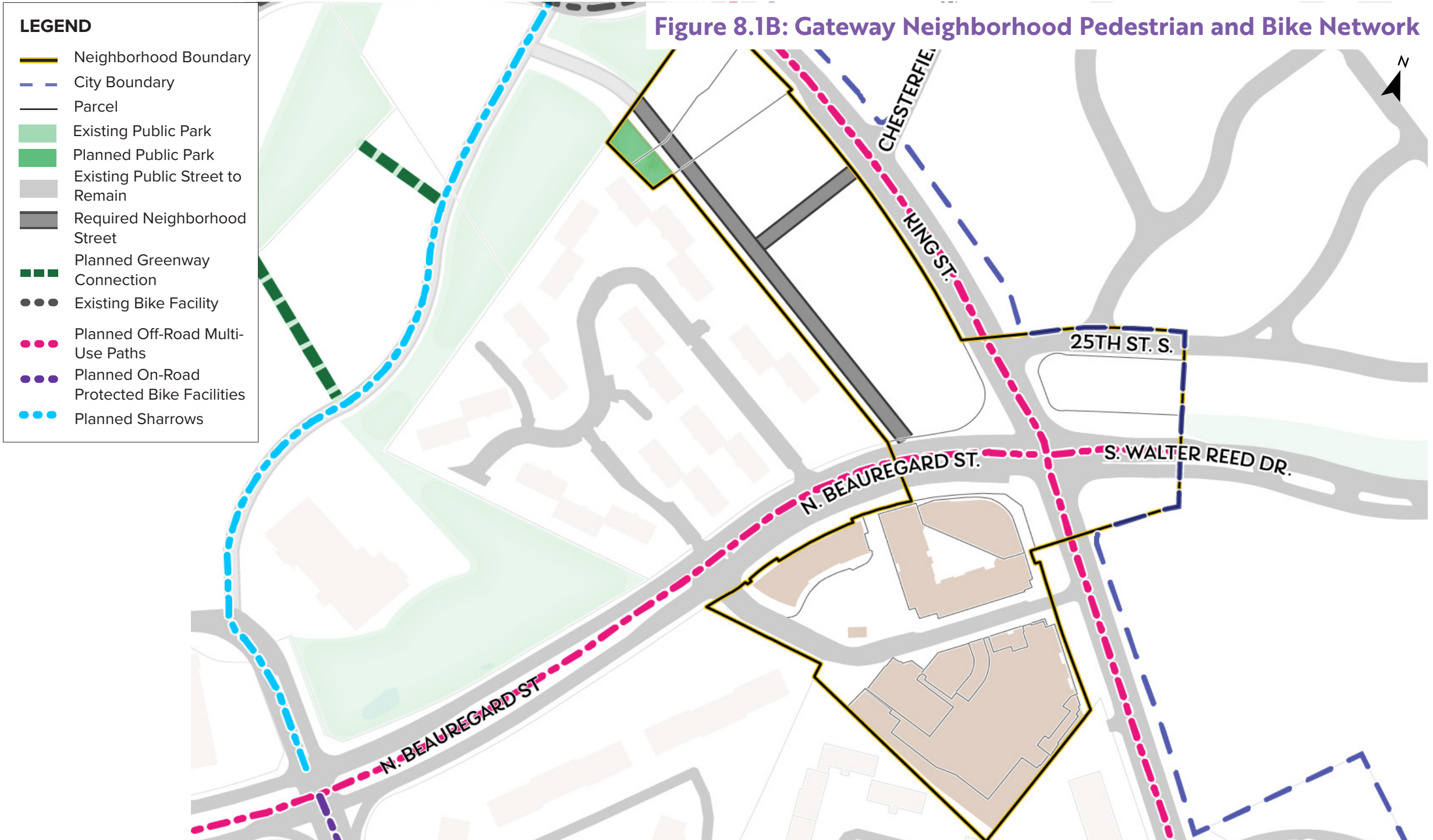


NOTES:

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

SEE ADDITIONAL NOTES IN TABLE 8.13

Figure 8.1B: Gateway Neighborhood Pedestrian and Bike Network



LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Planned Greenway Connection
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows

Terrace Neighborhood

The intent of this Neighborhood is to enable development to connect the Northern Virginia Community College (NVCC) campus to the adjoining neighborhoods and provide an appropriate level of density adjacent to the new West End Transitway stop. Development in this Neighborhood will also provide important community benefits, such as the planned public parks and potential neighborhood-serving retail. As part of the future zoning and development approval(s) for the Terrace Neighborhood, the feasibility of incorporating 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.



The topography can be embraced and integrated into redevelopment.



New buildings should be oriented towards new and existing open spaces.



There is an opportunity for retail uses and possibly a city recreational center that serve students and residents.



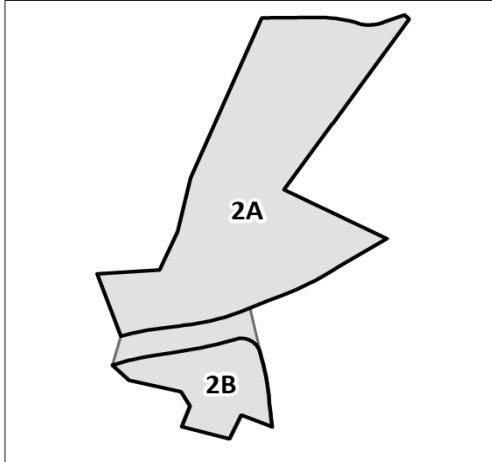
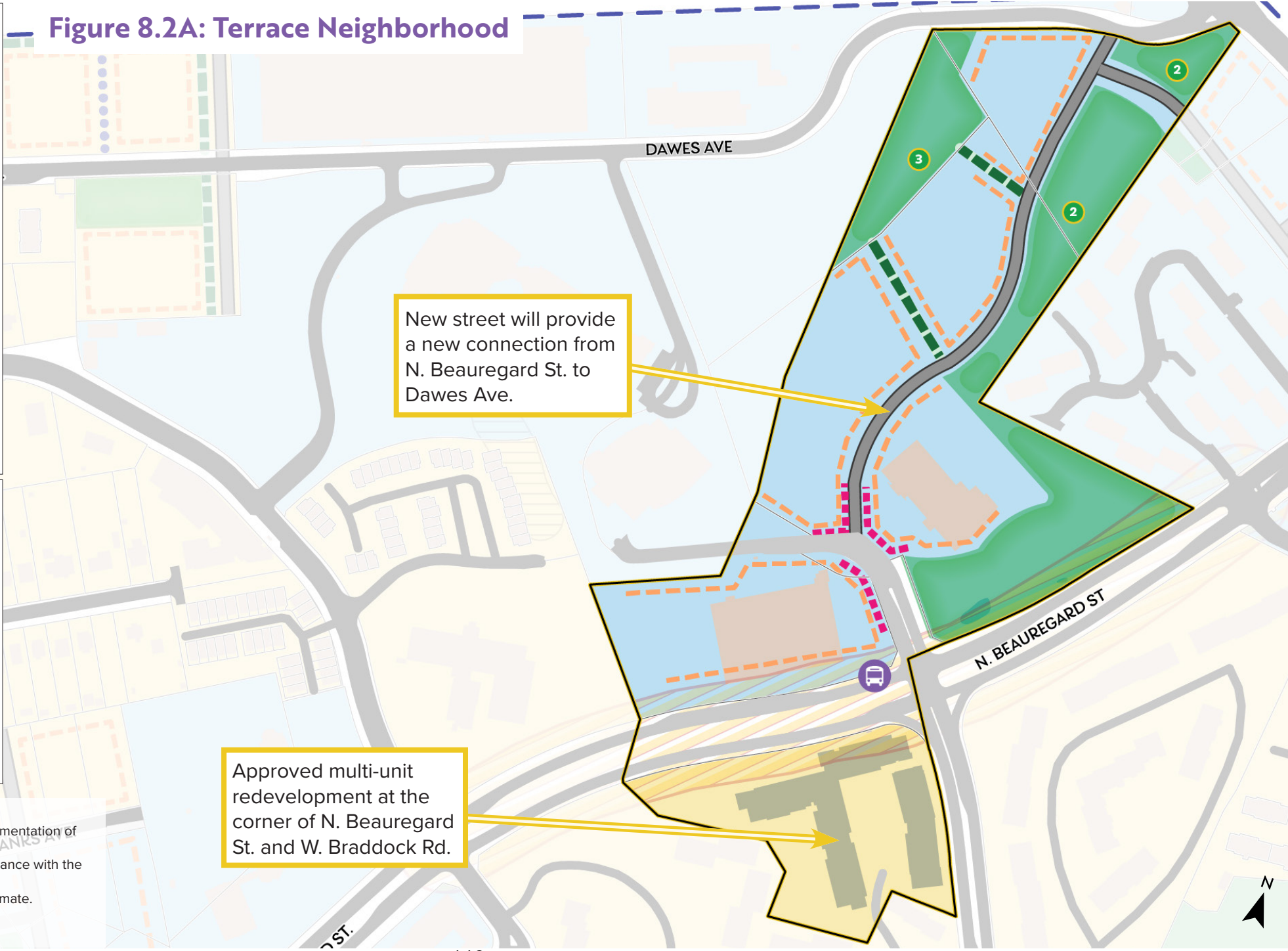
Table 8.2: Terrace Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio ⁷ (FAR)	Required Ground Floor Retail	Optional Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
							ID	Required Amenities ²	Minimum Size ³ (SF)
2A	Residential/ Commercial	0.75	3.0	No	Yes	85	2	Natural Areas, Passive Recreation	260,000
							3	Flexible Lawn Areas (passive and active), Trails, Natural Areas	65,000
2B	Residential	2.5	3.0	No	No	100	N/A	N/A	N/A

Figure 8.2A: Terrace Neighborhood

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Encouraged Retail Frontage
- Building Block
- Planned Greenway Connection
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Residential/Commercial Land Use
- Planned BRT Stop
- Resource Protection Area



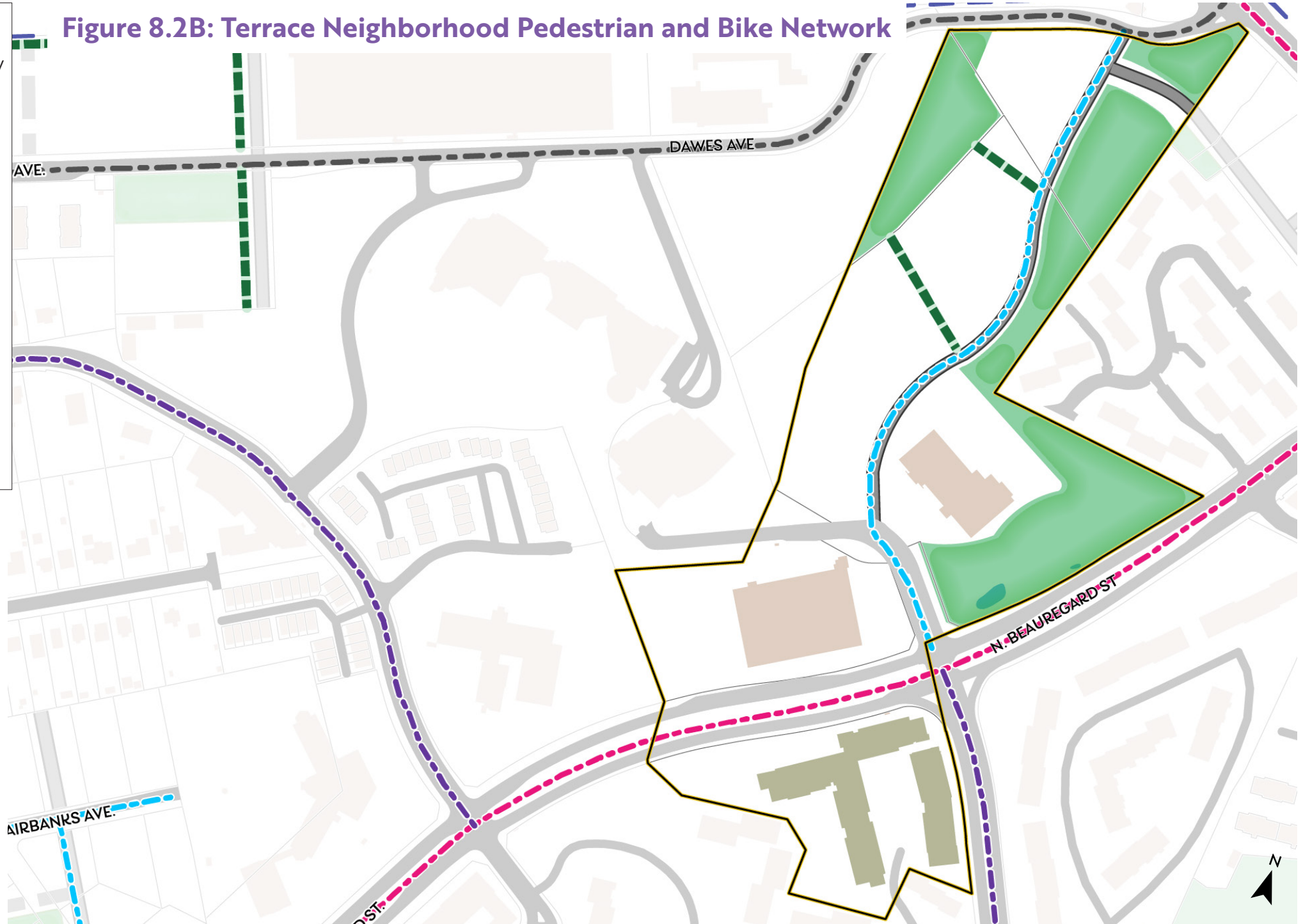
NOTES:
 A. The Neighborhood Figures are a graphic implementation of Plan intent and Recommendations.
 B. The final configuration will be subject to compliance with the Plan Recommendations and Design Guidelines.
 C. Parcel and right-of-way boundaries are approximate.

SEE ADDITIONAL NOTES IN TABLE 8.13

LEGEND

- Neighborhood Boundary
- - City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Planned Greenway Connection
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows

Figure 8.2B: Terrace Neighborhood Pedestrian and Bike Network



Jacobs Neighborhood

The intent of this Neighborhood is to encourage the conversion of the existing industrial use to a use that is better integrated with the surrounding areas. This Neighborhood will include new green space and an expanded trail network.



Mid-block connections are important for breaking up the buildings.



Greenways are important for connecting new buildings and parks.



There is an opportunity for a new public park and playground.



Table 8.3: Jacobs Neighborhood

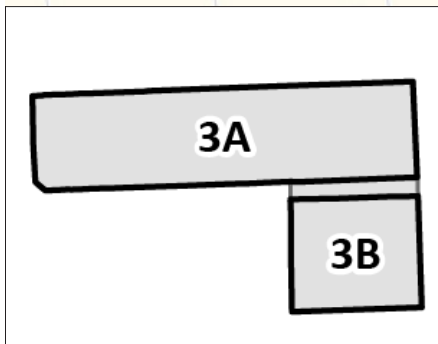
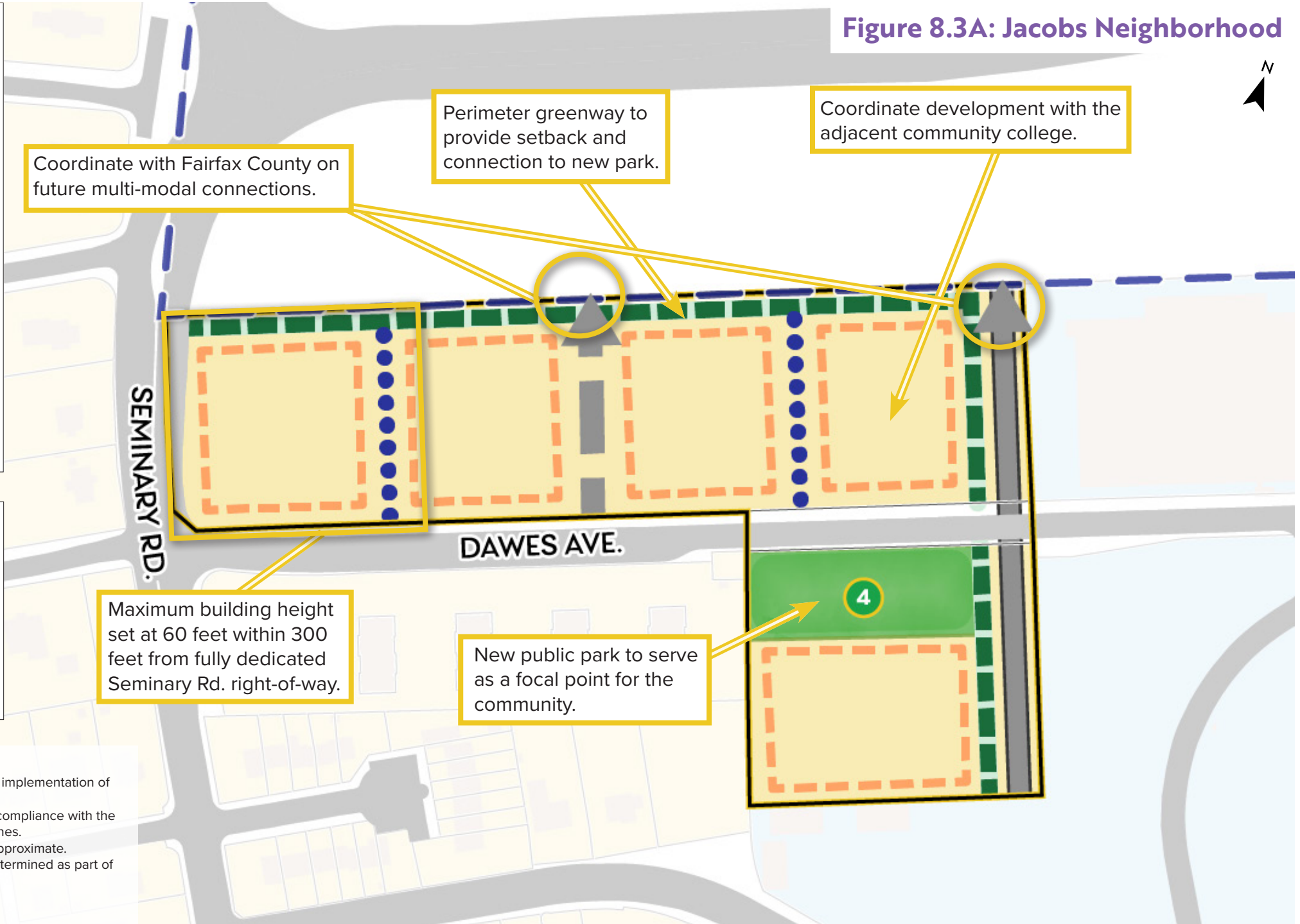
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
3A	Residential	0	3.0	No	60 - 85	N/A	N/A	N/A
3B	Residential	0	3.0	No	85	4	School Age Playground, Flexible Lawn Area	25,000



Figure 8.3A: Jacobs Neighborhood

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use

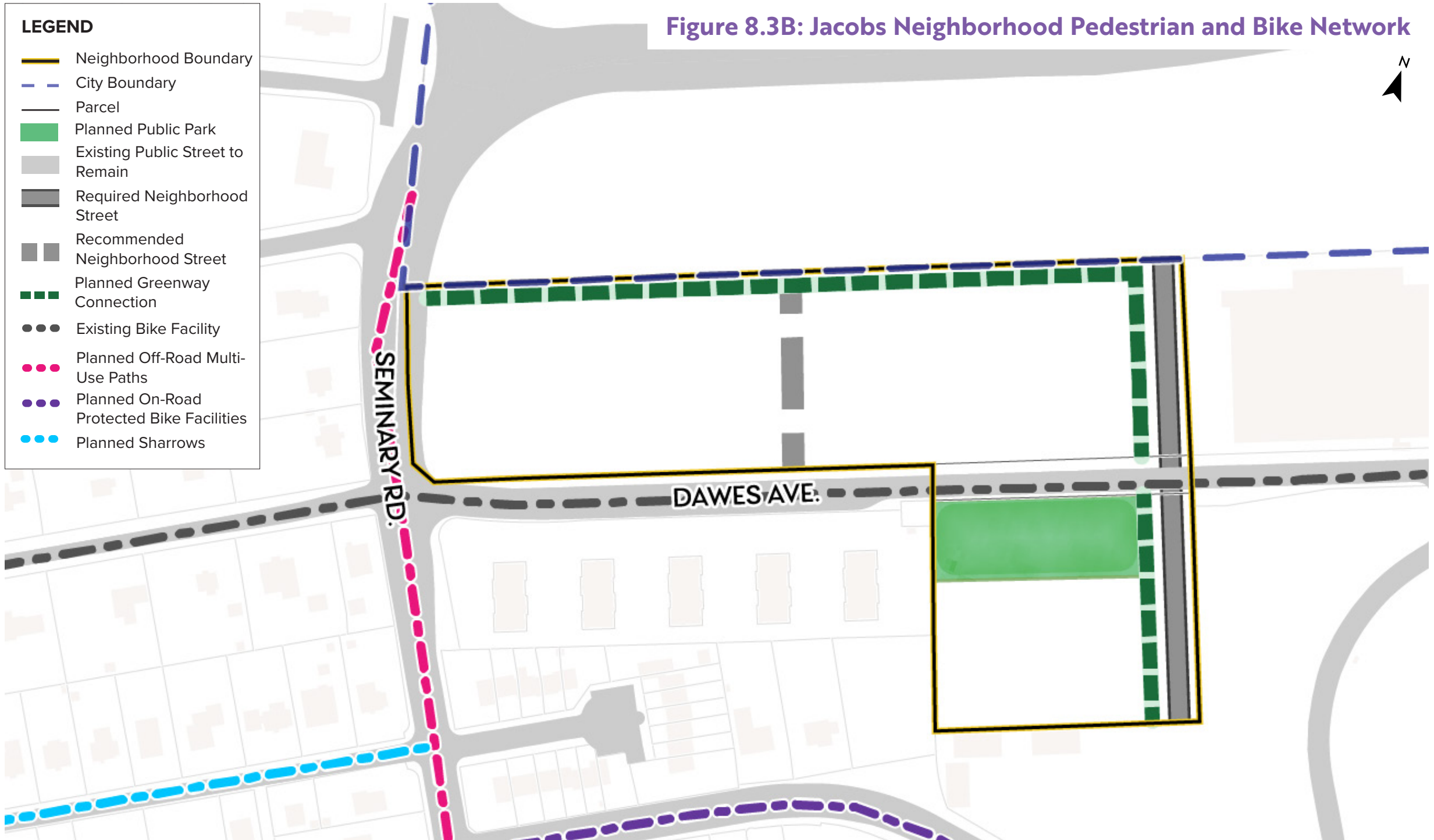


NOTES:

- 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 Guidelines.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.

SEE ADDITIONAL NOTES IN TABLE 8.13

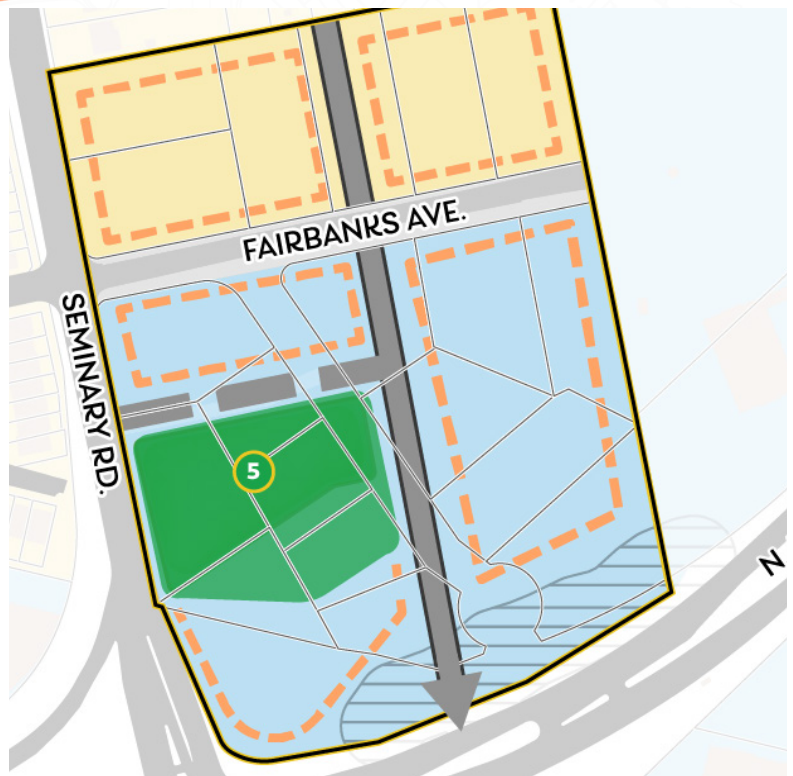
Figure 8.3B: Jacobs Neighborhood Pedestrian and Bike Network



- LEGEND**
- Neighborhood Boundary
 - City Boundary
 - Parcel
 - Planned Public Park
 - Existing Public Street to Remain
 - Required Neighborhood Street
 - Recommended Neighborhood Street
 - Planned Greenway Connection
 - Existing Bike Facility
 - Planned Off-Road Multi-Use Paths
 - Planned On-Road Protected Bike Facilities
 - Planned Sharrows

Upland Park Neighborhood

The intent of this Neighborhood is to encourage a mix of residential uses centered around a new public park and street network that frames the intersection of Seminary Road and N. Beauregard Street.



This is an alternative option for Upland Park where the City swaps right-of-way for a larger, consolidated park.



Rendering of approved townhomes.



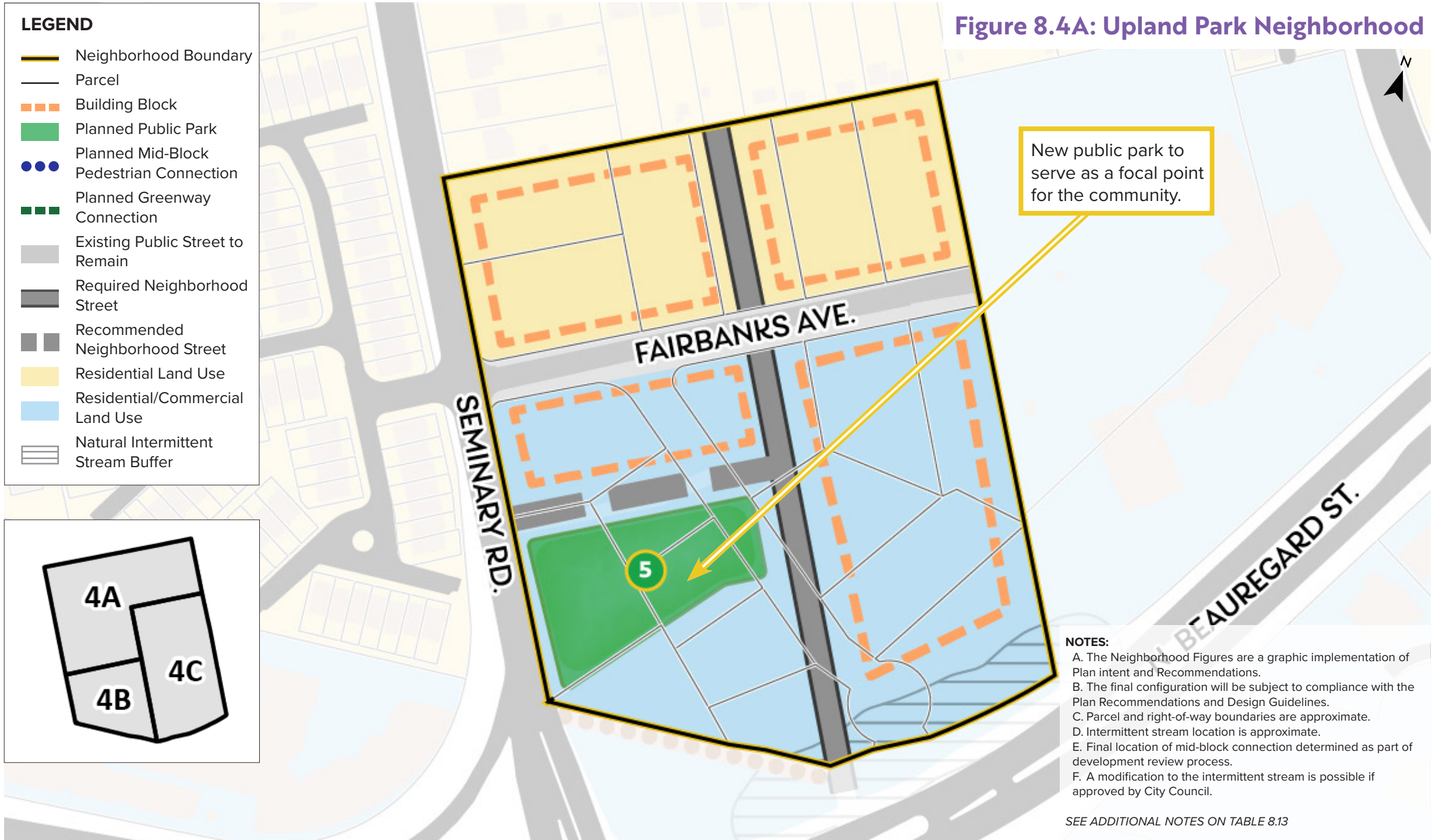
Rendering of the future park and townhomes.

Table 8.4: Upland Park Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Minimum Retail (SF)	Maximum Commercial (SF)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
							ID	Required Amenities ²	Minimum Size ³ (SF)
4A	Residential	2.0	3.0	0	0	45	N/A	N/A	N/A
4B	Residential/ Commercial			8,000	95,000	100	5	Playground, Dog Exercise Area, Flexible Lawn Area	37,000
4C	Residential/ Commercial			100	N/A	N/A	N/A		



Figure 8.4A: Upland Park Neighborhood



New public park to serve as a focal point for the community.

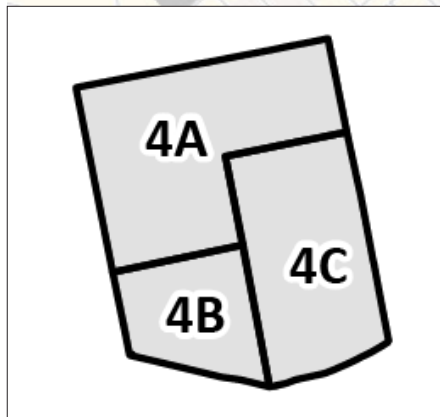
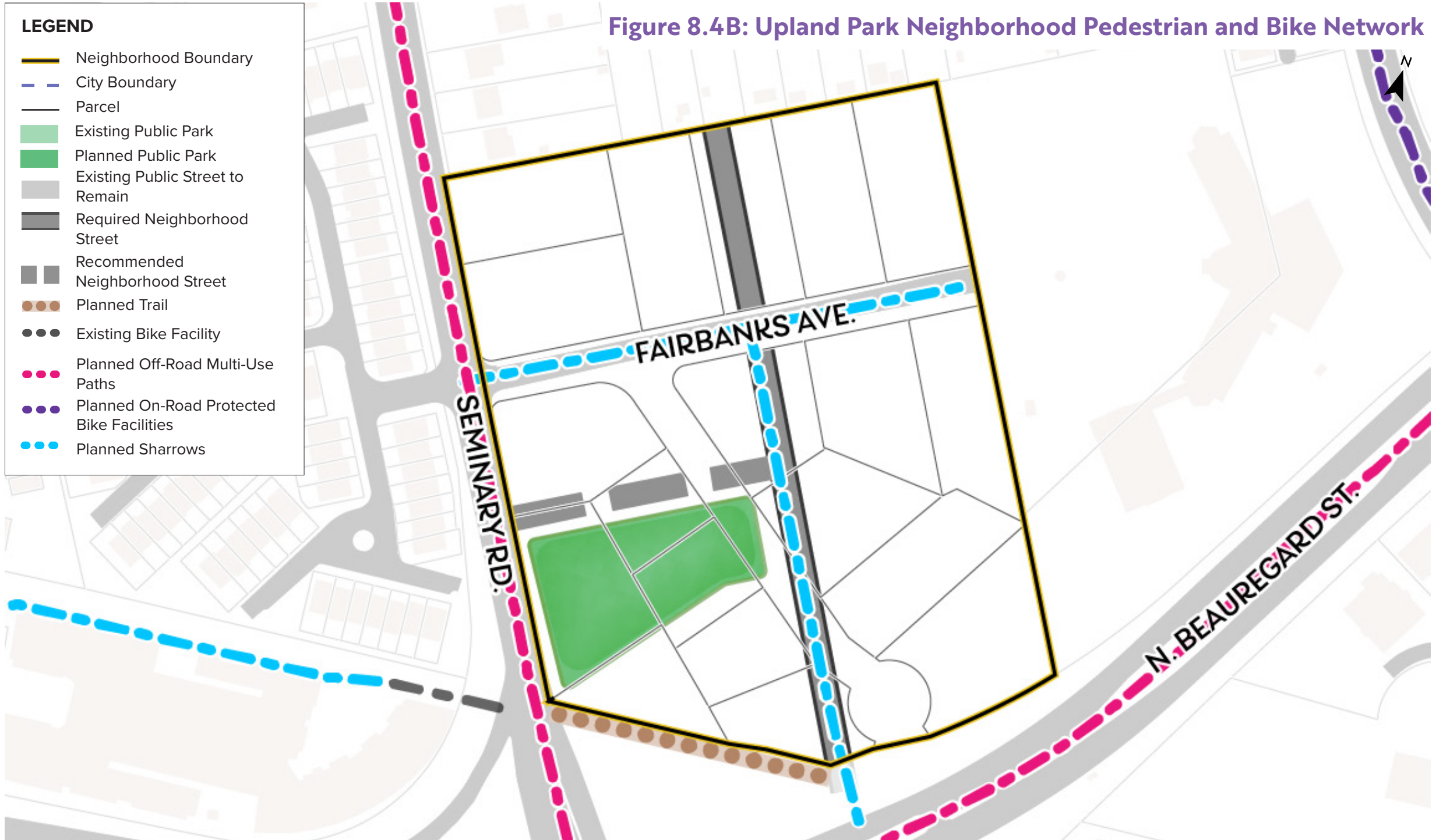


Figure 8.4B: Upland Park Neighborhood Pedestrian and Bike Network



LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Planned Trail
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows

Crossroads Neighborhood

The intent of this Neighborhood is to utilize development to obtain crucial community benefits and meaningful improvements for the residents of the Neighborhood's existing buildings. Development on the extensive parking lots will provide market rate housing and Committed Affordable Units. New neighborhood-serving retail, several new parks, and greenway connections will facilitate a safer and more walkable community. The street grid will improve pedestrian safety and provide space for an enhanced transit facility.

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.



New development and open space will provide opportunities for interim and community-serving uses, such as farmers markets.



Ground floor commercial spaces will be focused around the new enhanced transit facility and will provide neighborhood-serving retail.



The enhanced transit facility will allow existing residents in the neighborhood and nearby to safely access transit.

Table 8.5: Crossroads Neighborhood

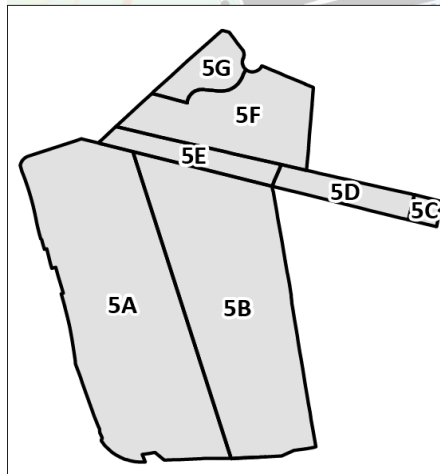
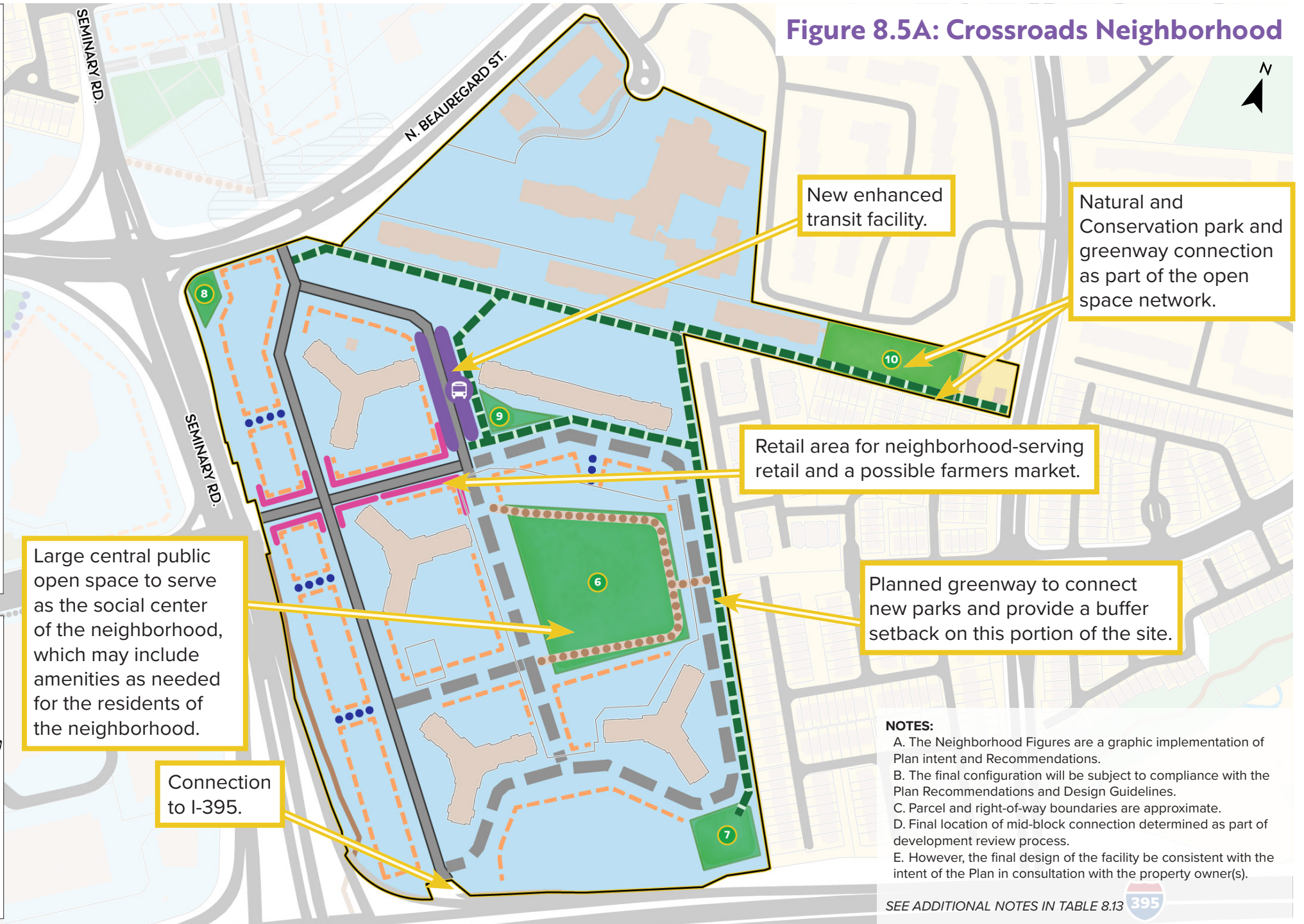
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Maximum Commercial (SF)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
							ID	Required Amenities ²	Minimum Size ³ (SF)
5A	Residential/Commercial	1.25	3.0	356,100	Yes	100	8	Exercise Play Features, Small Multi-Purpose Athletic Courts	6,000
5B	Residential/Commercial	1.25	3.0		No	85	6	Rectangular Field, Multi-Purpose Athletic Courts, School Age Playground	140,000
							7	Small Multi-Purpose Athletic Courts, Dog Exercise Area	20,000
							9	Tot Lot Playground, Flexible Lawn Area, Shade Structures	9,000
5C	Residential	0.75	3.0	N/A	No	60	N/A	N/A	N/A
5D	Residential/Commercial	0.75	3.0	N/A	No	60	10	Trails, Picnic Areas, Natural Area	45,000
5E	Residential/Commercial	0.75	3.0	N/A	No	100	N/A	N/A	N/A
5F	Residential/Commercial	2.5	3.0	N/A	No	150	N/A	N/A	N/A
5G	Residential/Commercial	2.5	3.0	N/A	No	150	N/A	N/A	N/A



Figure 8.5A: Crossroads Neighborhood

LEGEND

- Neighborhood Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use
- Planned BRT Stop



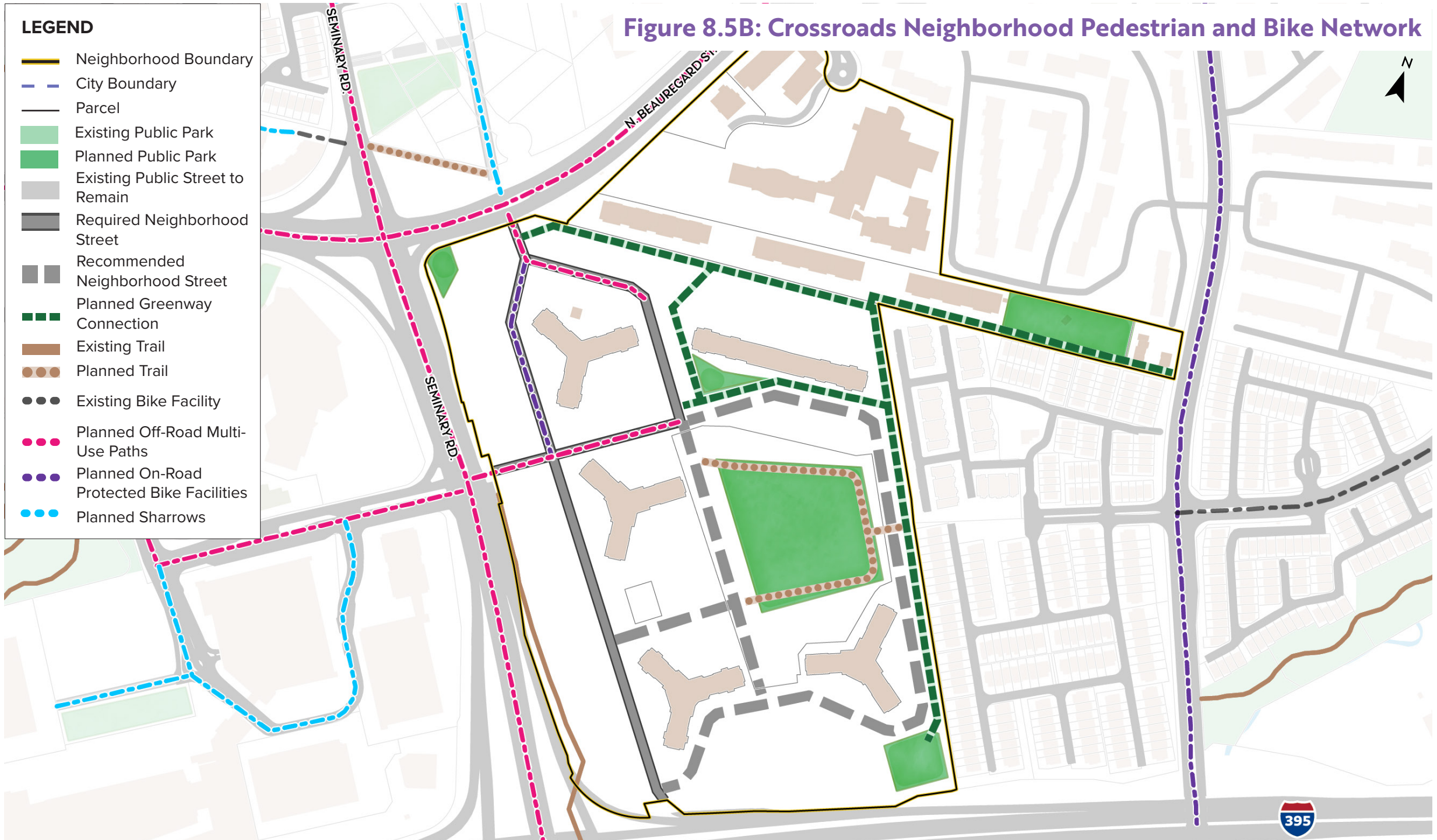
NOTES:

- 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 Guidelines.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.
- E. However, the final design of the facility be consistent with the intent of the Plan in consultation with the property owner(s).

SEE ADDITIONAL NOTES IN TABLE 8.13



Figure 8.5B: Crossroads Neighborhood Pedestrian and Bike Network



Seminary Overlook Neighborhood

The intent of this Neighborhood is to provide a mixed-use community with a new public park, neighborhood-serving retail, and street connections. The Plan also acknowledges that the existing office and hotel may convert to other uses.



When located next to retail, the planned open spaces will be activated with the adjoining buildings and uses.



Streetscapes will be able to accommodate outdoor dining and pedestrians in a safe and comfortable atmosphere.



Bike lanes will ensure residents can safely navigate the neighborhood by bicycle.



Table 8.6: Seminary Overlook Neighborhood

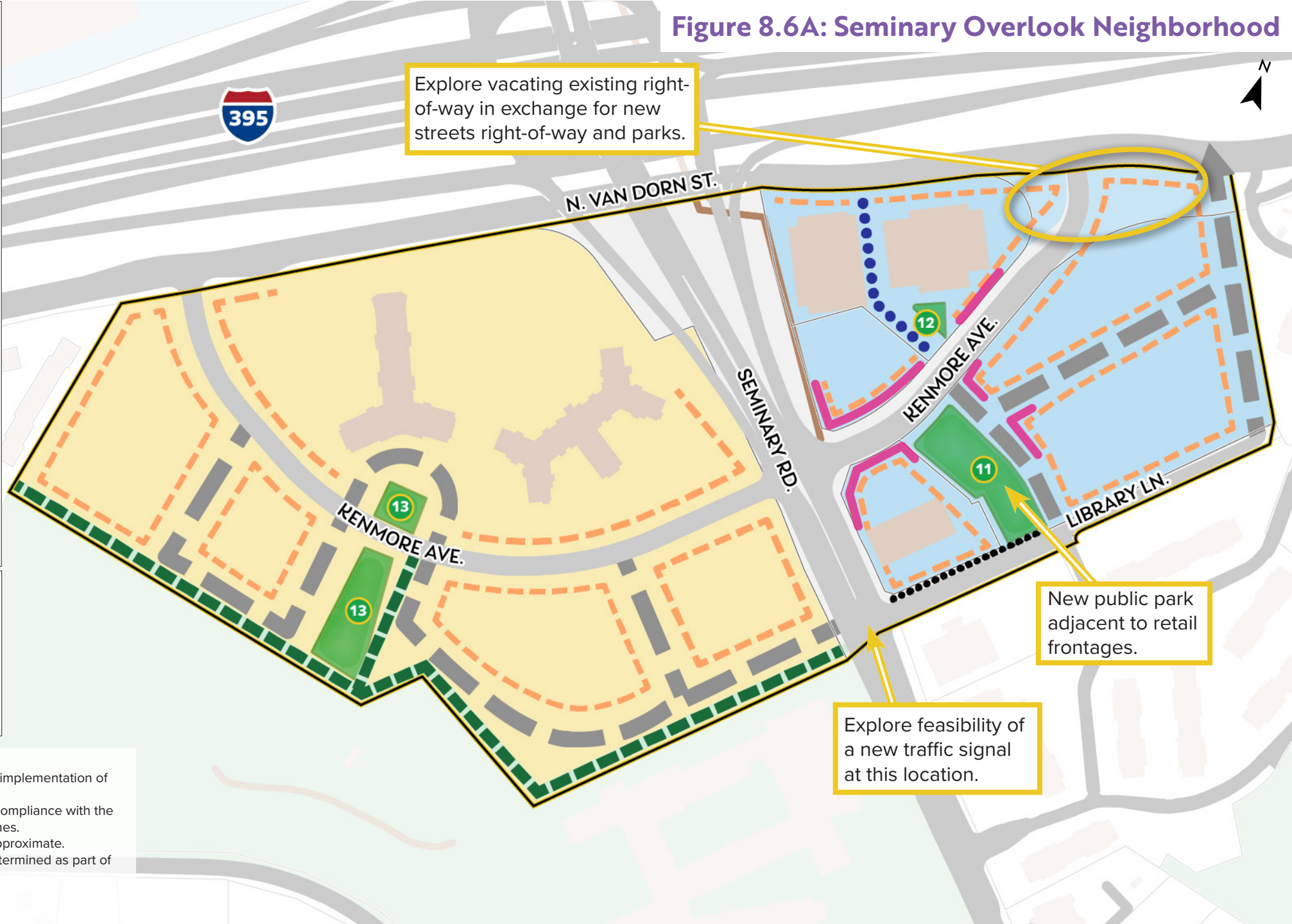
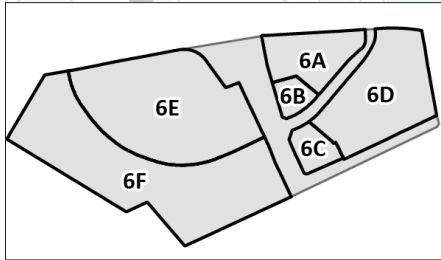
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
6A	Residential/Commercial	2.0	3.0	Yes	150	12	Flexible Seating Areas	2,000
6B	Residential/Commercial	2.0	3.0	Yes	150	N/A	N/A	N/A
6C	Residential/Commercial	2.0	3.0	Yes	85	N/A	N/A	N/A
6D	Residential/Commercial	0.75	3.0	Yes	85	11	Multi-Purpose Athletic Courts, Flexible Lawn Area, Shade Structures	25,000
6E	Residential	1.25	2.0	No	150	13	Dog Park	6,000
6F	Residential	0.75	2.0	No	85			17,000



Figure 8.6A: Seminary Overlook Neighborhood

LEGEND

- Neighborhood Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Enhanced Pedestrian Connection
- Existing Trail
- Existing Public Street to Remain
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use



Explore vacating existing right-of-way in exchange for new streets right-of-way and parks.

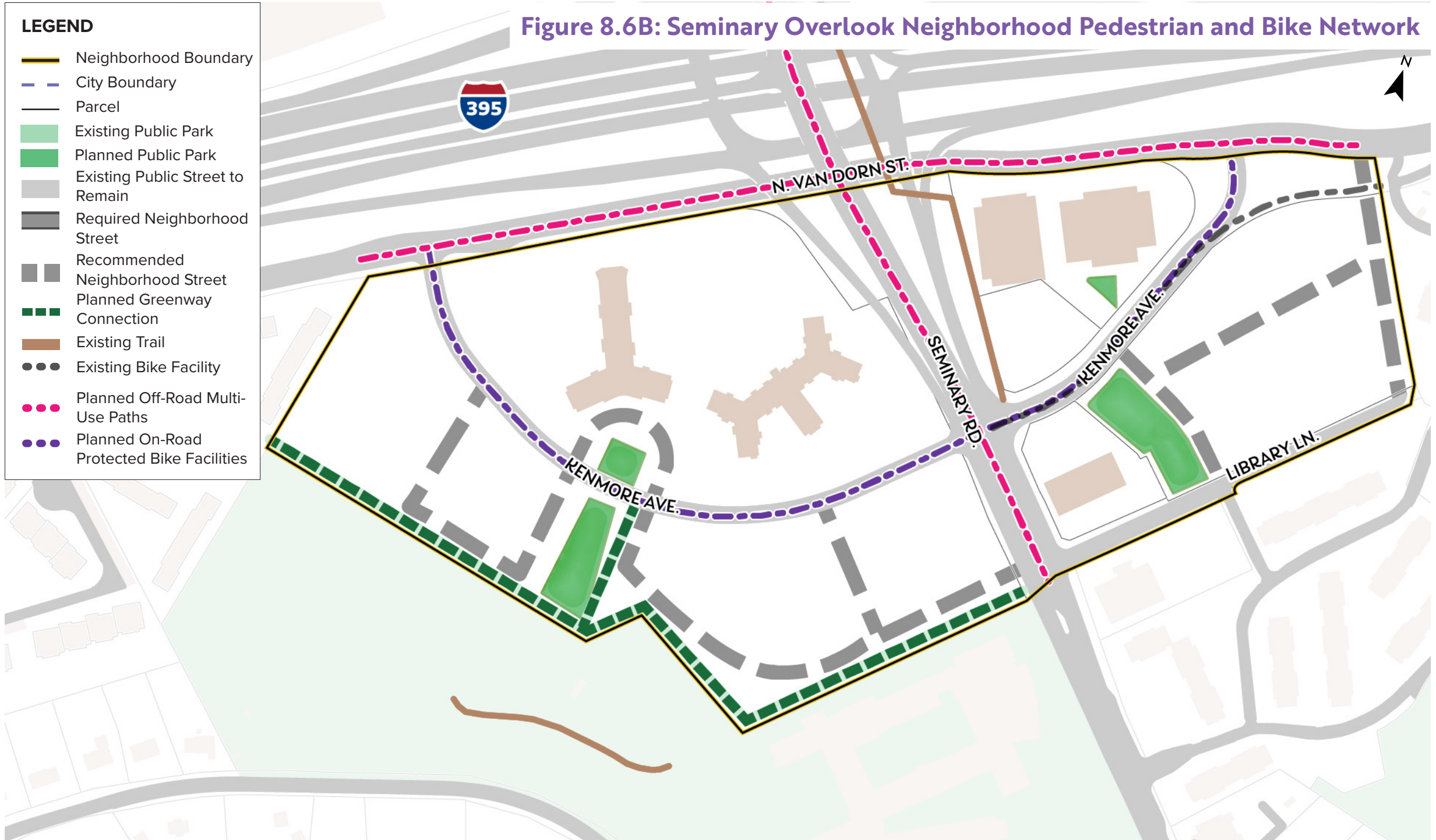
New public park adjacent to retail frontages.

Explore feasibility of a new traffic signal at this location.

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 Guidelines.
 C. Parcel and right-of-way boundaries are approximate.
 D. Final location of mid-block connection determined as part of development review process.

SEE ADDITIONAL NOTES ON TABLE 8.13

Figure 8.6B: Seminary Overlook Neighborhood Pedestrian and Bike Network



Central Core Neighborhood

The intent of this Neighborhood is to enable infill development with primarily residential uses, increase access to the Winkler Botanical Preserve, and build on the civic role of the Del Pepper Community Resource Center. The Plan also acknowledges that some of the existing office uses will likely convert to other uses.



New development will encourage ground floor uses that enhance and activate the public realm.



The Del Pepper Community Resource Center is an important part of this neighborhood. The building provides residents access to the Department of Community and Human Services, the Alexandria Health Department, Neighborhood Health, and the Permit Center.



Future development will include open space amenities, such as dog exercise areas.

Table 8.7: Central Core Neighborhood

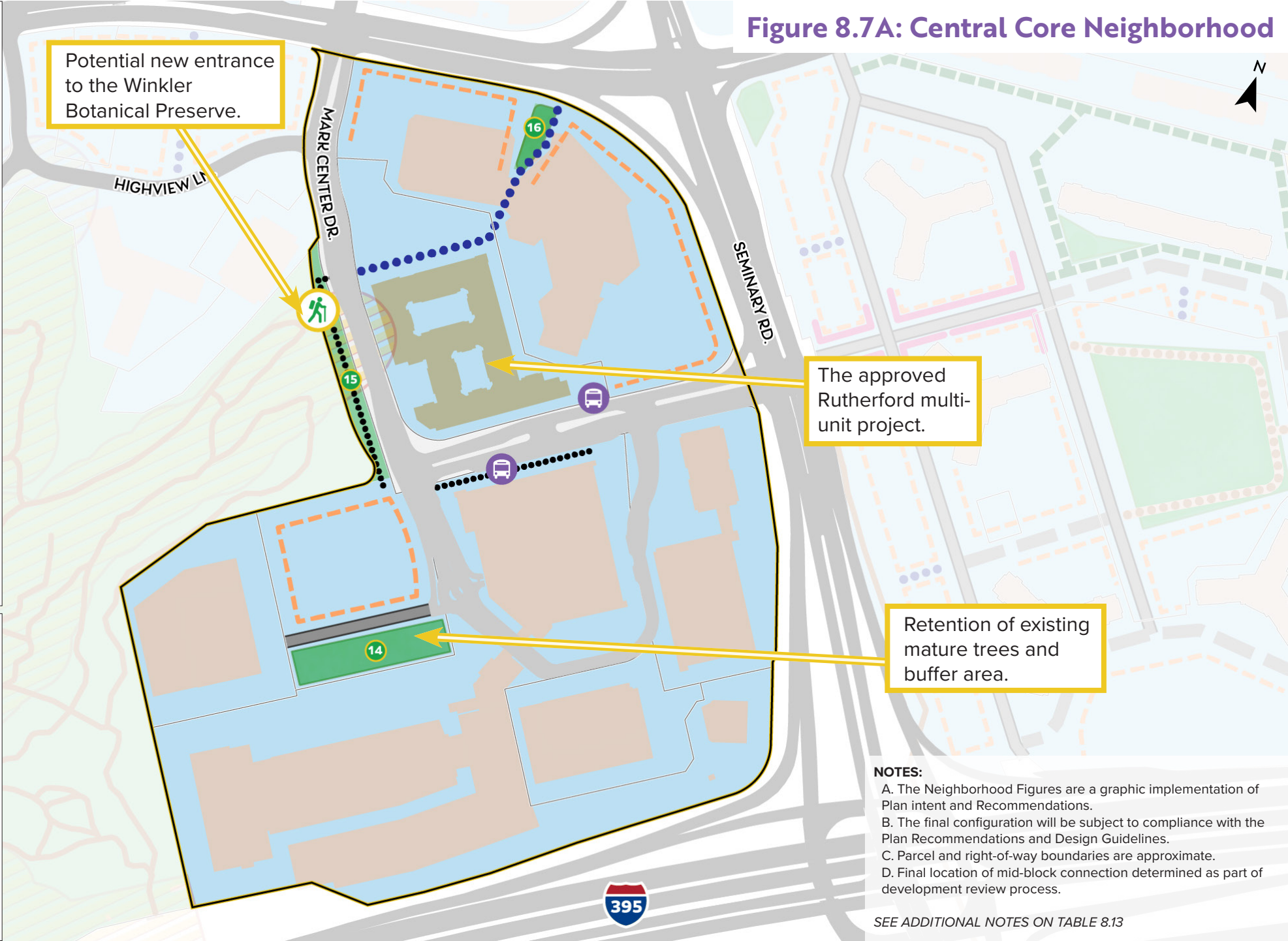
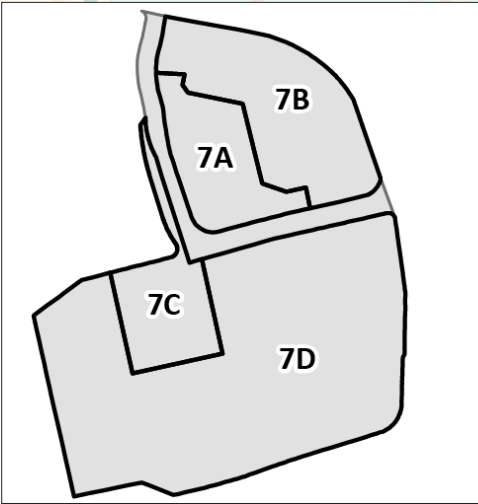
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
7A	Residential/ Commercial	2.5	3.0	No	100	N/A	N/A	N/A
7B	Residential/ Commercial	1.5	3.0	No	100	16	Small Multi-Purpose Athletic Courts, Dog Exercise Area	6,000
7C	Residential/ Commercial	2.5	3.0	No	150	14	Natural Area	25,000
						15	Natural Area	22,000
7D	Residential/ Commercial	2.0	3.0	No	150	N/A	N/A	N/A



Figure 8.7A: Central Core Neighborhood

LEGEND

- Neighborhood Boundary
- Parcel
- Existing Building
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Greenway Connection
- Planned Enhanced Pedestrian Connection
- Existing Public Street to Remain
- Required Neighborhood Street
- Residential/Commercial Land Use
- Resource Protection Area
- Possible Winkler Botanical Preserve Pedestrian Access
- 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 Guidelines.
- C. Parcel and right-of-way boundaries are approximate.
- D. Final location of mid-block connection determined as part of development review process.

SEE ADDITIONAL NOTES ON TABLE 8.13



LEGEND














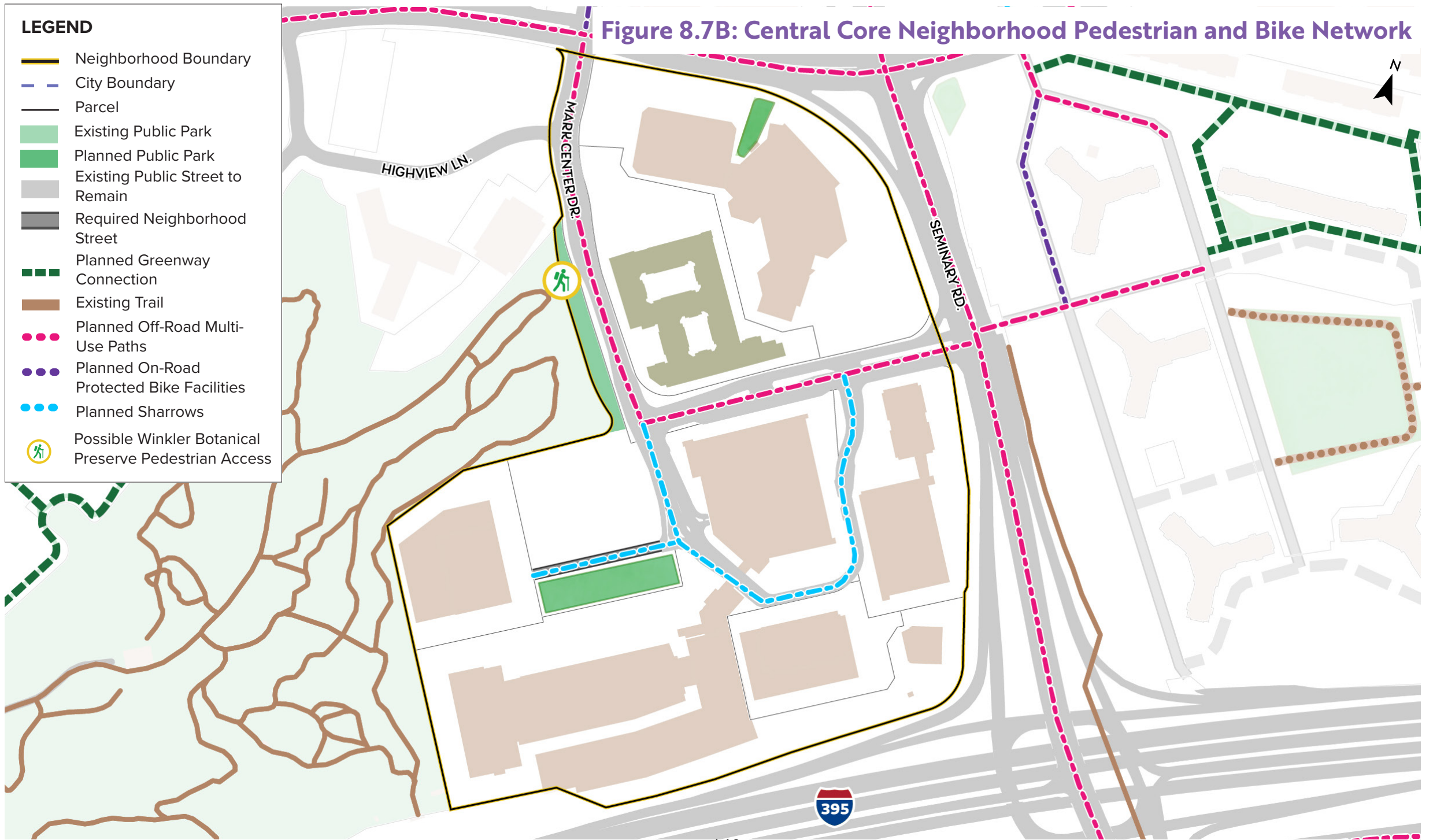
-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Existing Public Park
-  Planned Public Park
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Planned Greenway Connection
-  Existing Trail
-  Planned Off-Road Multi-Use Paths
-  Planned On-Road Protected Bike Facilities
-  Planned Sharrows
-  Possible Winkler Botanical Preserve Pedestrian Access

Figure 8.7B: Central Core Neighborhood Pedestrian and Bike Network



Adams Neighborhood

The intent of this Neighborhood is to build on the existing John Adams Elementary School. Development will be centered around a new approximately 2-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 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

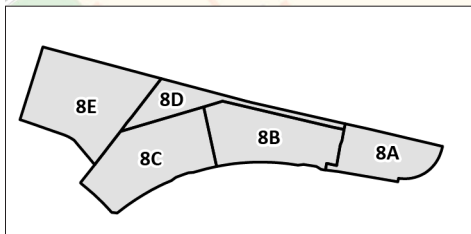
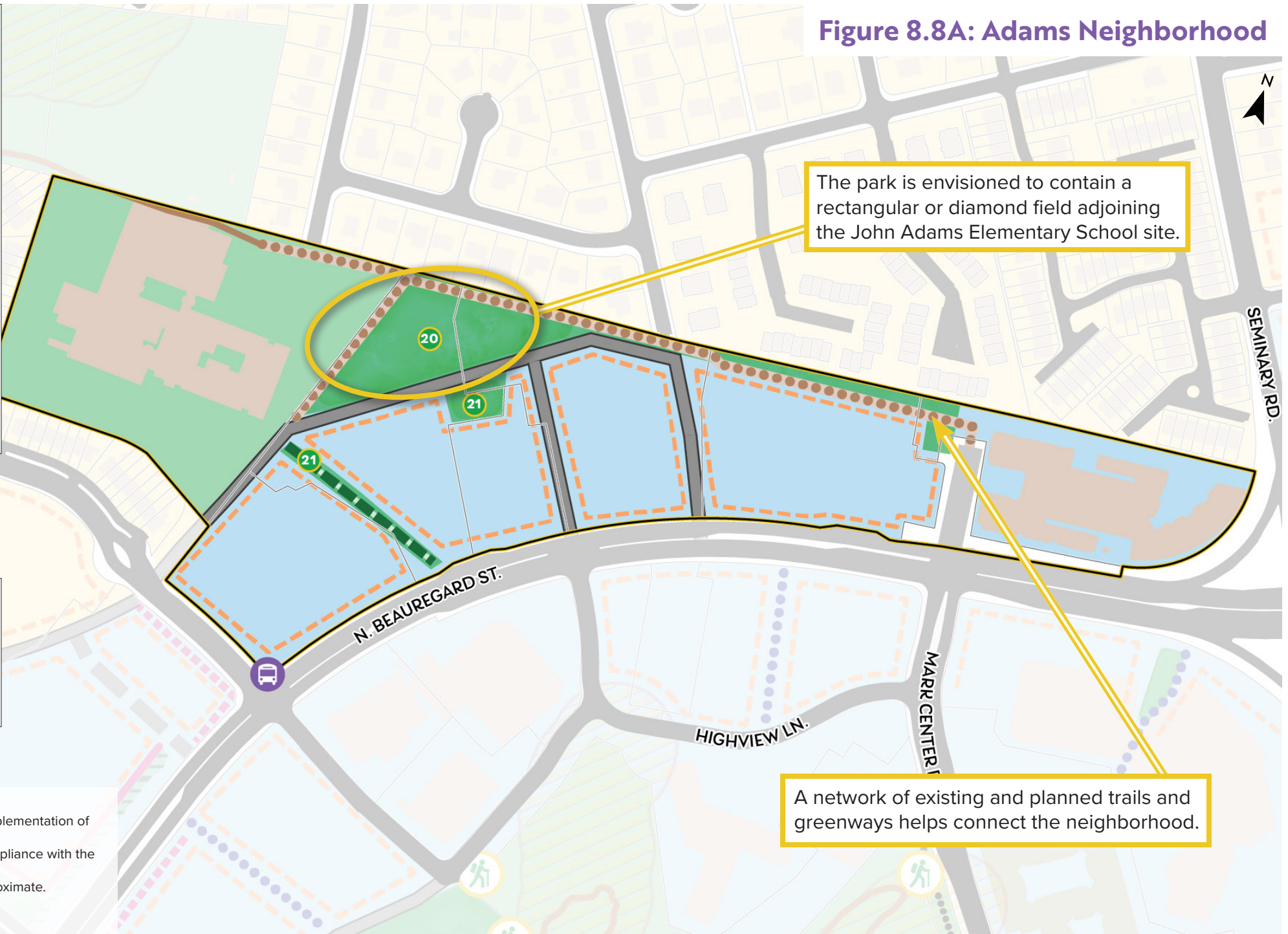
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
					ID	Required Amenities ²	Minimum Size ³ (SF)
8A	Residential/Commercial	3.0	3.0	100	N/A	N/A	N/A
8B	Residential/Commercial	0		85	N/A	N/A	N/A
8C	Residential/Commercial	0		100	21	Trails, Exercise Play Features	26,500
8D	Residential/Commercial	0		N/A	20	Rectangular Field or Diamond Field	98,000
8E	Residential	0.75	2.0	60	N/A	N/A	N/A



Figure 8.8A: Adams Neighborhood

LEGEND

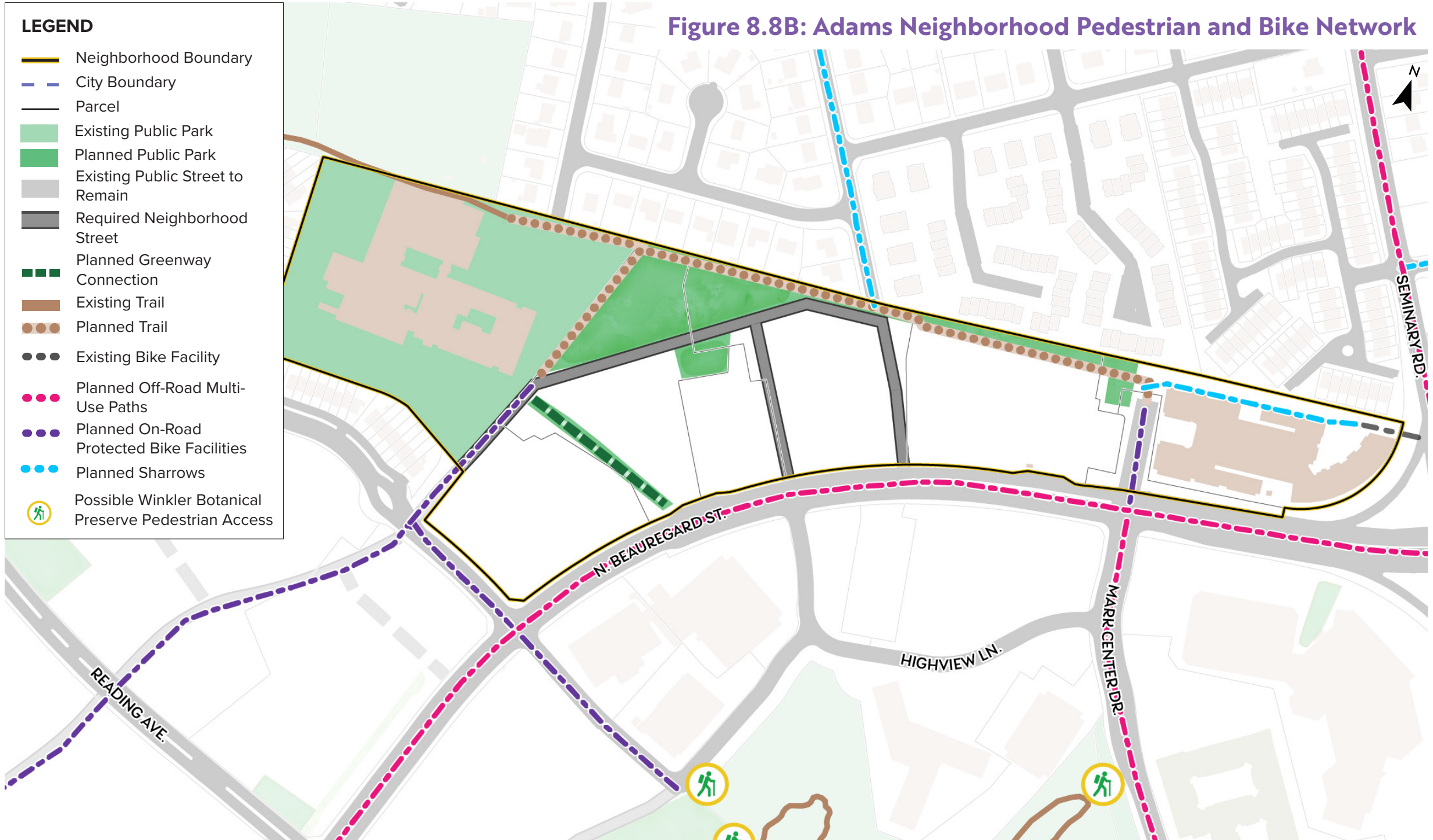
-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Building Block
-  Planned Public Park
-  Planned Greenway Connection
-  Planned Trail
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Residential/Commercial Land Use
-  Planned BRT Stop



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

SEE ADDITIONAL NOTES ON TABLE 8.13

Figure 8.8B: Adams Neighborhood Pedestrian and Bike Network



LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Planned Greenway Connection
- Existing Trail
- Planned Trail
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Planned Sharrows
- 🚶 Possible Winkler Botanical Preserve Pedestrian Access

Highland Neighborhood

The intent of this Neighborhood is to better integrate it with the surrounding community through an improved and expanded street grid and provide increased neighborhood amenities, such as new access points to Winkler Botanical Preserve, potential retail along N. Beauregard Street, and several new public parks. Given the topography of the neighborhood, planned parks will have views into the Winkler Botanical Preserve.



New parks and open spaces will provide active and passive opportunities.



A new street grid will better connect this neighborhood to other surrounding neighborhoods.



New access points to Winkler Botanical Preserve can greatly benefit nearby ACPS schools.



Table 8.9: Highland Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
9A	Residential/Commercial	1.5	3.0	No	150	N/A	N/A	N/A
9B	Residential/Commercial	1.5	3.0	No	100	17	Playground, Shade Structures, Flexible Lawn Area	35,000
9C	Residential	0.67	3.0	No	100	18	Small Multi-Purpose Athletic Courts, Dog Exercise Area	25,000
						19	Small Multi-Purpose Athletic Courts, Shade Structure, Natural Area	45,000

Figure 8.9A: Highland Neighborhood

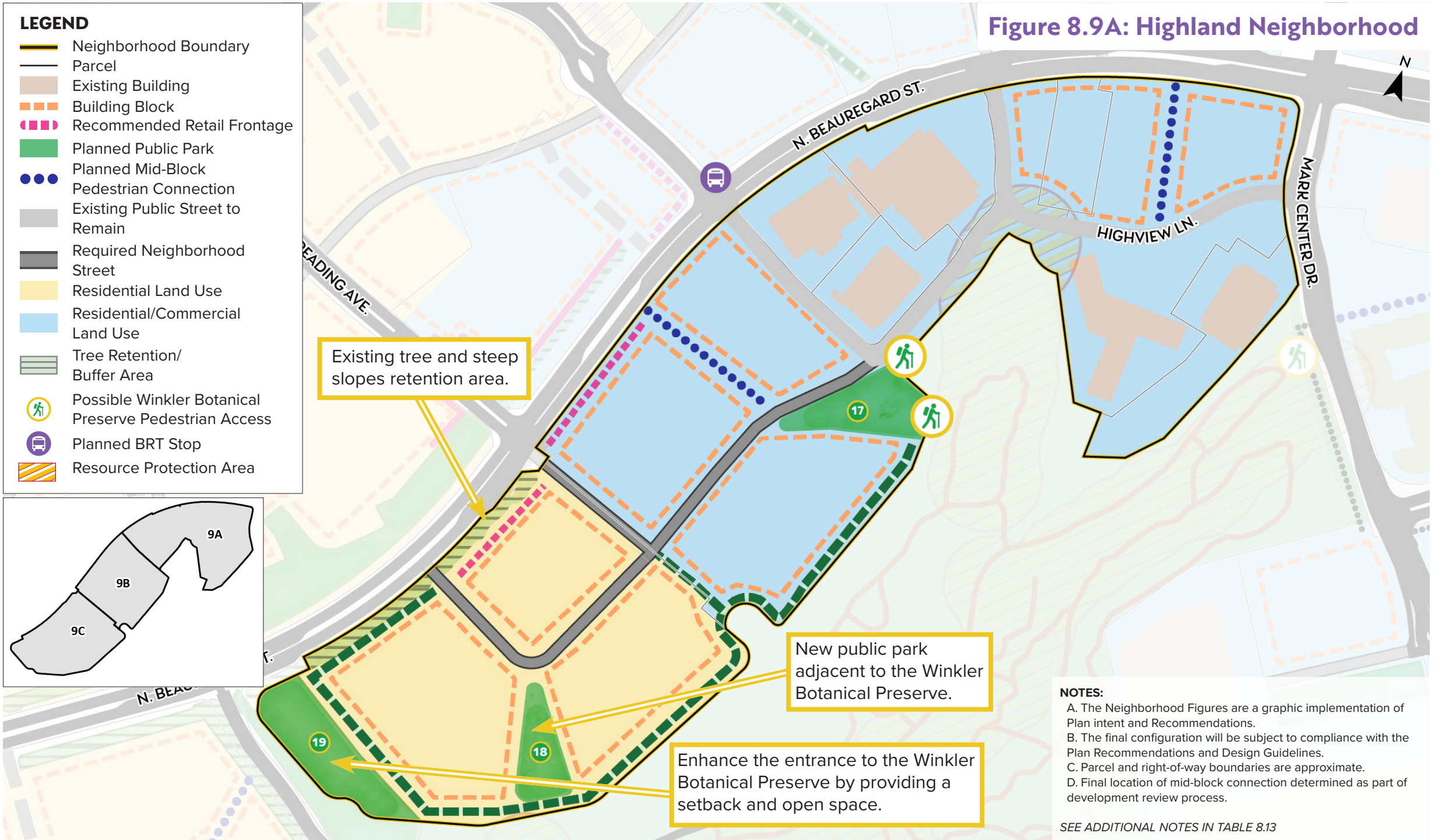












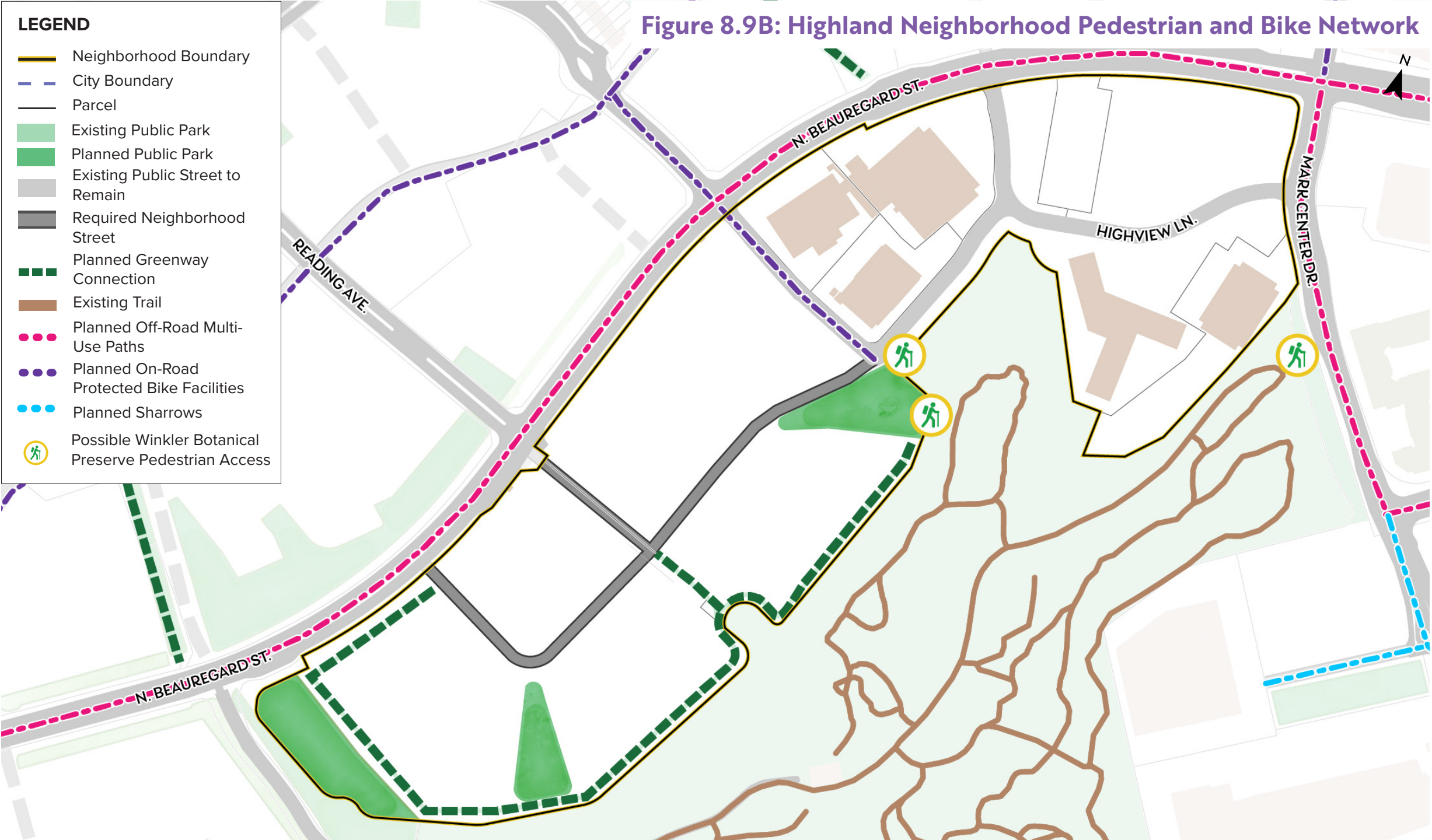


Figure 8.9B: Highland Neighborhood Pedestrian and Bike Network

LEGEND

-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Existing Public Park
-  Planned Public Park
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Planned Greenway Connection
-  Existing Trail
-  Planned Off-Road Multi-Use Paths
-  Planned On-Road Protected Bike Facilities
-  Planned Sharrows
-  Possible Winkler Botanical Preserve Pedestrian Access



Garden Neighborhood

The intent of this Neighborhood is to increase the size of Dora Kelley Nature Park and retain a predominantly residential use throughout. Development will also provide expanded retail in the required and encouraged retail areas. New greenway connections will expand access to this Neighborhood’s open spaces, which will be consolidated together to create space for amenity improvements.



New parks will provide an array of amenities, such as shade structures, sports courts, and flexible lawn areas.



New buildings will be oriented towards and connect with the planned open spaces and greenways. They will also help frame and define a network of streets.



Retail will be required and encouraged along sections of N. Beaugard Street and Reading Avenue.

Table 8.10: Garden Neighborhood

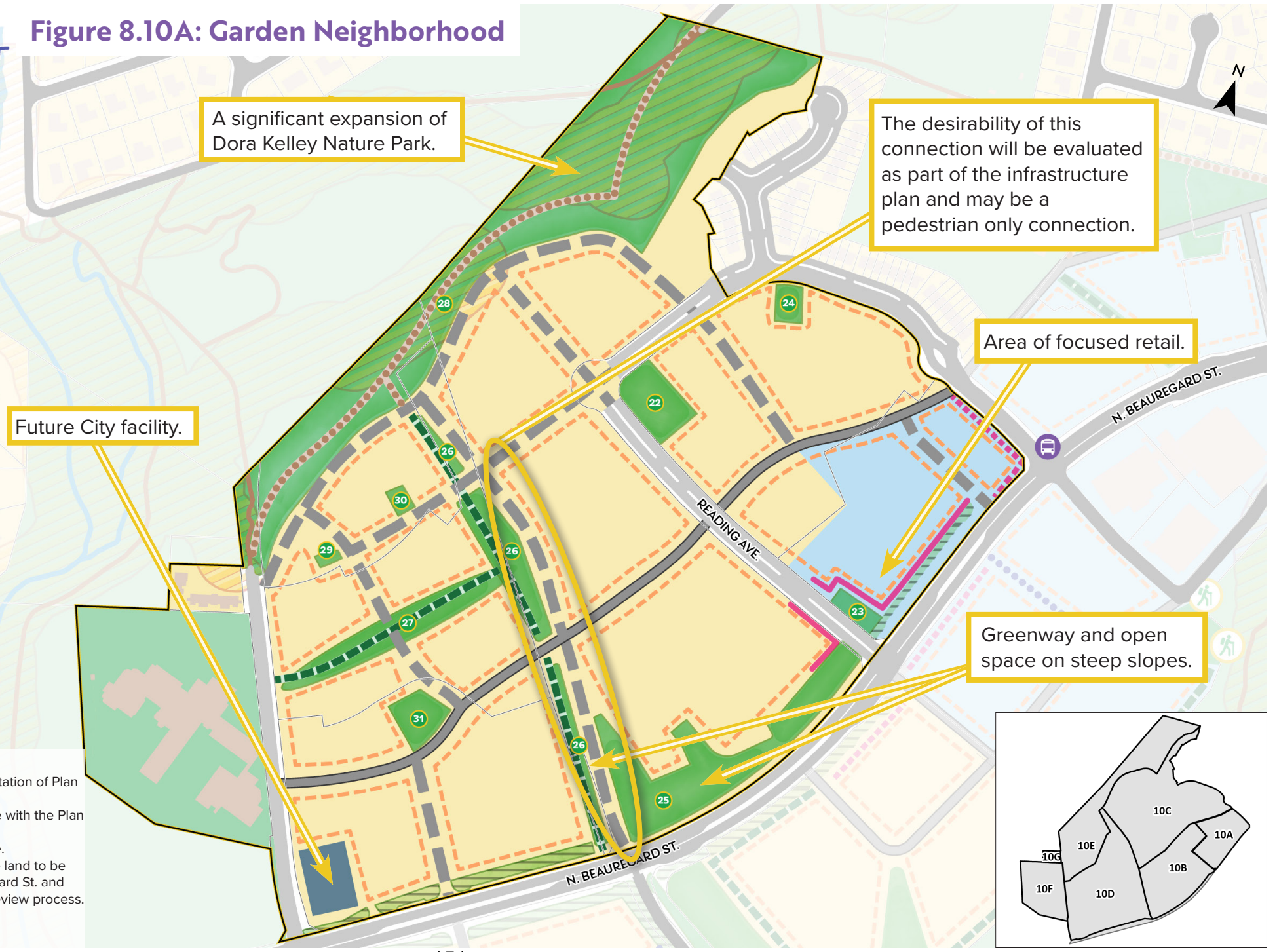
Subareas	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Maximum Commercial (SF)	Minimum Retail (SF)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
							ID	Required Amenities ²	Minimum Size ³ (SF)
10A	Residential/Commercial	0.75	2.5	785,510	Amount of retail will comply with minimum frontage and depth requirements	110 - 130	23	Event Space, Flexible Seating	7,000
10B	Residential	0.75				110 - 130	25	Natural Area, Trails	71,000
10C	Residential	0.75				60 - 110	22	Dog Park, Shade Structures	26,000
						24	Tot Lot Playground, Shade Structures, Flexible Seating	8,000	
10D	Residential	0.75	2.0	21,355	0	60	26	Trails, Shade Structures, Small Multi-Purpose Courts, Athletic Practice Cages	63,000
						27	Trails, Shade Structures, Exercise Play Features, Dog Exercise Area	32,000	
						31	Multi-Purpose Athletic Courts, Flexible Lawn Area	17,000	
10E	Residential	0.75				60	28	Natural Area, Trails	318,000
						29	Flexible Seating Areas	2,000	
						30	Flexible Seating Areas, Flexible Lawn Area	4,000	
10F	Residential	0.3	3.0	N/A	N/A	60	N/A	N/A	N/A
10G	Residential	0.75	3.0	N/A	N/A	60	N/A	N/A	N/A



LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Building
- Required Retail Frontage
- Recommended Retail Frontage
- Building Block
- Existing Public Park
- Planned Public Park
- Planned Greenway Connection
- Existing Trail
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Residential/Commercial Land Use
- Tree Retention/ Buffer Area
- Resource Protection Area
- Planned BRT Stop

Figure 8.10A: Garden Neighborhood



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 Guidelines.

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

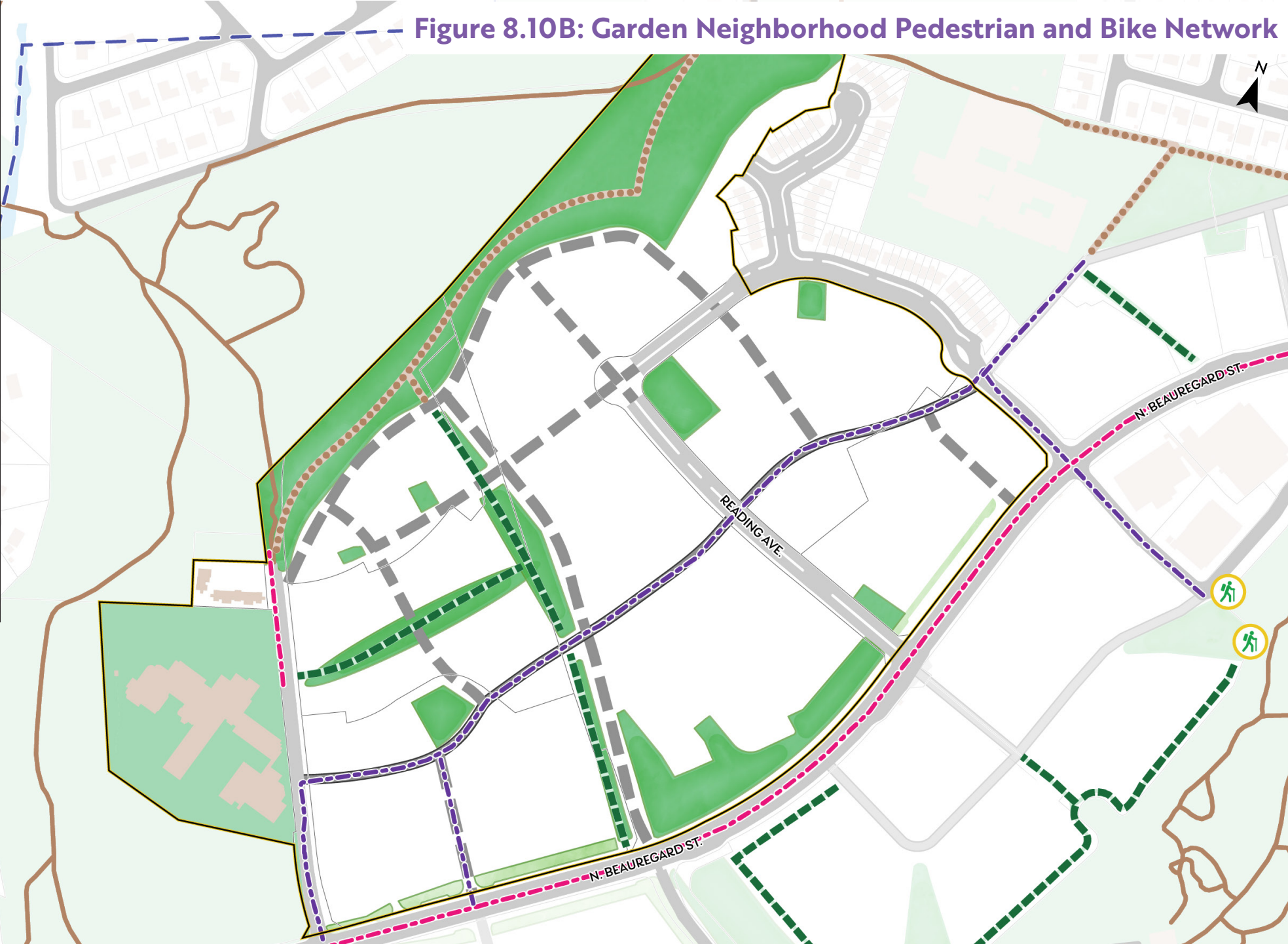
D. Additional residential units may be permitted on the land to be dedicated to the City at the intersection of N. Beauregard St. and Sanger Ave. if approved as part of the development review process.

SEE ADDITIONAL NOTES IN TABLE 8.13

Figure 8.10B: Garden Neighborhood Pedestrian and Bike Network

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Existing Public Park
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Planned Greenway Connection
- Existing Trail
- Planned Trail
- Existing Bike Facility
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities
- Possible Winkler Botanical Preserve Pedestrian Access



Greenway Neighborhood

The intent of this Neighborhood is to provide an interconnected street grid and a mix of residential building types (multi-unit and townhouses), with access to the planned 23-acre Greenway Park and the Winkler Botanical Preserve through an enhanced visual and physical entrance. This Neighborhood also prioritizes restoring the Resource Protection Area (RPA).



New open spaces will include amenities, such as flexible seating areas and flexible lawn areas.



Residents will be provided better access to new and existing open spaces within this neighborhood.



Residential development will consist of primarily lower-scale development types.



Table 8.11: Greenway Neighborhood

Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
					ID	Required Amenities ²	Minimum Size ³ (SF)
11A	Residential	0.75	2.0	45 - 60	33	Trails, Small Multi-Purpose Athletic Court	11,000
					34	Natural Areas, Trails	740,000
					37	Trails, Exercise Play Features, Playground	15,000
					38	Flexible Seating Areas, Shade Structures	3,000
11B	Residential	0.75	2.0	45 - 60	32	Flexible Seating Areas, Flexible Lawn Area	7,000
					35	Natural Areas, Trails	250,000
11C	Residential	0.75	2.0	60	36	Natural Areas, Trails	39,000



LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Building Block
- Planned Public Park
- Planned Mid-Block Pedestrian Connection
- Planned Trail
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Residential Land Use
- Resource Protection Area
- Possible Winkler Botanical Preserve Pedestrian Access
- Planned BRT Stop
- Tree Retention/ Buffer Area

Figure 8.11A: Greenway Neighborhood

Maximum building height set at 60 feet within 250 feet from fully dedicated N. Beauregard St. right-of-way.

Enhanced visual connection to the Winkler Botanical Preserve.

Existing entrance to the Winkler Botanical Preserve.

New streets and buildings create a clear public edge to the new public park.

Natural and Conservation Park to serve as a primarily natural park for the neighborhood, AlexWest, and the City.

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 Guidelines.
 C. Parcel and right-of-way boundaries are approximate.
 D. Final location of mid-block connection determined as part of development review process.

SEE ADDITIONAL NOTES IN TABLE 8.13

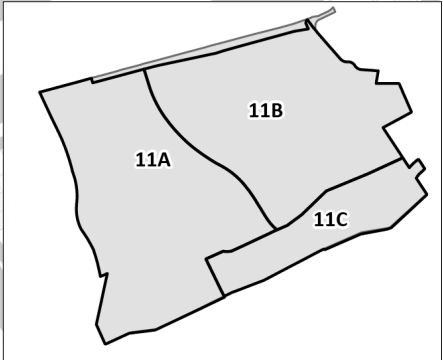
















Figure 8.11B: Greenway Neighborhood Pedestrian and Bike Network

LEGEND

-  Neighborhood Boundary
-  City Boundary
-  Parcel
-  Existing Public Park
-  Planned Public Park
-  Existing Public Street to Remain
-  Required Neighborhood Street
-  Recommended Neighborhood Street
-  Planned Greenway Connection
-  Existing Trail
-  Planned Trail
-  Planned Off-Road Multi-Use Paths
-  Planned On-Road Protected Bike Facilities
-  Possible Winkler Botanical Preserve Pedestrian Access



Union Neighborhood

The intent of this Neighborhood is to celebrate the existing Lebanon Union Cemetery as an important cultural element of the neighborhood and provide an additional public open space adjacent to the cemetery, both framed by new buildings. Development in this Neighborhood, including a new updated street grid, will require coordination with Fairfax County.



Greenways and new streets will better connect this neighborhood to the rest of AlexWest and Fairfax County.



New open spaces will be provided in areas where there are currently no public parks.



New buildings will help frame a better connected street network and make this neighborhood more walkable than it is today.

Table 8.12: Union Neighborhood

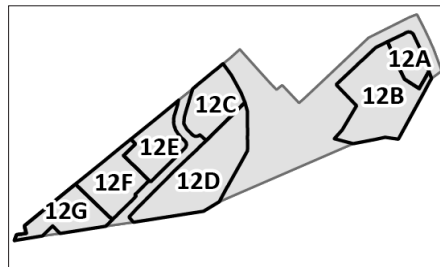
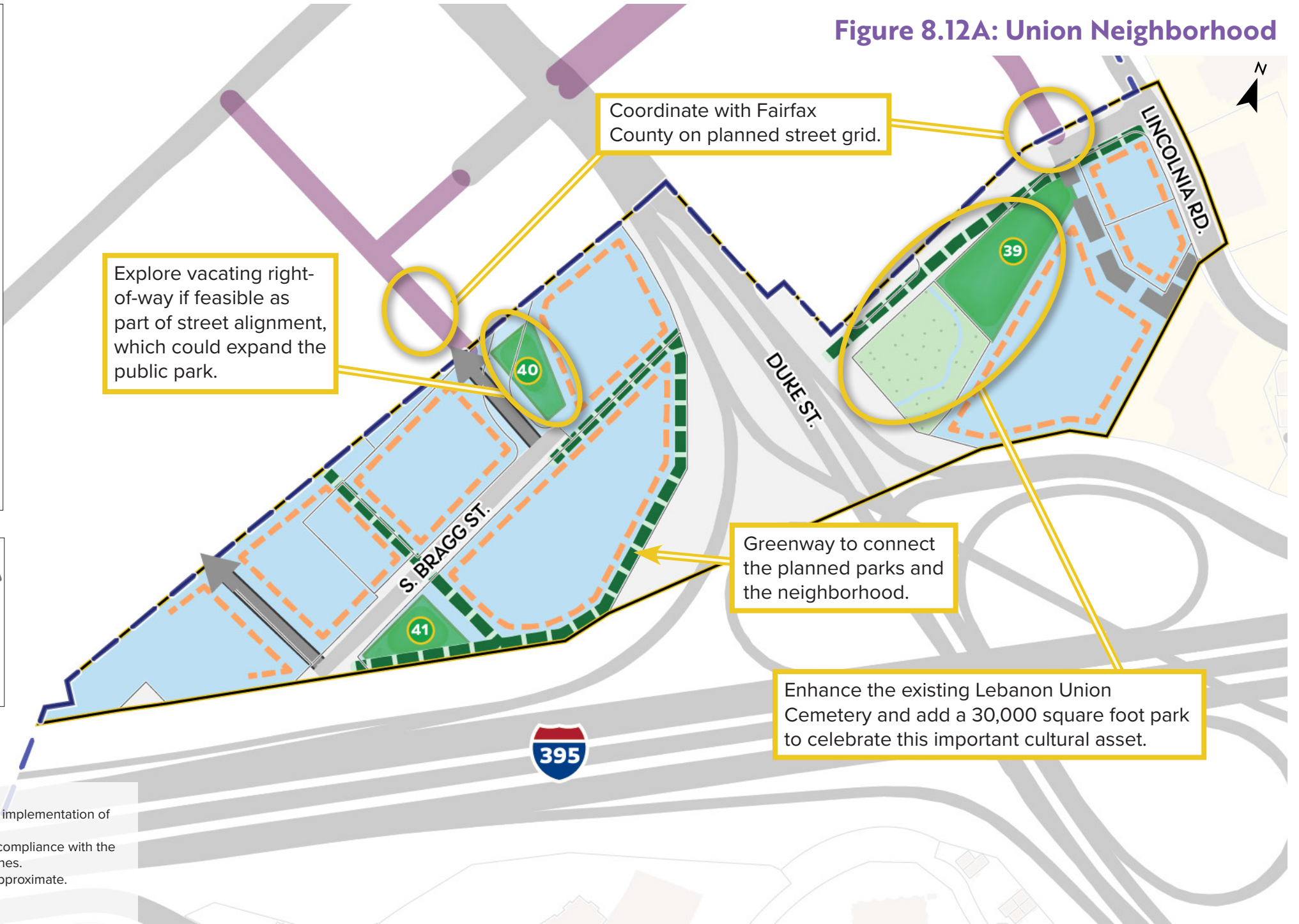
Subarea	Primary Land Use(s)	Base Residential Floor Area Ratio (FAR)	Plan Maximum Floor Area Ratio (FAR)	Required Ground Floor Retail	Maximum Building Height ¹ (FT)	Required Public Open Spaces		
						ID	Required Amenities ²	Minimum Size ³ (SF)
12A	Residential/Commercial	1.25	3.0	No	100	N/A	N/A	N/A
12B	Residential/Commercial	1.25	3.0	No	100	39	Cultural Site, Historic Interpretation	30,000
12C	Residential/Commercial	1.5	3.0	No	100	40	Playground, Shade Structures	10,000
12D	Residential/Commercial	1.5	3.0	No	100	41	Multi-Purpose Athletic Courts, Shade Structures	10,000
12E	Residential/Commercial	1.5	3.0	No	100	N/A	N/A	N/A
12F	Residential/Commercial	1.5	3.0	No	100	N/A	N/A	N/A
12G	Residential/Commercial	1.5	3.0	No	100	N/A	N/A	N/A



Figure 8.12A: Union Neighborhood

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Building Block
- Planned Public Park
- Planned Greenway Connection
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Fairfax County Planned Streets
- Residential/Commercial Land Use
- Cemetery



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

SEE ADDITIONAL NOTES IN TABLE 8.13

Figure 8.12B: Union Neighborhood Pedestrian and Bike Network

LEGEND

- Neighborhood Boundary
- City Boundary
- Parcel
- Cemetery
- Planned Public Park
- Existing Public Street to Remain
- Required Neighborhood Street
- Recommended Neighborhood Street
- Fairfax County Planned Streets
- Planned Greenway Connection
- Planned Off-Road Multi-Use Paths
- Planned On-Road Protected Bike Facilities

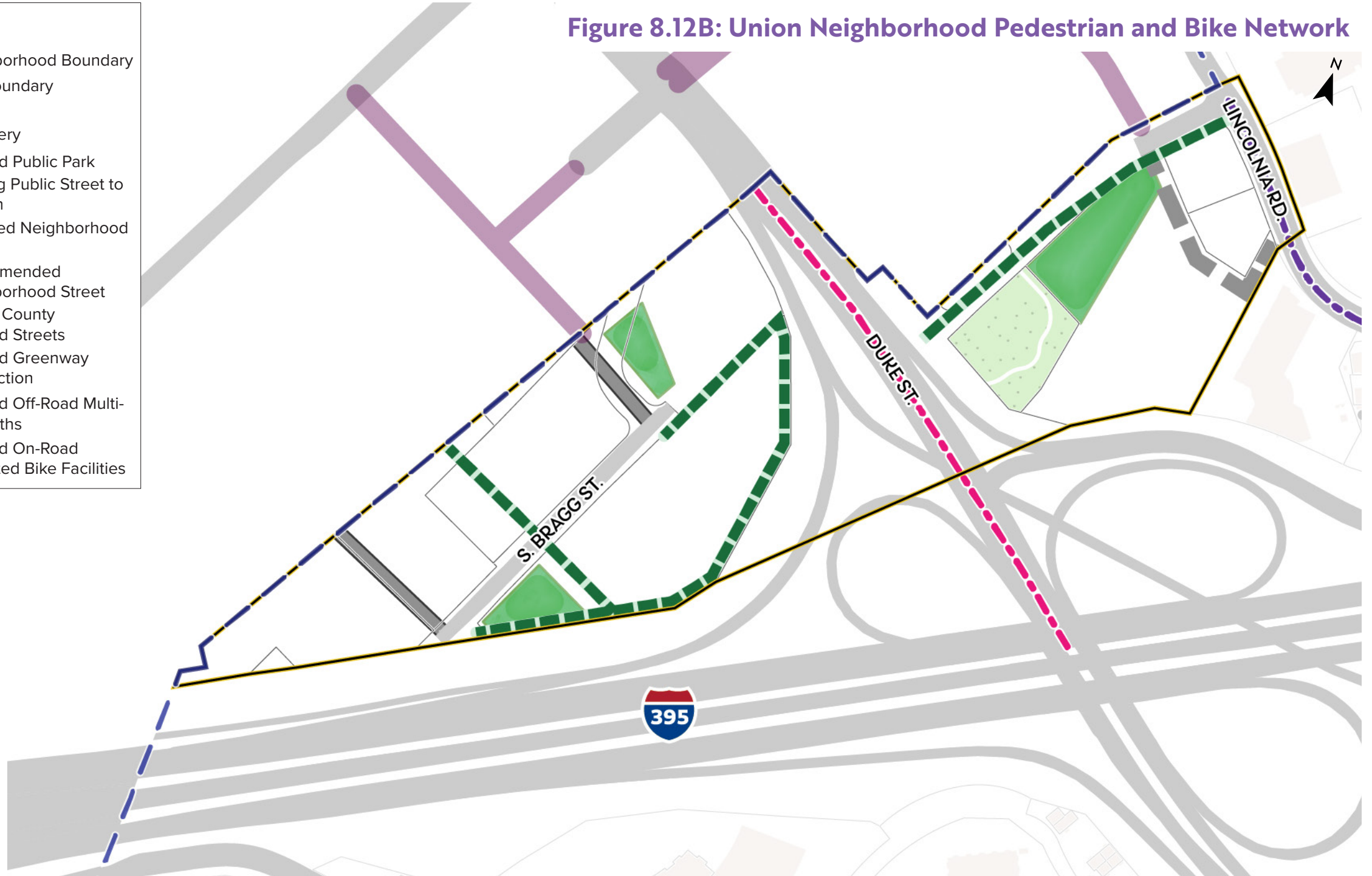


Table 8.13: Development Table Notes

Note #	Note
1	See Figure 2.4: Building Heights for specific height recommendations.
2	Outdoor 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.
5	Floor Area Ratio (FAR) will be calculated on applicable provisions of the Zoning Ordinance.
6	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.
7	For purposes of this table, the table assumes 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 Guidelines. 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 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.



IMPLEMENTATION

Intent

Ensure that the Plan is implemented in a timely manner and tasks are prioritized so that the community's objectives can be met over the 20-year timeframe of the Plan.



The Plan establishes a 20-year framework to guide future planning, infrastructure, parks, and development throughout the Plan area, with the expectation that, given the scale and scope of the Plan Recommendations, they will occur in phases. In addition to establishing a land use strategy intended to expand housing opportunity and affordability to help minimize displacement, the Plan also implements community amenities and infrastructure to mitigate impacts from development and to provide public benefits within the Plan area.

Funding and Prioritization

Funding responsibility for the Plan-recommended community benefits is outlined in **Table 9.1: Community Benefits + Funding Responsibility**. Community benefits that are the responsibility of development will be provided in-kind, rather than funded through monetary contributions provided by the developer. 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, **Table 9.2: Prioritization of City- and Grant-funded Projects** provides guidance for prioritizing the improvements that require City and/or grant funding.

Table 9.1: Community Benefits + Funding Responsibility

Community Benefit	Funding Responsibility
Expand Housing Affordability	
a. Ten percent of additional residential development shall be provided as committed affordable housing, and contributions to the Housing Trust Fund shall be provided on base development.	Developers in-kind and contributions to the City Housing Trust Fund
b. Preservation and expanded/deepened housing affordability pursued through partnerships, co-location, and other tools and opportunities.	City, State, Federal, Non-Profit and Other Partners
Enhance Mobility and Safety	
a. Enhancements to Pedestrian and Bicycle Network as depicted in Figure 4.6	Developers in-kind
b. Street Network as depicted in Figure 4.2	Developers in-kind
c. Southern Towers Transit facility	City, Grants, Property owner provides land in-kind
d. Seminary Road and N. Beauregard Street Intersection Improvements	City, Grants, Developers in-kind
e. Mobility Enhancements as depicted in Figure 4.9	City, Grants
Incorporate City Facilities	
a. Dedication of land for a City facility as depicted in Figure 8.11 (southwest corner of N. Beauregard Street and Sanger Avenue)	Developers in-kind
b. Recreation facility (or equivalent) construction	City
Enhance and Expand Open Space	
a. Parks and Open Space Network as depicted in both Figure 5.3 and Tables 8.1–8.12	Developers in-kind
b. Access improvements to existing parks	City



Table 9.2: Prioritization of City- and Grant-funded Projects

Project (Funded by CIP &/or Grants)		Priority (1 = Highest Priority)	Notes
1	Mobility/Safety Enhancements as depicted in Figure 4.9		
	• N. Beauregard Street / Sanger Avenue	3	Coordinate with William Ramsay Safe Routes to School project and Transitway implementation
	• N. Beauregard Street / Rayburn Avenue	2	Coordinate with Transitway implementation
	• N. Beauregard Street / Seminary Road	1	Grant funding for design has been secured; prioritize funding for construction funding; development will provide right-of-way and frontage improvements
	• N. Beauregard Street / Braddock Road	3	Coordinate with NVCC development and transitway implementation
	• N. Beauregard Street / King Street	1	Funding secured and design complete, construction anticipated in 2025
	• Seminary Road / Mark Center Drive	1	High priority for pedestrian safety improvements
	• Seminary Road / Library Lane	1	High priority for pedestrian safety improvements
	• King Street / Dawes Aveune	1	Coordinate with Fairfax Route 7 improvements, NVCC, adjacent development
	• King Street / N. Hampton Drive	2	Medium priority for pedestrian safety improvements
	• King Street / Park Center Drive	1	High priority for pedestrian safety improvements
	• King Street / S. 28th Street	1	High priority for pedestrian safety improvements
2	Missing connections in Street Network not provided by development	2	Medium priority as needed
3	Southern Towers Transit facility	1	High priority for implementation; Grant funding secured; transit access safety improvements high priority
4	Bike & Pedestrian Network connections not provided by development	2	Medium priority as needed
5	Construct Recreation facility	1	High priority, high cost, high return. Facility is needed now; requires CIP planning.
6	Provide new entrances to Winkler Botanical Preserve	1	High priority, low cost, high return
7	Improve access to James Mulligan Park and other existing City Parks	2	Medium priority; coordinate with development or improvements at adjacent ARHA site

Tasks and Timing

Successful implementation of the Plan’s Recommendations, including the benefits listed above, requires a variety of implementation actions with varying responsibilities and timeframes for completion as shown in **Table 9.3: Implementation Rubric**. The rubric provides a framework for tracking and reporting progress over the Plan’s lifespan after adoption. 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). This table does not include site specific infrastructure-related improvements typically required as part of any development, such as undergrounding utilities, stormwater, sanitary sewer, open space, and streetscape enhancements.

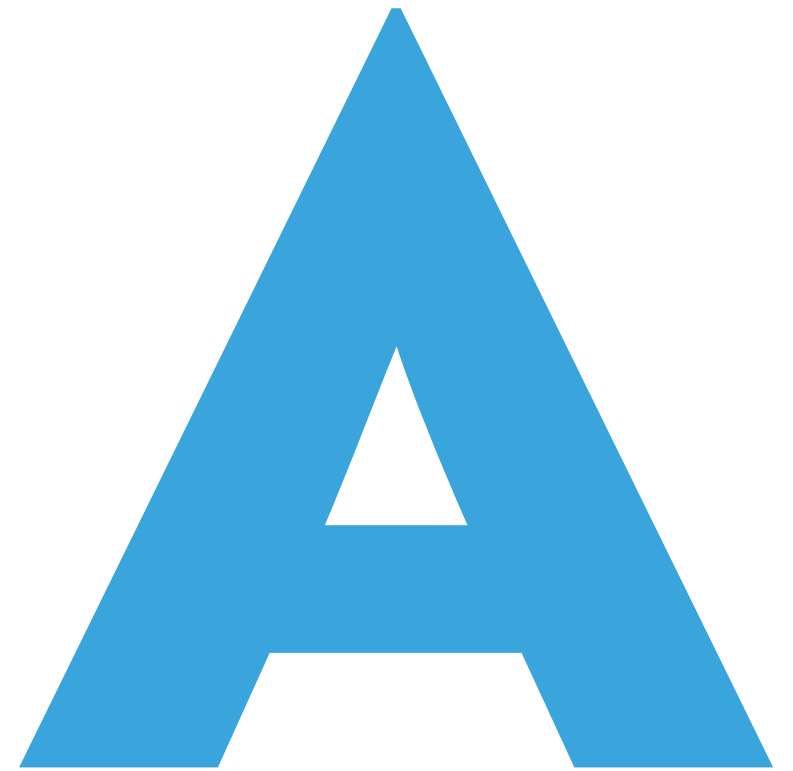
Table 9.3: Implementation Rubric

Task #	Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On-going
LAND USE							
1	13	Dedicate the land identified in Figure 8.10 to the City for a future community facility.	Developers	●	○	○	○
2	1	Per Figure 2.2 , prioritize development in the Focus Area, including on existing surface parking lots and underutilized commercial sites.	Developers	○	○	○	●
3	2, 5, 6	Provide Residential, Commercial, and ground floor retail uses as depicted in Figure 2.3 and Figures and Tables 8.1–8.12 .	Developers	○	○	○	●
HOUSING							
4	14 - 17	Provide committed affordable housing units and contributions.	Developers	○	○	○	●
5	18	Develop coordinated affordable housing plans for properties involving multiple residential sites.	Developers	○	○	○	●



Task #	Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On going
HOUSING							
6	22	Produce and preserve new committed affordable housing units through partnerships and other tools and resources.	City & Partners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
7	23	Pursue tenant support and protections through community partners, programs, voluntary commitments from developers/property owners, and future legislative tools.	City & Partners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
8	24	Provide technical support to condominium and HOA communities to promote housing stability and ownership affordability.	City & Partners	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
MOBILITY							
9	25, 27	Construct streets, blocks, and connections as depicted in Figures 4.2 - 4.5 as part of development.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
10	29, 30, 34	Implement bike and pedestrian improvements as depicted in Figure 4.6 as part of development, including the connections that link to the network, all pedestrian crossings (including sidewalks), and internal non-auto connections.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
11	31	Provide and support access to shared mobility options as part of development.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
12	33	Coordinate to provide additional pedestrian and bicycle connections not shown in Figure 4.6 .	City, Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
13	28	Address mobility-related issues in the areas identified in Figure 4.9 .	City	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
14	35	Improve the intersection of Seminary Road and N. Beauregard Street as generally depicted in Figure 4.10 .	City, Developers	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
15	37	Provide land area and infrastructure to connect to the new transit facility.	Developers	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Task #	Rec. #	Implementation Action	Responsibility	Short-term	Mid-term	Long-term	On going
MOBILITY							
16	37	Construct a new transit facility in Southern Towers as generally depicted in Figure 8.5 .	City	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
17	38	Provide all necessary transit access and amenities to mitigate impacts of development.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
18	39	Coordinate with transit partners to explore improvements to transit operations.	City	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
PARKS + OPEN SPACE							
19	40	Provide at-grade publicly accessible public parks/open space as generally depicted in Figure 5.3 and specified in Tables 8.1–8.12 .	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
20	41	Locate a new City Recreation Center, or similar facility, within the Plan area.	City	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
21	42	Implement access improvements to Winkler Botanical Preserve, James Mulligan, and other existing public and public easement parks.	City	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
SUSTAINABILITY							
22	49	Provide onsite tree canopy consistent with City Policy.	City, Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
23	50	Comply with the City’s Green Building Policy.	City, Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
24	51	Explore opportunities for the implementation of district-wide sustainability measures and approaches.	Developers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>



APPENDIX





American Indian Camp in the Uplands



Stone tools from the Stonegate site



Cabin in Historic Fairfax County

Historical Context

The history of AlexWest dates back long before contemporary historical records start. Beginning approximately 13,000 years ago, Native Americans established small camps along creeks, frequently traversing the area for hunting and gathering. Archaeological surveys and excavations have identified the locations of 24 Native American settlements in and around the previous Beauregard Small Area Plan boundaries, accounting for more than 70 percent of the total number of Native American settlements discovered in Alexandria. Sites that have been identified include the present-day Mark Center, the Winkler Botanical Preserve, and Stonegate residential community. The earliest identifiable artifacts found at Stonegate date from 5500 B.C.

The arrival of European colonists in the early 1600s fundamentally shifted the course of Alexandria's, and AlexWest's, history. At that time, a large affiliation of Native American communities called the Conoy Chiefdom lived along the banks of the Potomac and farther inland, likely including the area that is now AlexWest. Historical documents indicate that by the late 1600s, these communities had largely disappeared.

In 1669, much of AlexWest was granted by King Charles II to seven supporters, eventually passing to Thomas Lord Fairfax, who controlled all shares by the end of the seventeenth century and continued

to issue land grants. Research suggests that in 1741, William Henry Terrett acquired 982 acres that encompassed the Mark Center property. Archaeologists have found remnants of a small, two-room, early-nineteenth century wood dwelling, probably occupied by slaves or tenants of William Henry Terrett, located between what is now the BRAC building and the parking structure in the northwest. Additionally, the remains of a log cabin, most likely a tenant home occupied from about 1790 to 1830, were found on the Stonegate development property.

AlexWest includes several possible Civil War-era sites within or immediately adjacent to the Plan area. Pre-Civil War sites found included a cabin for likely slave tenants in the area where the Winkler Botanical Preserve is located. Despite the fact that AlexWest was outside of the ring of protective forts and batteries surrounding the Capital during the Civil War, there is evidence of significant military activity and camps in the area, both Union and Confederate. The area where Dora Kelley Nature Park is located was once called Lebanon prior to the Civil War and included a church and one-room schoolhouse. During the War, there were several Union Army units who occupied this area, and one unit burned the church to the ground in retaliation for the Union Army's losses at the Battle of Bull Run. Today, the cemetery, which is maintained by the City, is all that remains of where the Lebanon Union church once stood.

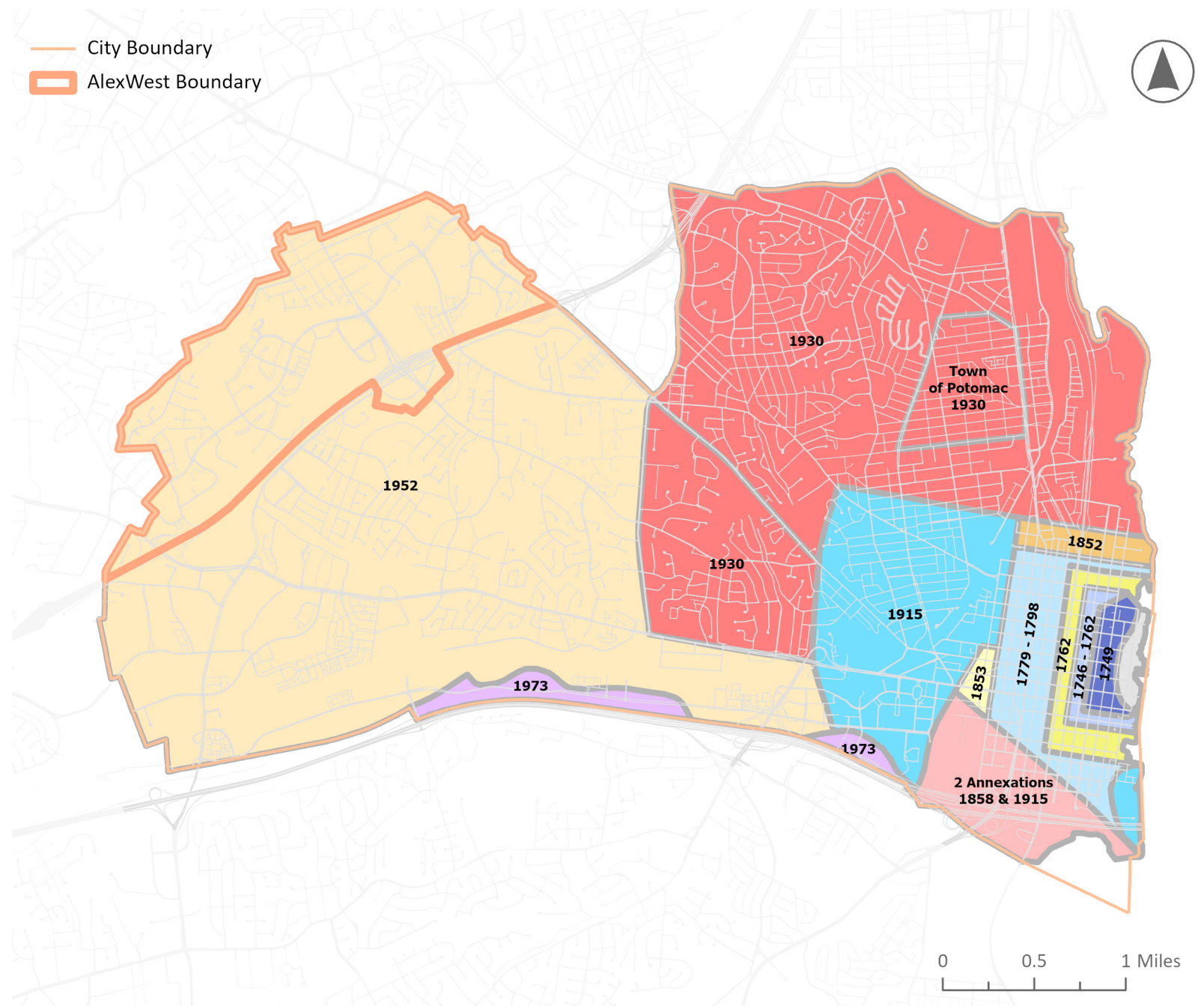


Despite active habitation and development, Western Alexandria remained primarily agricultural until urbanization began in the 1940s. Major residential development built between the 1940s and the 1960s included Shirley Gardens (today known as the Upland Park neighborhood), Southern Towers, Seminary Towers, and the Hamlets East and West. The City of Alexandria annexed AlexWest from Fairfax in 1952 at the time of the development of the Henry G. Shirley Memorial Highway (I-395), a new commuting option for federal employees at the time.

The Alexandria neighborhood Fairlington, included in the Annexation in 1952, was part of a 1940s wartime effort to accommodate U.S. Department of Defense employees and their families through planned, federally financed housing. In 1999, the now-private community was designated a Historic District on the National Register of Historic Places (NRHP).

Throughout the 1950s and 60s, AlexWest developed into a suburban area of residential high rises and single-unit homes, coupled with commercial shopping centers and other community amenities, including six educational and recreational institutions. The Alexandria campus of the Northern Virginia Community College opened in 1973. The combination of shopping and retail enhanced AlexWest’s local economy.

Figure A.1: City Annexation Map



Demographic Overview

Race and Ethnicity

- From 1990 to 2010, nearly three quarters of the City’s Black or African American population relocated from the historically industrial areas at the east and south edges of the City to AlexWest. Today, Black or African Americans make up 30% of the AlexWest population, a higher proportion than the City’s average.
- Non-Hispanic whites make up the plurality of the Plan area at just below 40%.
- There is a higher percentage of Asian or Asian Americans, Hispanics or Latinos, or those who identify as other races living in AlexWest as compared to the City average.

Foreign-Born

- AlexWest is the most ethnically diverse of all the Plan areas in the City, with foreign-born residents originating from six of the seven continents.
- 38% of AlexWest’s foreign-born residents originate from Africa, with Central and South America following behind.
- Roughly 12,000 AlexWest residents, or 41%, originate from another country. Comparatively, only 21% of the City’s population is born in another country.

English as a Second Language

- 23% of AlexWest households are predominantly non-English speaking. Of this population, 32% are

primarily Arabic-speaking and 27% are primarily Spanish-speaking.

- Amharic, Dari, and Pashto are also prevalent languages spoken in AlexWest.

Age & Educational Attainment

- 51% of AlexWest residents have some form of a college degree (graduate, professional, or bachelor).
- AlexWest has a slightly higher proportion of high school graduates as the highest level of educational attainment when compared to the City average.
- A majority of AlexWest residents are between 25 – 44 years old.

Income & Employment

- On average, the median income for an AlexWest family is just under \$95,000, compared to the City’s median income of \$129,000. The majority of AlexWest residents earn between \$50,000 to \$100,000.
- AlexWest has a higher share of residents who are moderate- to low-income, and as a result, are disproportionately impacted by rising housing costs in the City and the region overall.
- Residents in AlexWest work in a variety of fields and sectors, with the highest proportion of residents employed in education and healthcare, followed by management, administrative, and other professional services. A marginally higher

proportion of residents also work in the food, entertainment, and recreation industry as compared to the City average.

- Many of the Plan area’s residents work for “essential industries,” which provide critical services in the health, food, government, and social services that contribute to the day-to-day functioning of society.

Housing & Medical Care

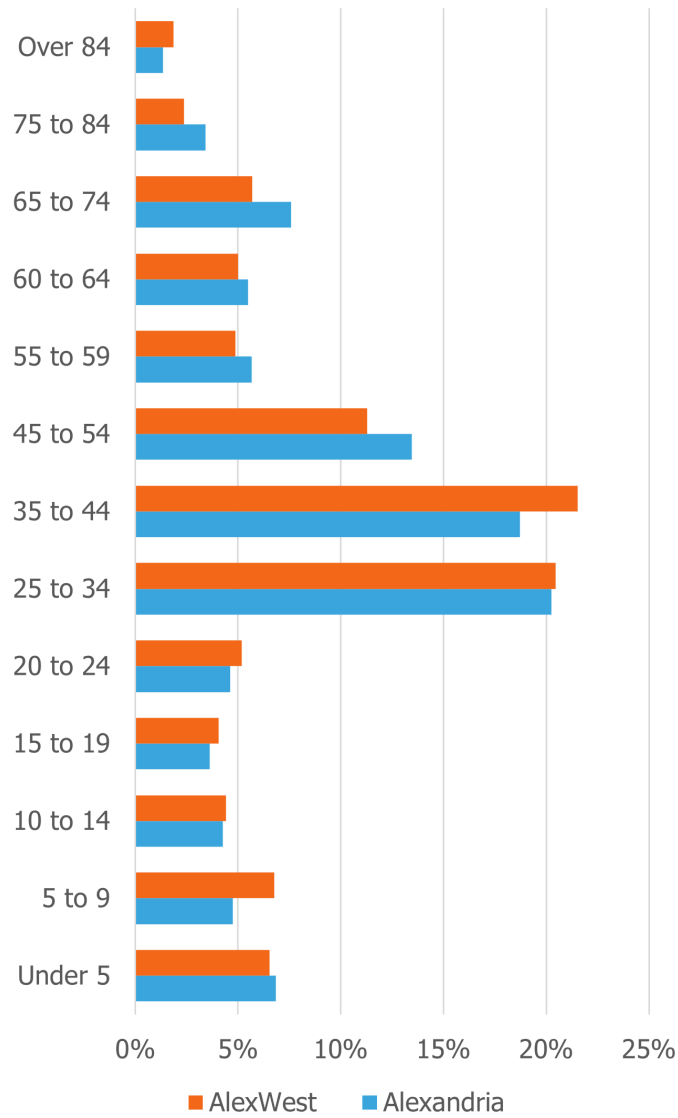
- 3 in 4 AlexWest residents are renters and AlexWest has a large concentration of multi-unit buildings as compared to other parts of the City.
- 50% of these multi-unit buildings contain 20 or more housing units. The average number of single-unit, detached homes is significantly less than the City average (6% compared to the City’s 14% average).
- 30% of the housing stock in AlexWest was built between 1960-1969 and only a handful of residential buildings have been built after 2014.
- 14% of AlexWest residents do not have health insurance coverage as compared to 9% of the City’s residents.

Transportation

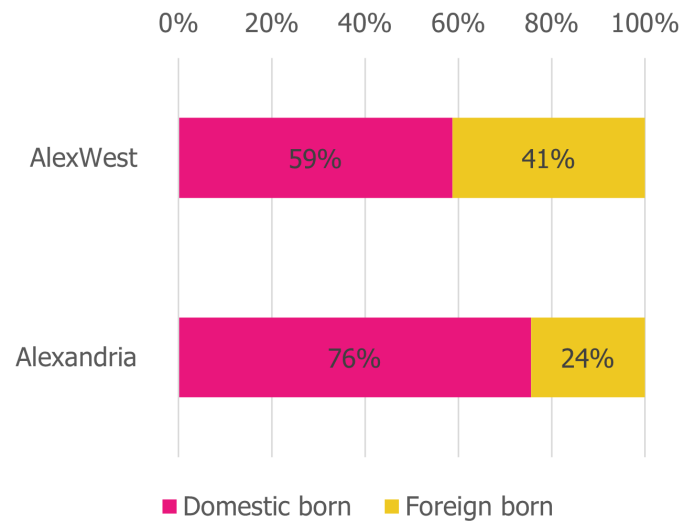
- AlexWest residents on average own about one vehicle per household.
- 12% of AlexWest residents work from home, compared to the City’s 16% average.



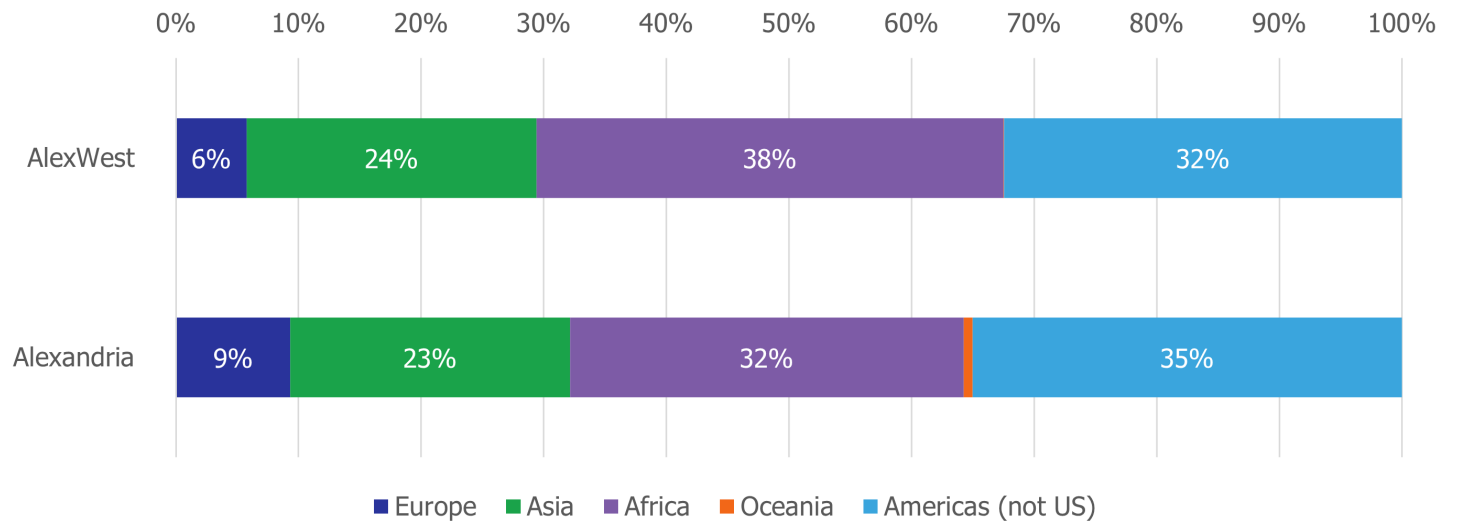
Population - Age (In Years)



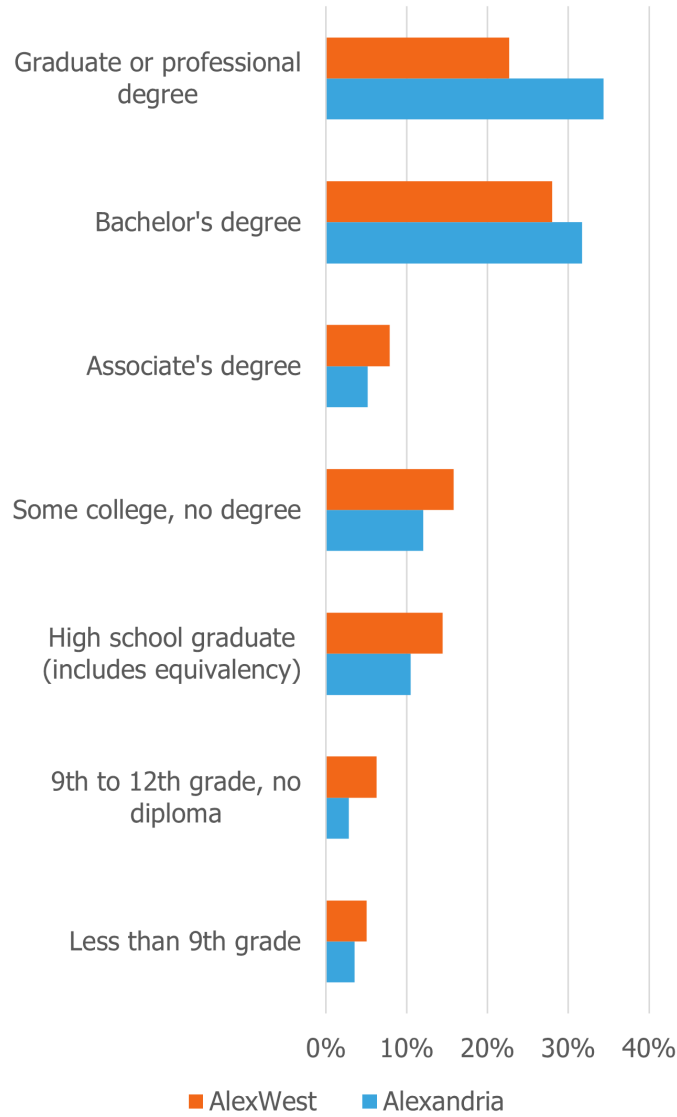
Place of Birth - Nationality



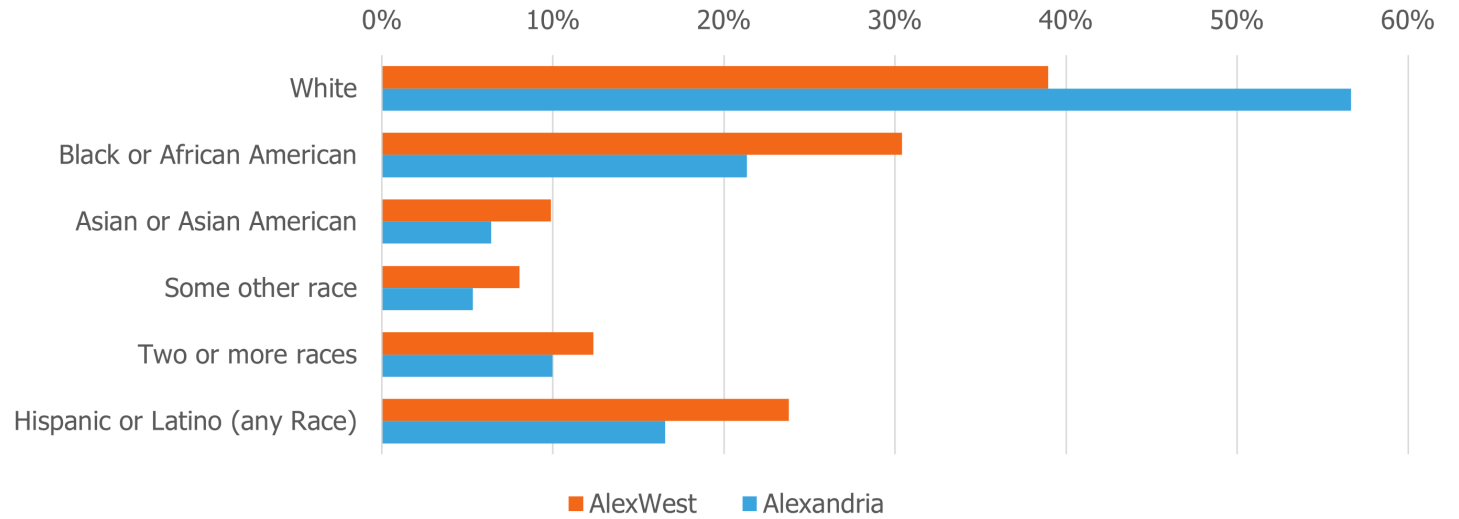
Foreign Born - Continent of Origin



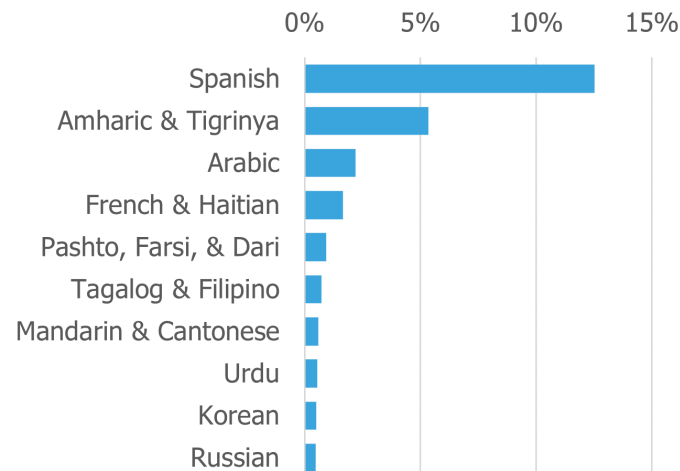
Educational Attainment



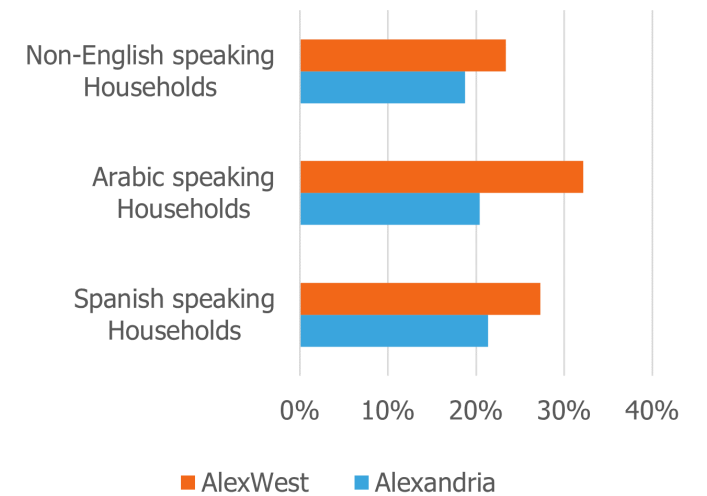
Race and Ethnicity

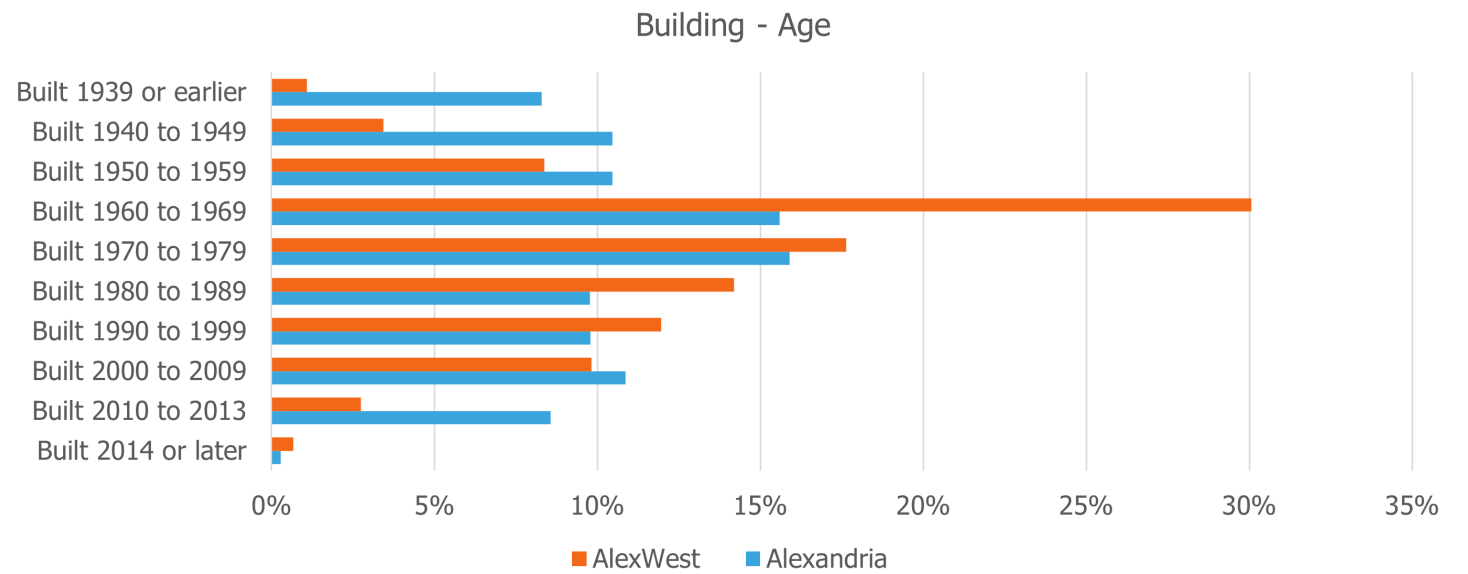
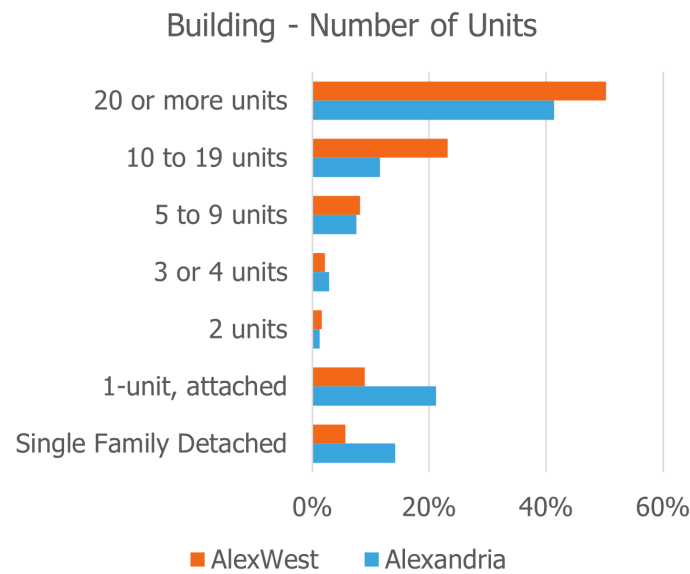
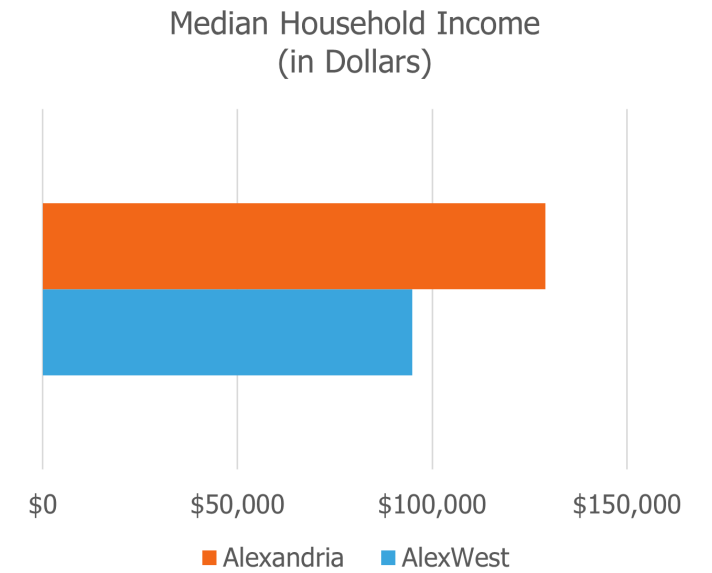
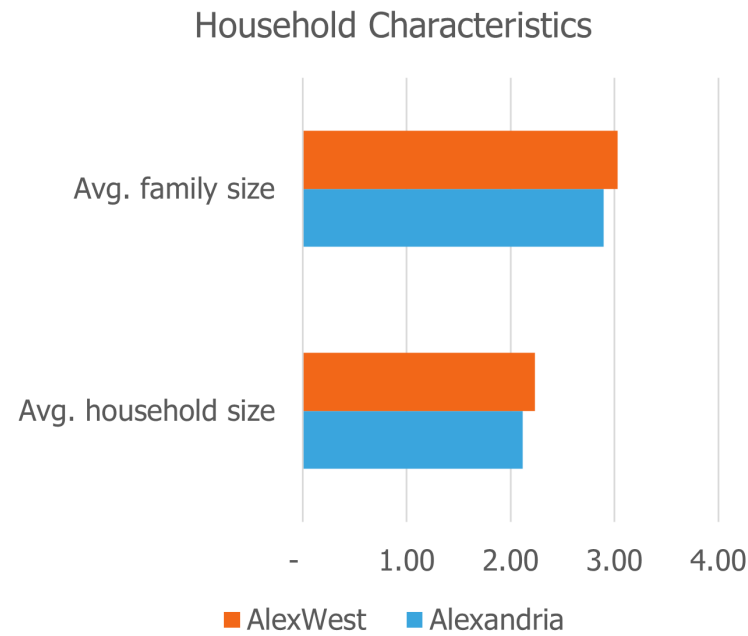
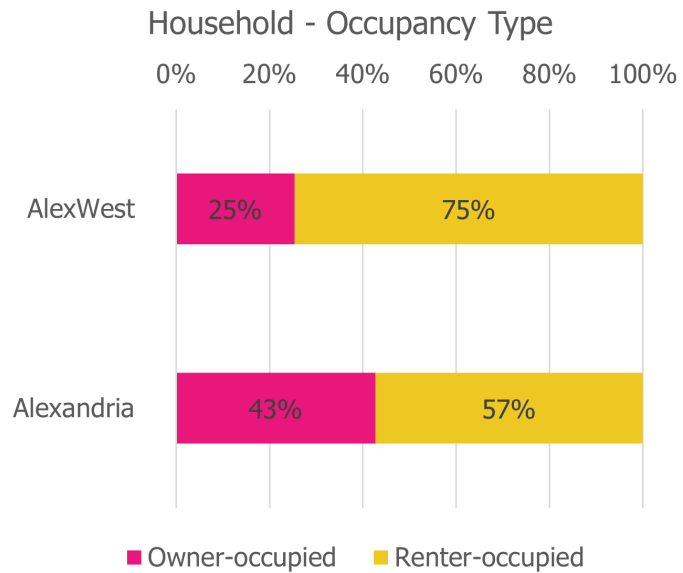


Languages Spoken at Home in Alexandria (besides English)



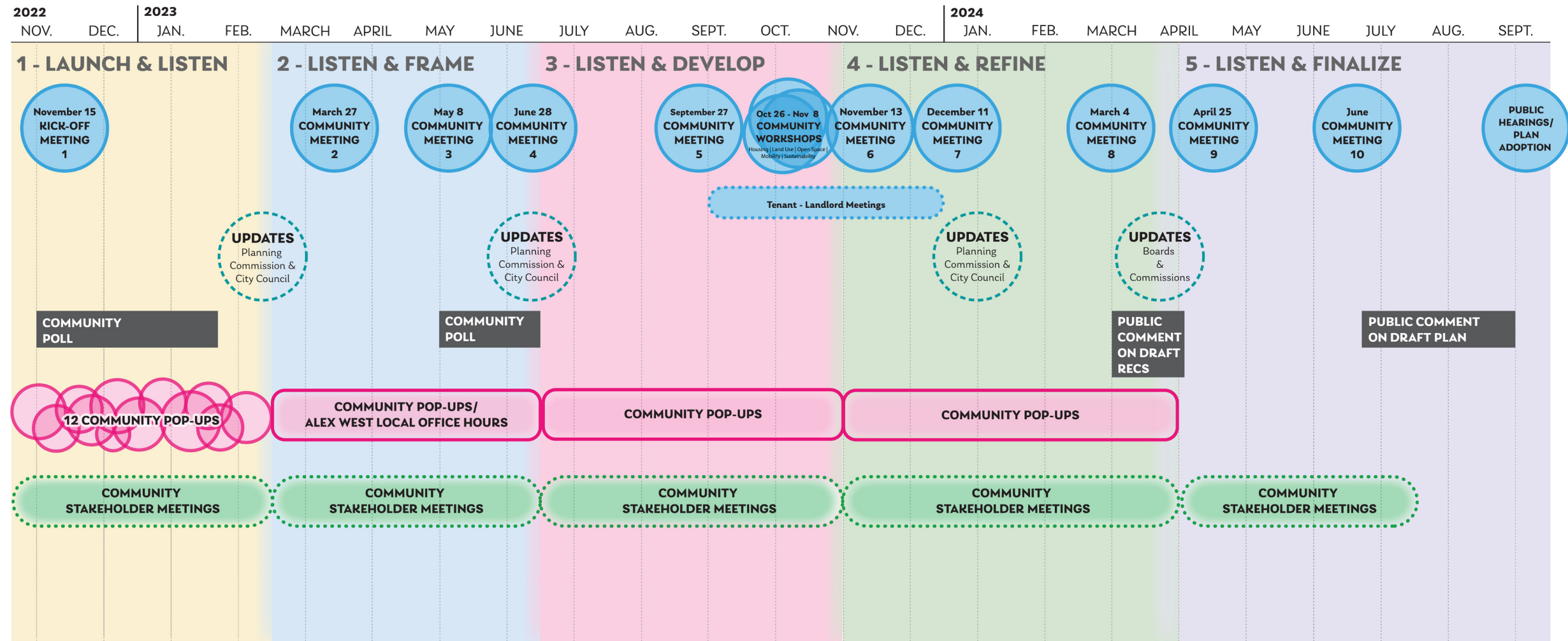
Households with Limited English Proficiency





Community Engagement

AlexWest is a large and ethnically, racially, and socioeconomically diverse collection of neighborhoods. Given the high degree of overall diversity, the City conducted preliminary engagement with residents and community organizations to ensure that the planning process was wide-reaching, informative, and accessible to people of all backgrounds. Based on this preliminary engagement, the City developed a comprehensive, five-phase community engagement strategy that implemented current best practices in engagement, engaged all parts of the community in ways that reduced barriers to participation, and provided equitable opportunities for community members to participate – ensuring that all voices are included and heard.



Key aspects of the community engagement strategy included:

- A variety of engagement formats, such as hybrid community meetings, informal meetings hosted by local organizations, digital and physical polls and questionnaires, online StoryMaps, notifications via digital communications tools (WhatsApp, eNews, and email), pop-up events, information tables at local events, open houses, office hours at local cafes and retail areas, and listening sessions.
- Translation of materials and live interpretation at community meetings in Spanish, Amharic, Arabic, Dari, and Pashto.
- Video updates shared on the Plan website.
- A project webpage which included all engagement materials, draft Plan components, frequently asked questions, meetings Q + As, recordings of meeting presentations, reference materials, and other informative documentation.
- Specific engagement with populations within AlexWest who historically have not participated in Citywide planning processes, such as rental www of color, senior communities, youth, faith-based organizations, and foreign-born communities.

Preliminary Engagement

The City launched preliminary engagement in Summer 2022, when City staff reached out to over 40 community organizations, community groups, business associations, 37 multifamily residential properties, multiple private and public property owners (including Northern Virginia Community

College [(NVCC)], several faith-based organizations, and nearby jurisdictions (Fairfax and Arlington Counties) to introduce the planning process for AlexWest. Preliminary engagement activities included setting up the Plan’s official webpage on alexandriava.gov, establishing an instant message group using WhatsApp, and attending informal meetings to answer community stakeholders’ questions about the process and get preliminary feedback. Preliminary engagement identified opportunities for partnerships between the City and local organizations to better spread awareness about the AlexWest planning process, served as an additional communication outlet between residents and the City, and laid the foundation for the subsequent engagement conducted by the City. Preliminary engagement also included establishing what the AlexWest Plan would and would not address and how stakeholders could be involved throughout the planning process to influence decision-making.

Phase I: Launch & Listen

The AlexWest planning process officially kicked off in November 2022. Phase 1, “Launch & Listen”, included 12 local pop-up events, various stakeholder meetings, one community meeting, and Community Poll #1, in which almost 1,000 people participated. High-level takeaways from the poll included that the community valued its diversity and culture, enjoyed proximity to other activity centers, such as Washington D.C. and Pentagon City, and had concerns over traffic and congestion, unaffordable housing, cost of utilities, fear of displacement, access to parks and green spaces, and overall safety.

Community Engagement By the Numbers



- Engaged over **1,500 community members** and over **30 different community organizations**
- Provided interpretation and translation in **six languages**
- Facilitated events with **youth, renters, non-English speaking residents, residents of color, aging condo communities, and faith communities.**



Phase 2: Listen & Frame

Phase 2, “Listen & Frame”, took place from March 2023 through July 2023, and included three community meetings, an introduction of the Plan topics, local office hours where community stakeholders could provide feedback, and a second community poll. Community Poll #2 had over 200 participants, and the poll feedback was used to inform the Draft Plan Objectives, guiding statements broken down by key topics such as Housing, Transportation, Parks, and Land Use. Together, these objectives generated the foundation of the Plan. During the development of the Draft Plan Objectives, prioritizing housing affordability and addressing displacement emerged as defining elements of community members’ feedback.

Phase 3: Listen & Develop

Phase 3, “Listen & Develop”, took place from July 2023 through November 2023 and included one community meeting, 10 meetings between AlexWest property owners and tenants, numerous meetings with community organizations, local pop-up events, and three community open houses in key locations in the Plan area. During Phase 3, City staff began developing planning concepts focusing on Housing, Transportation and Mobility, Parks and Open Space, Land Use, and Sustainability and were informed by the Draft Plan Objectives, as well as community feedback gathered during Phases 1 and 2. The three community open houses provided opportunities for community members and other stakeholders to actively engage with staff on these various planning

concepts, provide feedback, and enjoy games, food, and music. Each open house included visual boards conveying the planning concepts by topic and offered participants opportunities to “dot” vote on board questions and use sticky notes to provide written feedback. An online survey accompanied the open houses and provided participants unable to attend in-person the opportunity to weigh in. In general, open house feedback focused on affordable housing, traffic safety, business and retail types, park and open space types, and sustainability challenges and opportunities, which directly contributed to the development of the Plan Recommendations.

Phase 4: Listen & Refine

Phase 4, known as “Listen & Refine”, took place from November 2023 through April 2024 and included three community meetings, additional meetings with community organizations and civic associations, and the release of the draft Plan Recommendations. Community feedback from the polls and open houses, as well as the expertise of City departments, formed the backbone of the draft Plan Recommendations, which were additionally refined following a virtual public comment period. Community members submitted feedback on the draft recommendations through an interactive ArcGIS StoryMap, several listening sessions and meetings with community organizations and civic associations, and to City staff directly through phone or email. The City incorporated feedback gathered during this comment period into the next draft of the recommendations, presented at an April community

meeting and accessible on the Plan website. Phase 4 also included a January work session for City Council and the Planning Commission and presentations to other Citywide Boards and Commissions.

Phase 5: Listen & Finalize

The fifth phase, known as “Listen & Finalize”, took place from June 2024 through September 2024 and included the release of the full draft Plan, including graphics and text, in June 2024.

Throughout the planning process, the City prioritized consistent and transparent communication with all constituents, working to ensure that all community stakeholders could reliably and efficiently receive planning updates and be notified when and how they could participate in the process. The AlexWest planning process incorporated community input at every stage, including before the official launch, which resulted in a Plan that reflects key opportunities, concerns, and ideas that originated from the AlexWest community.



Plan Objectives

Plan Objectives were derived from community input and best practices. Draft Plan Objectives were shared with the community at the March 2023 community meeting. This was followed by a public comment period and staff shared updated Draft Plan Objectives based on community input in May 2023. Plan Objectives served as the basis for Plan Recommendations which can be found in the Plan. Separated into topics, the full objectives are as follows:

Housing

1. Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The Plan should address ways to:
 - Evaluate the market impact (with or without new development) on displacement and housing affordability.
 - Maximize preservation and/or replacement of existing market-affordable and workforce affordable housing as committed affordable and workforce units as part of future redevelopment;
 - Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;
 - Pursue legislative authority for the City to require developers to provide “X %” of committed affordable on-site units and a

right to return to mitigate the impacts of redevelopment on existing residents;

- Create and deepen affordability by:
 - Establishing a target requirement for affordability as new development occurs and properties redevelop.
 - Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools, to enhance net new committed affordable and workforce units.
 - Strengthen the governance and fiscal health of condominium communities as an important source of affordable homeownership through trainings, technical assistance, and investment.
2. Empower tenants to address housing concerns and increase economic mobility. The Plan should address ways to:
 - Support tenant rights and responsibilities and formation of tenant associations.
 - Support programs to enhance language proficiency and workforce development for those interested.
 - Support technical assistance for tenant efforts to purchase properties for cooperative use.
 3. Expand housing opportunity. The Plan should address ways to:
 - Increase affordable housing/housing production.
 - Encourage a range of housing options.

- Create opportunities for first-time homeownership.
- Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.

4. Support safe, well-maintained, and accessible homes. The Plan should address ways to:
 - Improve building conditions through coordination with property owners and residents;
 - Enhance accessibility through existing programs.

Transportation

1. Address transportation and mobility holistically to include traffic, safety, transit, connectivity, circulation, and parking.
 - Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the Plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.
 - Improve pedestrian connectivity in existing neighborhoods such as sidewalk repair, installation, or widening.
 - Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.
 - Use the transportation study to identify

opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.

2. Improve connectivity within the Plan area and to other destinations.
 - As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.
3. Communicate and engage with the community about current and planned transportation projects.
 - In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary Road and N. Beauregard Street intersection.
 - Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.

Open Space

1. The existing Beauregard Plan recommendations for open space size will not be reduced. Additional focus will be placed on public/publicly accessible open space needs to ensure residents in Alexandria West can access the open spaces.

2. New development and redevelopment sites will contribute to the community by adding new publicly accessible at-grade open spaces, and/or contributing to existing parks, and/or by providing open space linkages throughout Alexandria West.
3. All (public/publicly accessible) parks will be designed and programmed using community input to be accessible and welcoming to all ages and abilities.
4. To increase park access within 10 minutes of walking distance, the Plan will identify additional pedestrian and bicycle connections for the existing and planned parks within Alexandria West boundaries and beyond and ensure that planned connections will be easy to access.
5. Explore ways to retain and increase tree canopy.
6. The Plan will incorporate recommendations and best practices from Alexandria's Park Improvement Plans and Open Space Plans, identifying gaps in open space programming/uses in the Plan area.
7. All public and publicly accessible open spaces should be designed to include a mixture of uses, including and not limited to active, passive, natural, educational, physical fitness, cultural, and social elements for all ages and abilities.
8. Public/publicly accessible open spaces should be appropriately sized that are useable by the community and be designed to support and encourage special events and community activities supporting the community and/or City of Alexandria's programs.

9. Opportunities for public art need to be prioritized integrated within new development as well as within existing or redeveloped open space to ensure equitable access for all residents to art.
10. Interim recreational, cultural, entertainment, or other uses that increase community social interactions and activation of spaces that can be held on existing surface parking lots, sidewalks, or other areas are encouraged to the extent feasible.
11. Evaluate recreational center services and other municipal facilities offered and amenities (including and not limited to restrooms and others) within the Plan area to better serve the current and future needs of the community.

Planning, Land Use, and Other Topics

1. Ensure the design of new public spaces, streetscapes, and buildings maximizes safety for all users.
2. Guide new development and redevelopment that supports a diversity of residential types and housing options, balances residential and non-residential uses, and provides amenities such as retail, restaurants, shops, grocery stores, attractions, etc.
3. Evaluate existing and planned office and hotel uses given the changing needs for these uses.
4. Provide land uses that support neighborhoods and communities. Encourage neighborhood-centered land use mix that are walkable and support the retention and expansion of neighborhood serving uses (15-min neighborhoods).



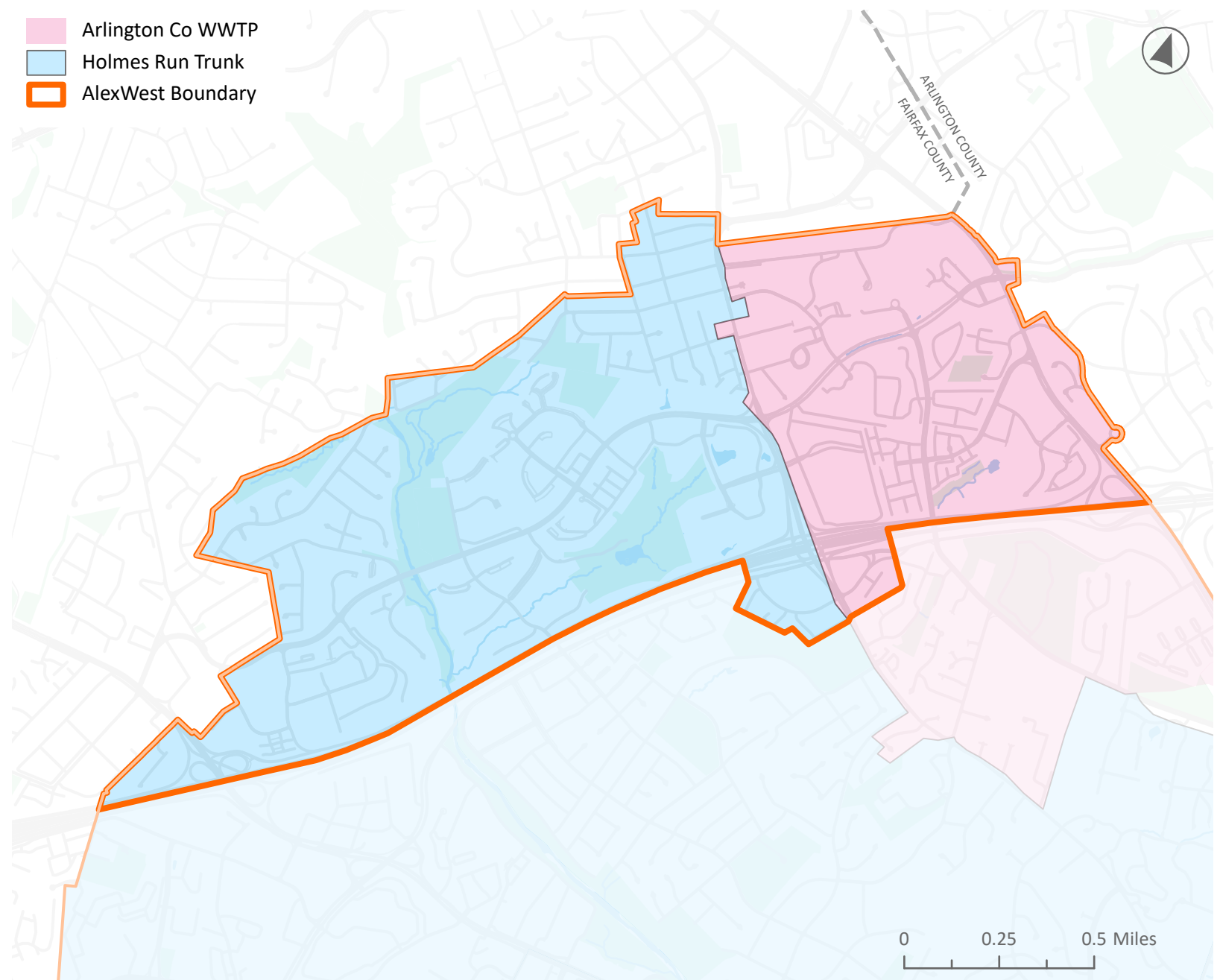
5. Establish architecture and design standards that support sustainable, high-quality design, placemaking, and neighborhood identity.
6. Require new streets and streetscapes are attractive, human-scaled, and provide connections that support all modes of transportation.
7. Find opportunities for provision community (meeting) spaces within new buildings as part of redevelopment.
8. Integrate the on-going efforts for the Energy and Climate Change Action Plan, the Environmental Action Plan, and the City's green building policy.
9. Ensure necessary infrastructure is aligned to support new development and redevelopment.
10. Supporting Community Health + Resiliency:
 - Support access to neighborhood goods and services such as grocery stores, medical/dental uses, etc.
 - Explore opportunities to enhance neighborhood access to community resources including job and language training, wireless internet service, and programs to support and engage youth and seniors through collaboration with local partners.
 - Pursue opportunities to provide community gardens, including shared resource gardens with development as well as City parks and/or other City-owned properties such as libraries and/or recreational centers and schools.

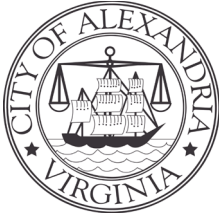


Sanitary Sewer Capacity

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. The two sewersheds are separated by Seminary Road, as shown in **Figure A.2: Existing Sanitary Sewershed**. Wastewater, or sanitary sewage, is channeled via collector pipes owned either by the City or Arlington County and then sent to the nearest pumping station before going on to a wastewater treatment facility. Analysis of forecasted development indicates that there is adequate capacity in the sewershed. New development will comply with the most current requirements for sanitary infrastructure.

Figure A.2: Existing Sanitary Sewershed





DOCKET ITEM #XXX
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 (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.
7/2/2024	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.	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.
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	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>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 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.

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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

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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.

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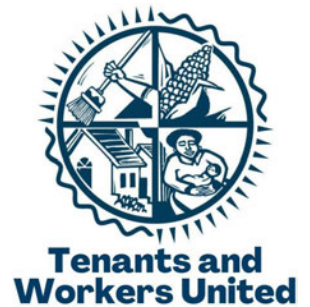
Our concept for such a place would be roughly where the Shops at Mark Center are. Adjacent are two elementary schools, a focus of human activity and foot traffic already. This plan should show/tell/order(?) the developers of that area to create, with the City, some open space, surrounded by retail and 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
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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:

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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:

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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.

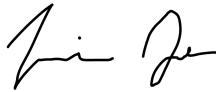
⁵ <https://charlottesville.gov/DocumentCenter/View/11104/Development-Code-PDF?bidId=> at 2.2.3, 2.9.6.

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

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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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From: [Susan Schoenberg](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Alexandria West Draft Small Area Plan
Date: Wednesday, October 9, 2024 9:55:15 AM

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

Dear Planning Commissioners,

I have owned a condo in the Alexandria section of Fairlington Villages for the past 23 years. It is a very special community that provides an oasis from the big city that is just outside our door. My condo is located directly across the street from the two-story office buildings on King St. near the 395 exit. There is currently good light and open sky, this helps to make some of the noise and traffic volume more bearable. There is minimal vegetation on either side of King in this area; my property is 50ft. from the road, so having a large building replace a two story building would truly be dreadful...our sun would be blocked in the later hours of the day, the sky would be smaller, and the traffic density (it's already dense) would be significantly worse and that would also equate to more noise in an already noisy traffic corridor. I really appreciate, especially with such a clear view of the road, the shorter two-story buildings across King and all of the natural light that comes into my condo; I am concerned that significantly larger high-rise buildings would make things feel closed in and cut the natural light.

I do understand the need for more housing in our city and support the need for lower income housing as well; I would like to request that it be done in a way that takes the existing environment, structures, and neighbors into consideration. I chose Fairlington because it is an oasis from the city, I don't want to look out my back windows and see 10-12 story buildings in addition the busyness of King St. Should there be development of the King Street parcel with the two story office buildings, how could it blend in with the existing, lower story buildings in the surrounding areas? Is it possible that redeveloped areas have a village feel vs. a city feel so that they are in alignment with the neighbors in the surrounding areas? Thank you for your time and consideration.

Best regards,

Susan Schoenberg
2970 S. Columbus St. #A1

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From: [John Davidson](#)
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Wednesday, October 9, 2024 11:34:21 AM

You don't often get email from jdavidson1@me.com. [Learn why this is important](#)

Dear Planning Commissioners,

By way of context, I have owned my Clarendon II townhouse in Fairlington Villages (Ward VI) section of Alexandria City for 46 years and counting. As you can imagine, Fairlington has been a very special place for me! I am extremely concerned about the major changes to King Street and to the (very nearby) surrounding WestAlex neighborhoods implied by the draft Small Area Plan.

For well over a decade, I have been getting up before sunrise and walking around Fairlington Villages enjoying nature, including the natural soundscape and the morning sky. I have seen an occasional fox, deer, raccoon, and once an opossum. To me, it is like living in the middle of a private park. I am concerned that if Alexandria City develops as suggested in your current plan such walks will be further and further diminished as time goes by with a diminished natural environment and skyline with the proposed 100/125 feet high buildings on King Street and the 150/175 feet high buildings behind King Street, and additionally more city-like noise including traffic noise, and such. I suggest, Fairlington Villages should be viewed as a young (80-year-old) "Old Town" and should receive similar restrictions and considerations like you already have for development around our actual Old Town. How do you think Old Town residents would react to your current plan of a city-scape setting happening in such a situation for them?

Sincerely,

John Davidson
2824 S Columbus St
Arlington, VA
22206-1411

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From: gunterrd@aol.com
To: [PlanComm](#)
Subject: [EXTERNAL]Subject: AlexWest Draft Small Area Plan
Date: Thursday, October 10, 2024 11:31:41 AM

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Dear Planning Commissioners:

I own a condominium in the City of Alexandria. My address is 2944 South Dinwiddie Street, located in Fairlington Villages. I purchased my home in 1986, making me a long-time resident of Fairlington Villages for the past 38 years.

My wife and I thoroughly enjoy the beauty and tranquility that Fairlington Villages and the surrounding area provides. We live on a secluded street within Fairlington that provides us with a view that reminds us of what it was like to once live in the country. We witnessed the building of numerous tall buildings over the 38 years since residing in Fairlington Villages, and we simply do not want to see any more buildings, particularly any additional tall buildings towering over us. We take long walks within the confines of Fairlington Villages and thoroughly the openness that Fairlington provides. From a historic prospective, there were very few tall buildings that were visible when walking through Fairlington. The view mainly provided us with beautiful trees that lined the skyline which was beautiful to see without having to see tall buildings that obscured our view. The back of my condominium faces King Street, and I can clearly see the tall office buildings that line King Street. The continuing building of tall structures is destroying the character of Fairlington Villages, that once stood alone with the absence of tall buildings that now encompass the surroundings of Fairlington Villages.

Warmest Regards,

Ron Gunter
2944 South Dinwiddie Street
Alexandria, Virginia
E-Mail: Gunterrd@aol.com

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From: [Sheryl Durga](#)
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Sunday, October 13, 2024 2:45:54 PM

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Dear Planning Commissioners,

I own a condominium in the City of Alexandria Fairlington Villages. I have been a resident of the City of Alexandria for a combined total of 17 years, sometimes as an owner and other times as a tenant. The areas in Alexandria that I had chosen to live in had buildings that were low in height, had greenery, suburban open-space and were communities where people knew their neighbors. This is the primary reason I chose to buy a home in Fairlington Villages.

In Fairlington Villages, when the leaves are off the trees, which is about half the year, across from my home which faces King street, it currently looks like a small city setting both at night and during the day. With more proposed 10-12 story buildings along King Street in Area 2, it will be a city looking environment and it will expand on the city setting on King Street, something I am highly opposed to. It won't have the feel of a neighborhood setting similar to a suburban or town-like setting. I was hoping this small area plan would be more like that than of Crystal City or the new development within Pentagon City.

Additionally, I am concerned about the increase in noise from the additional traffic. We already have noise from the current traffic during peak hours in the morning and in the evening and sometimes non-peak hours. As much as I like sleeping with the windows open on cool nights, I can't in the current setting. With the increase in density, there will be an increase in traffic noise, which is currently already a problem.

Thank you for your consideration and I hope we all find a suitable resolution.

Kind Regards,
Sheryl Durga

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Per Segerstrom
2924 S. Dinwiddie Street
Arlington, VA 22206

October 19, 2024

Dear Planning Commissioners,

My partner and I moved to the Fairlington Villages to live close to the city, but far enough away so that we could enjoy an environment filled with trees and nature. We have owned a condominium here for several years and really like the location. We enjoy the scenic settings and calmer environment.

We have heard about upcoming plans for development in the area and this caused us great concern. That is why I am writing this letter to provide our perspective. This area continues to become more congested with additional buildings and retail locations.

We really do not want our scenic environment to become one of a city setting with 10-12 story buildings on King Street. This will really harm the beautiful views we enjoy today and make it feel like a city. We urge you to maintain Fairlington's current environment.

Greatly appreciate you reading this letter and giving it consideration.

Sincerely



Per Segerstrom

From: [Ann Gough](#)
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Wednesday, October 23, 2024 11:52:58 AM

[You don't often get email from ann0418@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Planning Commissioners,

I own a condominium in Alexandria City section of Fairlington Villages for eleven years. I don't want to see this area substantially changed in character to a city setting by the building of 10-12 story high buildings on King Street and surrounding areas.

I enjoy living in this area for not only its historical significance but also for the feeling of suburbia in a more urban setting. The open air and trees make this area a very attractive and unique place to live. If I had wanted to live in a more urban setting, there are many opportunities to do so, but I deliberately chose to live in Fairlington Villages due to the feeling of being able to get away from the city. With our fast-paced lifestyle, such an oasis is extremely important.

While I understand the need for improvement and development, I also believe that such improvements should not change the fundamental nature of the area. I fear the addition of 10-12 story buildings will do just that and this area will lose what makes it so special.

Regards, Ann Gough

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From: [Kate Hawley](#)
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Wednesday, October 23, 2024 6:10:12 PM

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Kate Hawley
2924 S. Dinwiddie Street
Arlington, VA 22206

October 23, 2024

Dear Planning Commissioners,

My partner and I chose to reside in the Fairlington Villages for its unique blend of urban convenience and suburban tranquility. We have owned a condominium here for several years and cherish the scenic beauty and peaceful atmosphere.

Recent development plans have raised significant concerns for us. We fear that increased congestion from 10-12 story buildings and retail locations will erode the very qualities that drew us to Fairlington. We do not want to see our beloved community transformed into a bustling urban center with towering buildings on King Street.

Preserving Fairlington's suburban character is essential to maintaining its appeal and quality of life. We urge you to consider our perspective and prioritize the preservation of our scenic environment.

Thank you for your time and attention to this important matter.

Sincerely,

Kate Hawley

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From: [KENNETH SHERWOOD](#)
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Saturday, October 26, 2024 6:57:46 AM

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Dear Planning Commissioners,

I purchased my home in the Alexandria City section of Fairlington Villages on June 27, 1978, and have lived in my home since – forty-six wonderful years living in a peaceful oasis within which is found a large and well-maintained multiple brick 2-3 story building neighborhood nestled in a plethora of large, magnificent trees and beautiful plantings in an environment where residents live in individual, interpersonal and community harmony. It is an open, quiet, seemingly slow-paced neighborhood with a significant amount of natural scenic beauty. It is not uncommon to see the occasional fox, raccoon and even deer. Fairlington Villages has been designated one of Alexandria's seven National Register Historic Districts.

The proposed draft AlexWest Small Area Plans will bring a significant, devastating cityscape to King Street Area 2. This proposed cityscape of 10-12 story buildings giving permission to replace the remaining 4 low-rise buildings on King Street Area 2 negatively impacts the City's Fairlington residents living along King Street Area 2 – it will impact our day-to-day living. This is very disturbing. I don't believe that the city would consider doing anything like this for development adjacent along a 3-4 block portion nor partially adjacent to "old Town" Alexandria. "Why treat one of the City's "National Register Historic District" differently?"

The proposed plans for the 4-story Condominium and 150 Feet High Neighborhood Area 2 of multiple 150 feet high and 175 feet high with affordable housing filling in that area will turn that neighborhood into a mini cityscape like Crystal City, the new Pentagon City or Eisenhower, something it is currently not.

Fairlington Villages' requests of 60 Feet High buildings and with affordable housing 85 Feet High buildings on King Street Area 2 is a compromise and for the 150 feet High and 4-story Condominium Neighborhood (Area 2) – to build 150 feet high rises within the nature and character of the established residential neighborhood with affordable housing within the 150 feet height more than adequately describes the compromised vision as well as the concerns with the adjacent King Street (Area 2) and partial adjacent 4-story Condominium and 150 feet High Neighborhood (Area 2). The Alexandria residents living in Fairlington Village were told by City staff that they were stakeholders in developing the Plan. The decision about these two neighborhoods will dramatically impact us. My question is - "How can we be stakeholders if the concerns about these two neighborhoods that are adjacent to us and partially adjacent to us and will affect us not be included in this proposed plan?" Please give high consideration that the citizens living in this neighborhood are highly concerned that the City's proposal supports the evolution of King Street Area 2 and the 4-story condominium and 150 feet Height Neighborhood Area 2 into a cityscape or mini-cityscapes.

Regards,

KENNETH E. SHERWOOD
 4912 28th Street South (A-2)

Arlington, VA, 22206-1423
571.317.5762

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From: [Erin Mackay](#)
To: [Justin Wilson](#); [Amy Jackson](#); [John Chapman](#); [Kirk McPike](#); [Canek Aguirre](#); [Alvia Gaskins](#); [Sarah Bagley](#); [PlanComm](#)
Cc: [Suzanne Derr](#); [Mark McHugh](#); [Kristine Devine](#); [Michele Griffin](#); [Karl Bach](#); [Regina Benavides](#); [Christine Macey](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Sunday, October 27, 2024 3:34:50 PM

Some people who received this message don't often get email from erinamackay@gmail.com. [Learn why this is important](#)

Dear City Council Members and Planning Commissioners,
I have owned a condo in Alexandria City of Fairlington Villages since 2012.

I have lived here much longer than anticipated, choosing in recent years to stay and raise my son as a single mom. The proximity to Shirlington and Washington, DC made it an easy decision in 2012, but I've stayed for the small neighborhood feel, the mature trees, and the relative quiet. I am grateful everytime I stare out (certain) windows and see nothing but leaves and sky.

While I support your efforts to build a multicultural and multilingual community and in particular to expand access to affordable housing, I write to oppose 10-12 story buildings on King Street; and a city setting on King Street and in nearby neighborhoods.

I'm grateful for your consideration and wish you luck planning a Community that can adapt to growth while maintaining the beauty and heart of the city of Alexandria.

Sincerely,
Erin A. Mackay

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From: [Suzanne Elliot](#)
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan -- second try
Date: Sunday, October 27, 2024 8:21:43 PM

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

Dear Planning Commission Members,

* I am attempting to resend my previous email as it may have been truncated; I apologize.

I am writing in regards to the drafted plans for the AlexWest area, adjacent to Fairlington Villages. While I have lived in Northern Virginia for most of my life, I have spent the past 3.5 years as a resident in the Alexandria City section of Fairlington Villages and hope to stay. I was drawn to this neighborhood for its lush natural beauty including mature trees, the relative quiet, and proximity to the District and other parts of NoVA (e.g. Pentagon City, Old Town, Clarendon / Courthouse, and Merrifield). I love that despite being so close to I-395 and bordered by King Street, the neighborhood truly feels like a sanctuary from the stress / chaos, congestion, and pollution of city life. Additionally, I sought to live in an area that is reasonably quiet, tranquil, and conducive to the rest and healing I need to survive with difficult chronic health conditions.

I have been delighted by the wildlife still in this neighborhood (e.g. birds, squirrels, chipmunks, rabbits, ducks) and all of the avian visitors to my bird feeder, year-round. It is remarkable to have such frequency and variety of species given how close we are to the District as well as mini urban areas like Crystal City and Pentagon City. My pet and I both enjoy birds' songs (somewhat disrupted by noise from King Street & nearby towers) as well as views of squirrels and chipmunks from our unit.

For about half of the year, there is enough foliage to provide some privacy and somewhat buffer against the effects of the three nearby towers (Alexander, Northampton Place, and Halstead Tower) -- noise, lights, and other forms of stimulation. However, there is still considerable noise from living this close to King Street and the hundreds of residents in these three towers. Noise can be heard at nearly all hours of the day, every day -- and all the more so when the temperatures and the leaves fall, when that buffer becomes limited. I typically keep my windows closed for this reason; and even overnight, there is enough noise coming into my building & unit to disrupt sleep. Sadly, there is also limited sunlight and sky view due to these large towers. I must walk a couple of blocks in order to see a sunset or view the unobstructed sky. While these things may seem minor, they impact one's quality of life and the nature of the neighborhood.

In light of the conditions caused by the nearby towers and the proposed AlexWest SAP, I am asking for the heights on the adjacent properties on King Street (Area 2) to be no more than 60 feet high and 85 feet high with affordable housing. For the partially adjacent neighborhood (150 feet heights and 4-Story Condominium

Neighborhood) that buildings be built within the current nature and character of the neighborhood and affordable housing be within the 150 feet heights (**not** a city-scape setting). For the very nearby neighborhood of Newport Villages, I am asking that it be more of a town-like setting like Cameron Station, since a suburban setting is no longer an option. These measures will help mitigate / limit the increased noise from developed housing units and traffic as well as other disruptions (such as sunlight and negative impacts to wildlife habitats) to existing adjacent communities. Any 10-12 story buildings on King Street as well as a city setting along King Street and nearby neighborhoods would drastically change the nature of this area and quality of life.

I am asking that our neighborhood's concerns be a part of the equation too and not disregarded. I am asking that Fairlington Villages' hopes as stated in the Fairlington Villages email be considered within the complexity of these situations. As a person who works in public health and also lives with disabilities, I support affordable housing options as part of this plan.

Thank you for your time and consideration.

Sincerely,
Suzanne Elliot

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From: [Holly Berman](#)
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Monday, October 28, 2024 6:59:50 AM

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Dear Planning Commissioners,

I own a condominium in the Alexandria City section of Fairlington Villages that I bought 24 years ago.

These are my concerns with the draft AlexWest Small Area Plan (SAP) for Area 2 next to Fairlington Villages.

I purchased my home here because it was not in a city setting nor next to a city setting. There is a very different day-to-day lived-in experience living away from a city setting, as opposed to a suburban setting. When living in a suburban setting like Delray or Fairlington Villages or a town setting like Cameron Station- there is a quieter feel, a slower-paced feel, a relaxed feel. It provides a more peaceful, more comfortable living experience, away from the hustle and bustle of a city.

These lived-in day-to-day experiences is an instinctive feeling and is a quality-of-life experience.

For me, two examples of a city (although there are more, including mid-rise cities) is the new Pentagon City on Eads Street and near Whole Foods, and Crystal City on Crystal Drive and Richmond Highway, and 15th - 23rd Streets.

I do like visiting cities, knowing that when I leave, I will return to my home and enjoy a more peaceful setting.

The character and nature of the neighborhoods that are adjacent, partially adjacent, and very close to Fairlington Villages will be effectively dismantled and become a city setting, if the plan is fully implemented. Something they are currently not. And certainly not what it was when I bought my home 24 years ago.

I purchased my home before the Alexander, Northampton and Halstead Tower were built. During the development process, we in Fairlington Villages communicated our concerns with the height and dimension of the Alexander and Northampton and in our opinion, our concerns were not considered. These buildings are 16-stories with very wide dimensions. I and my neighbors live across the street and our buildings are 2-3 stories with much smaller dimensions and in a suburban-like setting.

When I bought my home, I was told that area was limited to one 7-10 story normal size hotel building, not three 16 story wide dimension high rises grouped very close together to become a city setting.

Within Washington DC, there are 10-12 story buildings. They are quite large and would over-shadow us as the Alexander, Northampton and Halstead Tower have, given the topography and other factors that are a part of planning, and completely change the setting.

The section of Fairlington Villages in the City of Alexandria is asking for the heights on the adjacent properties on King Street (Area 2) to be 60 feet high and 85 feet high inclusive

of affordable housing. For the partially adjacent neighborhood in Area 2 (150 feet heights and a 4 story condominium neighborhood), we ask that buildings be built within the current nature and character of the neighborhood and affordable housing be within the 150 height.

I have just seen the *Agenda Alexander* recording in which Arlington County Chairperson Libby Garvey and Mayor Wilson were interviewed on the topic: "*Are Local Governments In Sync with their Constituents?*" When Ms. Garvey spoke about the proposal to implement 8-unit multi-family homes in single family home neighborhoods in Arlington County, she recognized the concerns of both groups: the current residents and the need to provide more affordable housing across a range of incomes. She suggested 4-unit multi-family homes, since both the size is closer to that of a single-family home and is also more in line with the character and nature of single-family home neighborhoods. For us, this is the equivalent, since we are 2-3 story buildings in a suburban setting, and the proposal is for 10-12 story buildings in a city setting.

I am a retired special education preschool teacher, and I support affordable housing. Quality of life is important to me both professionally and personally. I have many stories about improving children's and families' quality of life. Over the years, I have received many notes/letters of gratitude from parents. I would be happy to share them with you.

In the beginning of the AlexWest Small Area Plan process, we were told that we are stakeholders, and that we have a say.

I am asking that Fairlington Villages' hopes and concerns with regard to the adjacent property and partial adjacent property be included, since we will be directly affected by these decisions. I am asking that our concerns be included within the complexity of this situation.

Thank you for your time and attention.

Sincerely,
Holly Berman

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From: [Michael Snoddy](#)
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Wednesday, October 30, 2024 12:17:45 AM

You don't often get email from mjsnoddy21@icloud.com. [Learn why this is important](#)

Dear Planning Commissioners:

My name is Michael Snoddy and I am a resident of the City of Alexandria since 1978 when I purchased my condominium in North Fairlington Villages. I value the quiet peaceful area where I live.

I am asking for the heights on the adjacent properties on King Street (Area 2) be 60 Feet High and 85 Feet High with affordable housing. For the partially adjacent neighborhood (150 feet Heights and 4 Story Condominium Neighborhood) that buildings be built within current nature and character of the neighborhood and affordable housing be within the 150 Heights.

Sincerely,
Michael Snoddy
Sent from my iPad

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From: [Owen Curtis](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Docket 11/07/24 Meeting, Item 5: Master Plan Amendment #2024-00003, AlexWest Small Area Plan
Date: Wednesday, October 30, 2024 2:26:31 PM
Attachments: [SWCA comments on AWSAP draft plan 073124 final.pdf](#)

Chairman and Members of the Planning Commission:

When this item came before you at your September meeting, I provided the comments below and in the attachment. To make it easier on you, I am sending them again.

Of all the many concerns our community has about the Alex West Small Area Plan, I would say our largest is regarding the West End Transitway. We were not told until the planning process was completed that the Transitway was a GIVEN for this study, and was never to be considered for elimination or revision. As a professional transportation planning engineer with 50 years of experience conducting master plans and transit development plans, I am appalled that all ideas and options were NOT on the table during this plan's development. One cannot meet the responsibility in the City's code for competent, considerate, and sound small area planning if the transit system is NOT part of the planning effort.

For that reason alone, we request that you further table this plan, send it back to staff to work with the community, and develop appropriate transit services and facilities that makes sense today and over the next twenty years. We love transit, we have had high quality transit for most of the 50 years I have lived in Alex West, and we look for that to continue. But this plan will not provide that. The out-dated West End Transitway concept built around serving the mass of office development in the former Winkler tract, of which essentially nothing is left, requires a fresh look that HAS TO be developed in sync with the rest of the Small Area Plan.

Sincerely,

Owen P. Curtis
 President
 Seminary West Civic Association

----- Forwarded Message -----

From: Owen Curtis <opctiger72@aol.com>
To: PlanComm <plancomm@alexandriava.gov>
Cc: Justin M. Wilson <justin.wilson@alexandriava.gov>; Amy Jackson <amy.jackson@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Kirk McPike <kirk.mcpike@alexandriava.gov>; Canek Aguirre <canek.aguirre@alexandriava.gov>
Sent: Friday, August 30, 2024 at 10:07:02 AM EDT
Subject: 09/05/24 Meeting, Item 6: Master Plan Amendment #2024-00003, AlexWest Small Area Plan

Chairman and Members of the Planning Commission:

Attached please find the final set of comments submitted August 1 on the AlexWest Small Area Plan (AWSAP) by the Seminary West Civic Association (SWCA). SWCA has been in operation since 1977, and represents some 600 townhouse and detached single family homes from N Beauregard St. to the City Line, north of Holmes Run to the NVCC Campus. Our members have closely followed, participated with, and provided comments on the AWSAP to the City staff over the past several years.

We are disappointed that this plan continues the damage to our community that began with the Beauregard Small Area Plan a few years ago. This plan is all about a level of density and development unlike anything in Alexandria West. It more or less prescribes the same dense, urban development that is underway in so many other parts of the city, and thus does not respect the distinct nature of the various neighborhoods.

In particular, we are distressed that in response to our comments about the destructive impact of the West End Transitway (WET) along the city's nicest tree-lined boulevard, N. Beauregard Street, staff responded that the WET was a GIVEN for this plan based on out-of-date plans started more than a dozen years ago. Why bother doing a comprehensive SAP if all things are not on the table for the community to determine if they are appropriate, necessary, and worth their cost? Everyone in the City knows how things have changed with the loss of office space, the conversion to residential, the significant increase in work-from-home, and the drop in regional transit usage. Such massive changes truly call for a complete reconsideration of the WET, but the staff said no, it is a *fait accompli*.

We also note that the staff took comments of the draft plan from all areas of the City and from some outside the City. In particular, the YIMBY groups were well organized, and by our count, 25% of the comments were duplicative, often verbatim, sent in by organized groups from elsewhere who do not have anything at stake in AlexWest and our neighborhood other than their socio-political beliefs. They attacked our neighborhood, Area 2, in particular, stating in a dozen or more comments that we were a wealthy, white area that should no longer exist, but rather should become dense urban development because they mistakenly believe it will lead to more affordable housing. Our neighborhood, of almost any in the City, is likely to suffer the greatest impact from the ZFH zoning change, as our SF homes are older and smaller, and on somewhat larger lots, thus ripe for a six-plex of townhouses. But having lived here since 1977, I can tell you it is precisely because of our affordable SF homes that we have been the targeted neighborhood for immigrant families to buy into their first home once they have enough capital. Our neighborhood is roughly 50% European-descent, 25% Latino, 15% Middle Eastern / African (chiefly Muslim), and 10% Asian. It is the very type of neighborhood that this plan and this City should be encouraging -- diverse, friendly, and as affordable as anything in the City.

We hope you will see that the AWSAP needs some changes to make it reflective of

what the residents of Alex West want, and what is best for the future of our city.

Sincerely,

Owen P. Curtis
President
Seminary West Civic Association

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Seminary West Civic Association

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.

Seminary West Civic Association

- 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

Seminary West Civic Association

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.

Seminary West Civic Association

- 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

From: [Oscar Giron](#)
To: jeffrey.farner@alexandria.gov; [PlanComm](#)
Cc: [Greg Roby](#); [Melanie Alvord](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Wednesday, October 30, 2024 3:40:21 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[Alexandria Attachment King Street Pictures October 2024.pdf](#)

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Fairlington Villages A Condominium Association

October 30, 2024

Dear Planning Commissioners

Fairlington Villages is a historically designated site of two-three story buildings built in the 1940s to provide housing for civilian defense workers. In the 1970s, Fairlington Villages 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.

Currently, we do not support the draft AlexWest Small Area Plan (SAP) for King Street Area 2, and two close-by neighborhoods.

Fairlington Villages is adjacent to King Street Area 2.

The proposed SAP calls for 100-120 feet high buildings on King Street (Area 2). Fairlington Villages has only two to three-story buildings. If this plan is fully implemented on the four possible redevelopment sites along King Street Area 2, we will have a small version of Crystal City or the new Pentagon City, directly across from us.

In the year 2001, during the residential input phase for the development of

the Alexander and Northampton, Fairlington Villages expressed concern over the heights and dimensions of these proposed buildings in proportion to Fairlington Villages, directly across from this site. These concerns were not considered nor addressed in the development phase. Soon after the Alexander and Northampton were approved, the Halstead Tower, another 16-story building was approved; the justification for its size was based on the approved plans for the Alexander and Northampton.

However, on the same side of the street as these new buildings, starting at Park Center Drive and extending east on King Street to I- 395, two-story office buildings and four-story condominiums (now known as The Pointe) had been planned and approved in 1988. Both sites were in proportion to Fairlington Villages and reflected its character and nature and were approved prior to the subsequent high-rises very near them.

The Alexander, Northampton, and Halstead Tower, resulted in a small city—tall, wide buildings built closely together on small parcels of land. The attachment includes pictures showing the effect these three buildings have had on our neighborhood. Although this site is not in reality a wall of building after building, the pictures show a different perspective when looking from Fairlington Villages.

With the proposed 10-12 story buildings, we will now not only have a small section, which we in Fairlington Villages opposed in 2001, the whole south side of King Street (Area 2) will be a city of over-sized buildings overwhelming Fairlington Villages.

Due to the topography and other aspects in planning, this will have a similar effect as the three 16-story buildings.

Within the City of Alexandria staff's Bonus Height Presentation video, the architect stated that bonus height buildings can be built so they are in proportion to established buildings. It is our understanding that he made this point because residents are concerned that new buildings will not be in proportion to the building heights and dimensions of the adjacent properties. Residents have concerns that the entire look and nature of an adjacent neighborhood and established setting in that neighborhood could be changed.

King Street Area 2 would not be in proportion to our low-rise buildings, and while we would prefer the height of The Point's 4-story condominiums or the 2-story office buildings next to it on Park Center Drive and King Street, we

understand that the buildings may need to be taller. Further we recognize the need for affordable housing.

For King Street in Area 2, we are asking for 60 feet high buildings, resulting in 85 feet high buildings inclusive of affordable housing.

As you may know Fairlington Villages residents are teachers, nurses, police officers, government workers, military personnel, young families, and retired professionals. Quality of life in both our professions and neighborhood are important to us. Many have numerous stories of improving the quality of life of those they have served.

The second neighborhood we are concerned about is partially adjacent to Fairlington Villages and directly behind King Street (Area 2). It includes two 4-story condominiums and two high rises. We understand that if the site is fully realized as stated in the AlexWest Draft SAP, it will look like a mini-Crystal City with several 150 feet high-rises and with the addition of affordable housing, 175 feet high rises.

Within this partially adjacent neighborhood, we ask that any new high rise(s) be built within the area's current nature and character, namely a suburban setting and that the height limit be 150 feet, inclusive of affordable housing.

The last neighborhood of concern is Bolling Brook, a 4-story condominium community directly across from Fairlington Villages on 28th Street South and where the topography is hilly. The proposed new height for Bolling Brook's 4-story condominium location is 60 feet, from the current 45 feet. Bolling Brook's 4-story condominiums is not a rental complex. Residents own these homes. We ask that the height remain at 45 feet.

Several of our Fairlington Villages City of Alexandria neighbors provided comments on the AlexWest Draft SAP, stating concerns about proposed building heights and the establishment of a city setting on the adjacent property and partially adjacent property to Fairlington Villages.

This is in addition to Fairlington Villages sending letters in Spring 2023, one of which had over 100 signatures, Fairlington Villages' residents completed staff's November 2023 survey requesting Area 2 remain a suburban setting, and compiled comments were sent in March 2024 for the first draft - all during the development phase of the AlexWest SAP.

During the first phase of the development of the AlexWest SAP, we were told that we are stakeholders. We would like to believe that these are not just

placating words. The most important part of the SAP for us is what is built on 1) King Street Area 2, our adjacent property, 2) partially adjacent property (4-story condominiums and two high rises neighborhood Area 2), and 3) Bolling Brook 4-story condominiums. We have been communicating this throughout the development process.

Small Area Plans provide the blueprint for future development in each neighborhood. Once a Small Area Plan is approved, residents' concerns are limited to the parameters of that Small Area Plan and residents' hands become tied.

With the goal of more affordable housing, we recognize that this is a complex situation, and we ask each of you to recognize this complexity, while honoring the adjacent property owners' and adjacent renters' concerns. We believe our compromise suggestion offers a solution that will allow for both affordable housing and address the established affected neighborhood's concerns.

We ask that we not only be listened to, but that our suggested compromise be accepted as part of the AlexWest SAP. Fairlington Villages will be affected by the decisions made by this SAP for generations.

We cannot support the AlexWest Draft SAP as currently written.

Thank you for your time and attention.

Sincerely,



Melanie Alvord

Fairlington Villages Ward VI Board Director (Alexandria)

3001 S. Abingdon Street, Arlington, Virginia 22206 (703) 379-1440 FAX (703) 379-1451
fairlingtonvillages.com office@fairlingtonvillages.com service@fairlingtonvillages.com

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Alexandria Attachment - - Pictures of the effect of the three high rises (Alexander, Hampton, and Halstead) on Fairlington Villages (Adjacent Property)

There are 7 sets of pictures (A-G).

They were taken from 7 different locations within Fairlington Villages (adjacent property) and are within the City of Alexandria's boundaries in Fairlington Villages.

Over 100 families/individuals whose homes are in this area are affected by the view. For 5 ½ - 6 months of the year, due to the lack of leaves on the trees, this is the view we in Fairlington Villages have.

We are concerned that if building heights on King Street are not adjusted from the proposed 100 feet height as well as details and specifics are not included, given multiple factors in planning on adjacent properties and absent in the SAP for King Street in Area 2, we will continue to have more of this effect on our neighborhood and it will extend to our entire north side of Fairlington Villages from 28th Street South to 30th Street South.

Some of these multiple factors in planning may include a combination of changes in topography, position of building, no established or known set-backs, building placement in relationship to adjacent properties, size of buildings' heights and dimensions in relationship to adjacent property, building size to land ratio and setting, to name a few. As stated, we are concerned if heights are not adjusted from the proposed 100 feet height and details and specifics are not a part of this SAP, the same or similar effect will occur again.

Fairlington Villages

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.

Set A: Pictures taken from the South 29th Road cul-de-sac, which is a well-traveled area that affects approximately 70 individuals and families who live in this area. The first picture is of the Halstead Tower, and the second picture is of the Alexander.



This second picture is of the Alexander.



Set B: The picture was taken from South Dinwiddie Street between two buildings in Fairlington Villages (2916 and 2902 S. Dinwiddie Street). It is a picture of the Halstead and the Alexander.



Set C: Three pictures taken from South Dinwiddie Street, but slightly further back. The first house is at 2918/2916 S. Dinwiddie Street, and it has a picture of the Alexander. The second house is at 2902/2900 S. Dinwiddie Street, and it has a picture of the Alexander and the North Hampton. The third house is also at 2918/2916 S. Dinwiddie Street, and it has a picture of the Halstead and the Alexander.



This is a picture of the Alexander and the North Hampton (2902/2900 S. Dinwiddie Street).



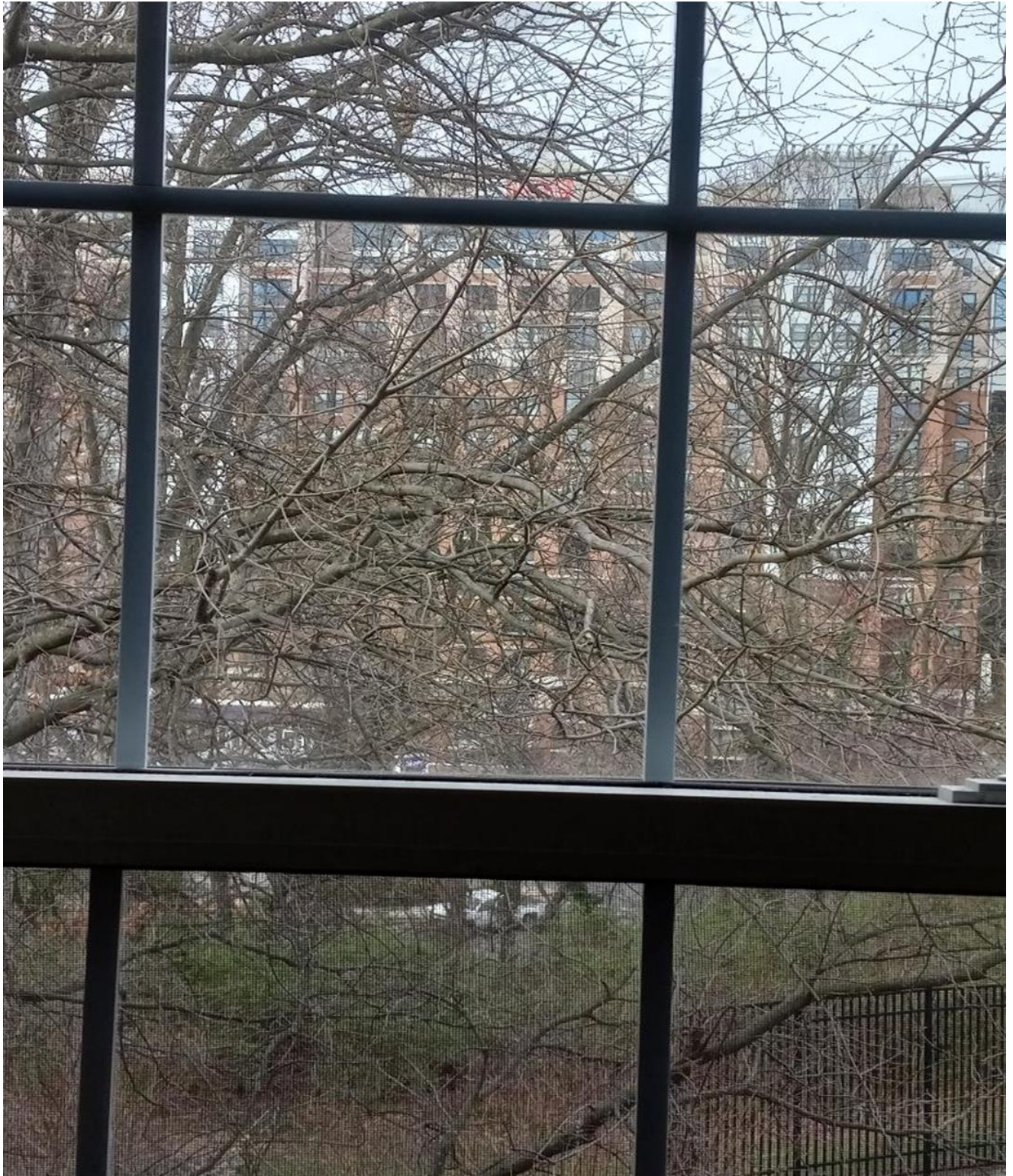
This is a picture of the Halstead and the Alexander (2918/2916 S. Dinwiddie Street).



Set D: Two pictures were taken from a resident's home (4907 S 29th Road). The first picture is of the Alexander and taken from one of the residents' windows. The second picture is of the Halstead Tower and taken from the next window in the same resident's home. Both windows are side by side in the resident's living room. There are other neighbors who have this view too, including the residents who use the pool and/or walk through this part of the neighborhood.



The second picture is of the Halstead Tower and taken from the next window in the same resident's home. Both windows are side by side in the resident's living room.



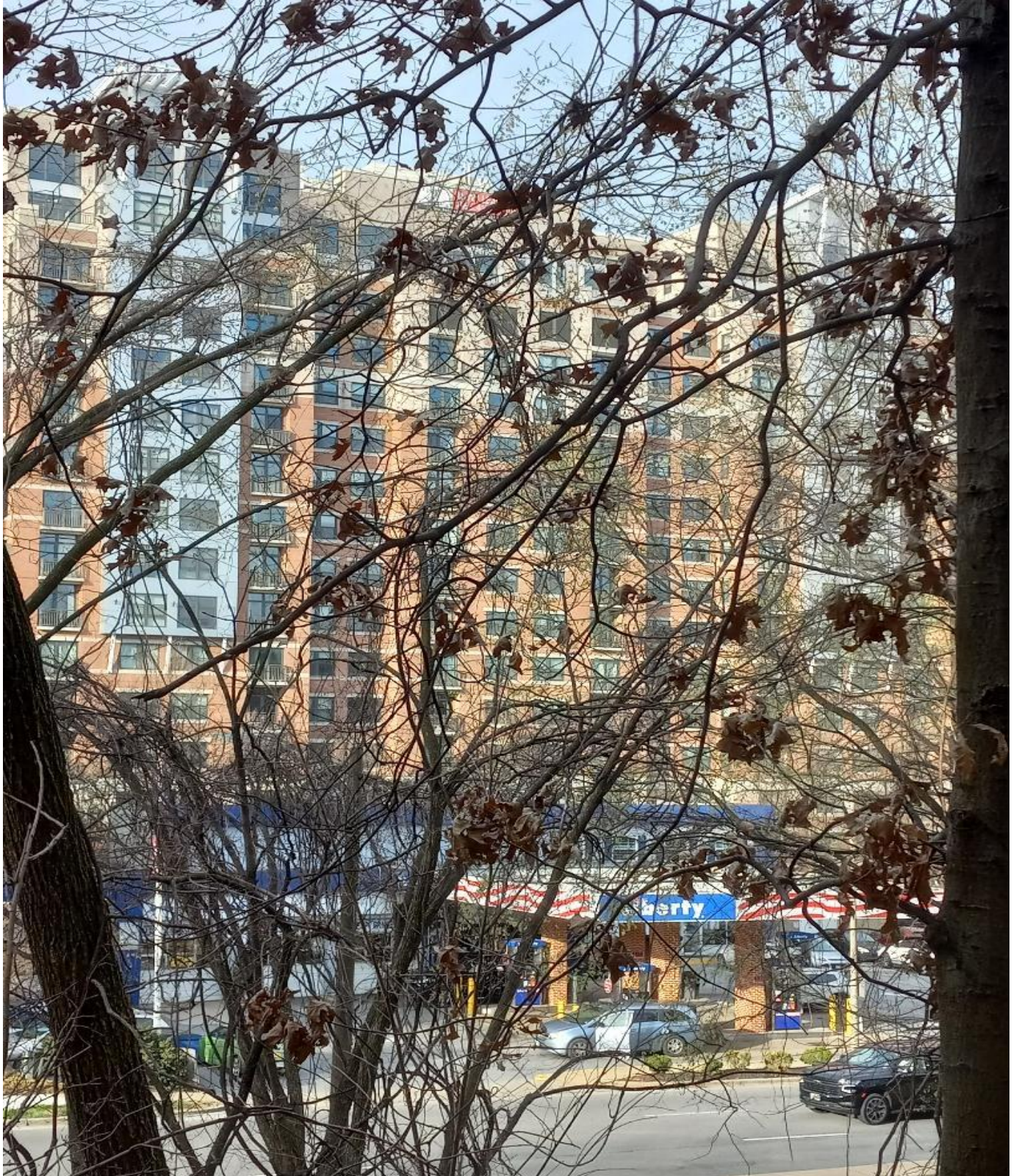
Set E: This picture is taken from a resident's backyard (2822 S. Columbus St). It is a picture of the Alexander.



Set F: This picture is taken from another resident's backyard (2812 S. Columbus St.). It is of the Alexander and the North Hampton.



Set G: This picture is taken from the backyard of three residents' homes (4920/4918/4916 S 29th Rd). It is of the Halstead Tower.



From: [Ed Olivares](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Alexandria west SAP written comment
Date: Monday, November 4, 2024 11:19:06 AM

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Hi,

I am a renter in Alexandria and a new parent. I am extremely worried that my ability to live here is on a timer, because Alexandria's land use and zoning rules have ensured a persistent housing shortage that makes living in the city unaffordable, let alone a good value proposition.

I am modestly pleased to see the improvements the staff made to the Alexandria west small area plan. Unfortunately they fall short, leaving us with a plan that anti-housing and pro-economic segregation. Under this plan market rents will continue their outsized growth, and Alexandria will continue to push out working families.

For more details on the general sentiment and potential improvements, please see below.

Thank you,

Ed Olivares

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 modified to allow affordable housing everywhere, and maximize allowable housing near transit and amenities.

Increase allowable heights in the 35-foot and 45-foot zones to 60 feet. Staff's changes to the draft plan include a proposed new incentive for additional height in exchange for deeply affordable housing. Unfortunately, large portions of the plan area are ineligible for new and existing incentives to build affordable housing, because their allowable height is less than 50 feet. **Affordable housing should be legal to build in all of Alexandria West, not just select parcels.**

Increase allowable heights in the 100-foot, 110-foot, and 130-foot zones to 150 feet. Increasing allowable heights in the 100+ foot zones to 150 will ensure we legalize as much housing as possible surrounding planned West End Transitway stops, and will also ensure that if an existing high-rise multifamily building is redeveloped, the building that replaces it is not mandated to be shorter.

Require staff reports to document the displacement impacts of failing to build

additional housing. Staff has proposed adding a requirement that staff reports will document the displacement impacts of redeveloping existing housing. Should you choose to implement this proposal, we ask you to add a requirement in cases where the proposed redevelopment will build more housing than what currently exists on the site, that staff reports document the displacement impacts of *not* building this additional housing. Far too many of our neighbors in Alexandria West are already facing displacement due to rent increases caused by our housing shortage.

Acknowledge impacts of city parking minimum policies and recommend changes. We need as much new housing as possible in Alexandria West, and we can't afford to take up space with government-mandated parking spaces beyond the amount needed by residents. While the Plan itself cannot change citywide policy, it should recommend that the City repeal its parking minimum policy to ensure effective implementation of the Plan.

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. Thank you.

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From: [Daniel Zander](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Alexandria West Small Area Plan
Date: Monday, November 4, 2024 1:24:35 PM

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To whom it may concern,

I am an Alexandria City resident of over a year who is excited to make this city my long term home.

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 modified to allow affordable housing everywhere, and maximize allowable housing near transit and amenities.

Increase allowable heights in the 35-foot and 45-foot zones to 60 feet. Staff's changes to the draft plan include a proposed new incentive for additional height in exchange for deeply affordable housing. Unfortunately, large portions of the plan area are ineligible for new and existing incentives to build affordable housing, because their allowable height is less than 50 feet. Affordable housing should be legal to build in all of Alexandria West, not just select parcels.

Increase allowable heights in the 100-foot, 110-foot, and 130-foot zones to 150 feet. Increasing allowable heights in the 100+ foot zones to 150 will ensure we legalize as much housing as possible surrounding planned West End Transitway stops, and will also ensure that if an existing high-rise multifamily building is redeveloped, the building that replaces it is not mandated to be shorter.

Require staff reports to document the displacement impacts of failing to build additional housing. Staff has proposed adding a requirement that staff reports will document the displacement impacts of redeveloping existing housing. Should you choose to implement this proposal, we ask you to add a requirement in cases where the proposed redevelopment will build more housing than what currently exists on the site, that staff reports document the displacement impacts of not building this additional housing. Far too many of our neighbors in Alexandria West are already facing displacement due to rent increases caused by our housing shortage.

Acknowledge impacts of city parking minimum policies and recommend changes. We need as much new housing as possible in Alexandria West, and we can't afford to take up space with government-mandated parking spaces beyond the amount needed by residents. While the Plan itself cannot change citywide policy, it should recommend that the City repeal its parking minimum policy to ensure effective implementation of the Plan.

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.

Thank you.
Daniel Zander

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From: [Denice Hill](#)
To: [PlanComm](#); [Holly Berman](#); [Melanie Alvard](#)
Subject: Fw: AlexWest Draft Small Area Plan
Date: Monday, November 4, 2024 1:45:08 PM

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From: Denice Hill <dshill25@hotmail.com>
Sent: Saturday, October 12, 2024 5:32 PM
To: PlanComm@alexandriava.gov <PlanComm@alexandriava.gov>
Subject: AlexWest Draft Small Area Plan

Dear Planning Commissioners,

My husband and I bought our townhouse in Fairlington Villages in Alexandria City 30 years ago. We raised our son here. We were attracted to the area and neighborhood because it was a community and park-like neighborhood. We are very close to King Street and across from the 2 story office buildings on Park Center Drive and King Street. When we bought, King Street was mostly lower height buildings and wooded areas.

As I said, my husband and I have lived in Fairlington Villages for 30 years. We live on the corner of King Street and 30th Street. We were disappointed when the Halstead and Alexander were built, and we do not want any more buildings towering over us and don't want our view to be a sea of tall buildings. We like the view of the open sky and want to keep the open sky view. We used to see the sunset and we miss that. The surrounding neighborhood was open with a lot of scenic beauty. It was pleasing to see without the high-rises. The high-rises now obscure our view when we walk in the neighborhood. As I also said, my husband and I live across the street from The Pointe Condominiums and 2-Story office buildings. That neighborhood is partially adjacent to my property. With that neighborhood turning into a city setting, my concern is that it will take away from the neighborhood's essence what is generally called nature and character of a neighborhood. As long as a building can be built within the true nature of the neighborhood's heart, that is acceptable to me.

I do support affordable housing and support Fairlington Villages Ward VI proposal of 60 feet high buildings and with affordable housing 85 feet high buildings on King Street in Area 2. Within the Pointe and Palazzo neighborhood that has the 2 high rises, we are asking that a city setting not be built. build within nature and character of that neighborhood, and include affordable housing within the 150 feet height and nature of current neighborhood..

We are hoping that our community requests will be considered.

Sincerely,

Denice and Bruce Hill
Alexandria City Fairlington Villages

From: [Holly Berman](#)
To: [Lanning J Blaser](#)
Subject: Fw: AlexWest Draft Small Area Plan
Date: Monday, November 4, 2024 11:45:40 AM

----- Forwarded Message -----

From: Christine O <cmoc26@gmail.com>
To: PlanComm@alexandriava.gov <PlanComm@alexandriava.gov>
Sent: Wednesday, October 23, 2024 at 07:43:00 PM EDT
Subject: AlexWest Draft Small Area Plan

Dear City Council Members,

I have been a resident of the City of Alexandria for 21 years. I currently own a condominium in the Alexandria City section of Fairlington Villages where I have lived for the last seven years. It was my dream to live in Fairlington! I love the park-like setting, quiet streets and walkability. It feels like an oasis in the middle of the busy streets of Washington, DC and other busy streets, like Crystal City, the new Pentagon City and the new Roslyn.

I respectfully request that, as you consider plans for Alex West, the character of our neighborhoods, which includes King Street and very nearby neighborhoods, be maintained into remaining a "suburban place". The area across King Street (Area 2) is getting more built up and "city-like." This has an impact on our community. I look out my front door to a beautiful green courtyard. When I look out my back door, I am confronted with the Alexander and Northampton, buildings on King Street which tower overhead. I want to maintain as much of a "garden style," non-city atmosphere as possible. For many years I commuted to DC for work because I did not want to live in a city. I am concerned that the proposed plans within AlexWest will turn King Street Area 2 and very nearby neighborhoods into a "city setting".

I am absolutely in favor of affordable housing. I am asking that it be done in a way that keeps building heights on King Street to 60 feet and then with affordable housing to 85 feet with green space and a "town-like" place. I am asking that the very close neighborhood behind King Street continue as a "suburban neighborhood" with any new buildings and continuing to allow for green space.

Thank you for your time and consideration.

Sincerely,

Christine O'Connor

From: [Holly Berman](#)
To: [Lanning J Blaser](#)
Cc: [MELANIE ALVORD](#)
Subject: Fw: AlexWest Draft Small Area Plan
Date: Monday, November 4, 2024 12:28:46 PM

----- Forwarded Message -----

From: Katie Barton <bartonk27@gmail.com>
To: "PlanComm@alexandriava.gov" <PlanComm@alexandriava.gov>
Cc: Holly Berman <hberman3@verizon.net>; MELANIE ALVORD <melaniealvord@comcast.net>
Sent: Monday, October 21, 2024 at 03:52:54 PM EDT
Subject: AlexWest Draft Small Area Plan

Dear Planning Commissioners,

I own a townhouse in the Alexandria City section of Fairlington Villages and have lived here for a little over 3 years. My husband and I chose to live here because we love the beautiful natural setting of old growth trees and open green spaces that surround us. It feels very peaceful and relaxing to live here and we love the scenic views all around us.

I am concerned that the proposed 10-12 story buildings on King Street will drastically affect the look and feel of our neighborhood. I have concerns that our current views and access to the beautiful skyline will be obstructed by the construction of new high rise buildings.

I am very much in support of affordable housing but hope that this can be achieved without creating very tall high rises that tower over Fairlington Villages. It is my hope that the new construction will take into account the existing Fairlington neighborhood and its suburban look and feel and stay within 60-150 feet heights. Our neighborhood feels very park-like and it would be wonderful if new construction can mimic this same aesthetic as much as possible as it seems beneficial to the well being of all residents in this part of Alexandria City.

Best Regards,
Katie Barton

From: [Holly Berman](#)
To: [Lanning J Blaser](#)
Cc: [MELANIE ALVORD](#)
Subject: Fw: AlexWest Draft Small Area Plan
Date: Monday, November 4, 2024 12:31:04 PM

----- Forwarded Message -----

From: Christen Eliason <christenme@gmail.com>
To: melaniealvord@comcast.net <melaniealvord@comcast.net>; hberman3@verizon.net <hberman3@verizon.net>
Sent: Sunday, October 27, 2024 at 09:47:51 AM EDT
Subject: FW: AlexWest Draft Small Area Plan

From: Christen Eliason <christenme@gmail.com>
Date: Sunday, October 27, 2024 at 9:36 AM
To: PlanComm@alexandriava.gov <PlanComm@alexandriava.gov>
Subject: AlexWest Draft Small Area Plan

Dear Planning Commissioners:

I am writing to you in opposition to the proposed Small Area Plans for King Street (Area 2) and the 150 Height and 4 Story Condominium Neighborhood (Area 2) that you are to take up in early November. These proposed areas would be located across from Fairlington Villages where I live; I am the proud owner of 4900 29th Road, South, A1 in Alexandria, since November 2007. I came to Fairlington Villages to live because of the neighborhood charm, the historic setting, as well as its practical appeal, being close to bus lines for feeding to the Metro, as well as close to I-395. My years here have been all that, close enough to work, for many years Washington and now Mount Vernon. The surprise living here has been the feeling of living in an

urban park where everyone has room – people and wildlife can thrive. Fairlington provides residents with room to stretch yet interact when we want to. I appreciate that I have close-to-Fairlington neighbors – businesses, apartments and condos – sharing access to King Street, yet also conscious that for many of my Fairlington neighbors' noise and light interferences have impacted their daily lives. All of us are close to a point of saturation where too much new development will be a detriment to quality of life not just for Fairlington but for this greater King Street area.

I understand planning staff analysis of the area will state that traffic and infrastructure can support the proposed changes. However, I strongly disagree with that assessment. At different times of day coming into Fairlington from either direction on King Street can be trying – off 395 the ramp allows little time to merge into traffic before making a right turn to Fairlington Villages and coming from the west into the neighborhood is worrisome when only one or two cars can make that left turn on a short turn lane where cars swarm past on either direction. That latter turn is just plain dangerous. I still frequently drive in Washington, as well as a recent vacation driving in Chicago, for example, and I am out and about in many suburban areas, so I am aware of where there is roadway ease or lack thereof. Adding more traffic congestion and noise by more concentrated development cannot work for the good of the greater area. For example, for me to get over to the new Harris Teeter/Silver Diner

development and back takes my life in a potentially unsafe direction. I usually go farther to shop and eat. So yes, I disagree with staff traffic assessment. Does any of the staff live in Fairlington Villages, do errands here and back, or go to and from work?

However, I do support a scaled-back but more sustainable development friendly vision for AlexWest that I hope you will consider:

- maximum of 6 to 8 story buildings
- affordable housing units
- stay within 150 height limits
- new buildings keeping with the character of the existing neighborhoods; no cityscape setting
- provide space for nature in this semi-urban environment
- adequate parking for our new neighbors and access to bus lines

Thank you for your consideration of my statement and your work to make Alexandrians prosperous, safe and our city flourishing.

Sincerely,

Christen M. Eliason

christenme@gmail.com

History Interpreter, George Washington's Mount Vernon

Tour Guide, Washington, DC

Member The Guild of Professional Tour Guides of Washington, DC

& Recipient of the 2021 Blakeman Leadership Award

Devine <kristine.devine@alexandriava.gov>; Michele Griffin
 <michele.griffin@alexandriava.gov>; Karl Bach
 <karl.bach@alexandriava.gov>; Regina Benavides
 <regina.benavides@alexandriava.gov>; Christine Macey
 <christine.macey@alexandriava.gov>; Suzanne Derr
 <suzanne.derr@alexandriava.gov>

Subject: [EXTERNAL]AlexWest Draft Small Area Plan

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Dear Council Members:

I own a condominium in the Alexandria City section of Fairlington Villages. I have been living here for 35 years. I bought here because of the quiet peaceful-like suburban area. Currently, I am a retired Federal Employee.

I do not support this draft because of the proposed plans on King Street (Area 2) creating high density and turning it into a city setting. This is across the street from my home. There will be an increase in the traffic noise as there had been an increase in traffic noise after the Alexander, Northampton and Halstead Tower were built. When I bought my condominium, it was next to a suburban setting. I want to continue to live next to a suburban setting and not a city setting, for this is one of the reasons I bought in Fairlington Villages. At that time, it was an open sky and I could see the sun set. City settings have a very different look and feel to it. Living next to a city is a very different living experience than living next to a suburban setting. It does affect quality of life. A group in Fairlington Villages tried to have input in lowering the height and reducing the dimension of the Alexander and Northampton. The enormous height and width of the Alexander, Northampton and Halstead compared to Fairlington Villages' height of 2-3 story buildings as well as all being built very closely together on a very small parcel of land changed the look and feel of King Street in that particular spot. It is enormously out of proportion to Fairlington Villages, which is an historic designated site, and with the topography as well as other aspects in planning, with 10-12 story proposed buildings, King Street (Area 2) will continue to be grossly out of proportion to Fairlington Villages as well as the other townhouses and 4 story condominiums in the other nearby neighborhoods. I am concerned that this will change the look and feel of this entire King Street area that is adjacent to Fairlington Villages into exactly what I have never wanted - a city setting. This also includes the partial adjacent neighborhood to us that includes the 4 story Pointe Condominiums, and the 4 story Palazzo Condominiums behind King Street (Area 2) and nearby Newport Villages neighborhood.

I support affordable housing. This is not an either or situation and are asking both concerns be included within this multifaceted challenge. I support the Fairlington Villages request of 60 feet high buildings on King Street (Area 2) with an increase to 85 feet high buildings to include affordable housing. And that the partial adjacent neighborhood of the 4 story Pointe Condominiums, and the 4 story Palazzo Condominiums with the 2 high rise buildings to respect the current character and nature of that neighborhood and build within that current character and nature. My understanding is that Newport Villages' height was increased to include affordable housing, which I support.

I would like both concerns to be taken into consideration. These decisions will affect those of us who live in the Alexandria City part of Fairlington Villages.

Sincerely,
Rick Weidemann

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Alexandria's 275 Birthday Logo



The City of Alexandria's 275th Anniversary

From: Scott Anderson
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Sunday, October 13, 2024 3:42:28 PM

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<<https://aka.ms/LearnAboutSenderIdentification>>

Dear Planning Commissioners,

I am writing to you in regards to the AlexWest Draft Small Area Plan. I have been the owner of a condominium in the Alexandria section of Fairlington Villages for 21 years. One of the reasons I bought in this neighborhood is that I like the big, shady trees and green space; the centralized location and easy access to Washington, D.C., Old Town, and Arlington; and the quieter, calmer nature of the community.

I am asking you to please not approve constructing 10- to 12-story buildings along King Street right next to Fairlington Villages, and in other nearby neighborhoods. One of the things I love about Alexandria is that even though it is not a small town, it definitely has the feel of one, with unique neighborhoods like Old Town, Del Ray, and Seminary Hill. I would like to see the city of Alexandria maintain that look and feel in Area 2 near Fairlington Villages. Having tall buildings around would change the character of Fairlington and neighborhoods on the other side of King Street. We would lose that unique feeling of living in a more suburban area that is so important to the residents here. Having tall buildings overlooking our neighborhood of 2- to 3-story condos would be unsettling and change the environment here. I know I am not the only resident who does not want a city-like setting across the street from us.

Thank you for your time and consideration.

Sincerely,
Scott D. Anderson

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From: Kyle Day
Cc: [Aishwarya Raghunathan](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Thursday, October 17, 2024 1:15:35 PM

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Council Members and Planning Commissioners,

We own a townhouse in Alexandria City of Fairlington Villages and have lived here for a few years and would like to write to you all on our thoughts w/r/t the Alexandria West plans.

I wanted to share my concerns about the proposed high-rise buildings on King Street (Area 2). Many of us in the Fairlington Villages love the peaceful, suburban vibe here, and we're really worried that introducing 10-12 story buildings will change everything for the worse. We value the open skies, greenery, and quiet that attracted us to the area, and it feels like the charm of our community is at risk of being overshadowed by concrete. I truly hope you consider keeping the height limits to much lower and focus on affordable housing that fits with the existing character of our neighborhood. We just want to protect the essence of Fairlington and maintain the quality of life we all enjoy!

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From: Wendy Watkins
To: [PlanComm](#)
Subject: [EXTERNAL]AlexWest Draft Small Area Plan
Date: Saturday, October 26, 2024 8:48:07 AM

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Dear Planning Commissioners,

I own, and have lived in a condominium in the Alexandria City section of Fairlington Villages for 40 years. I moved here because of the quaintness and historic feel of the Villages.

The high-rises that are currently across the street did not exist when I moved to Fairlington Villages. More high-rises or city setting will negatively impact the historic character and wild life in our community. I miss being able to see the sunset.

I understand that change is inevitable, but I ask that the concerns of long-time residents be considered when planning developments in Area 2 and the nearby neighborhoods.

Regards,
Wendy Watkins

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



Chair Macek, Vice Chair McMahon, and members of the Alexandria Planning Commission,

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 improvements in the Plan Area. We appreciate the attention to multimodal transportation networks, expanded and connected parks, and accessible neighborhood amenities. We also appreciate that staff has proposed moderate improvements to the original draft, increasing allowed heights in much of the Plan Area in return for deeply affordable housing.

The plan, with these improvements, is certainly a step in the right direction. We remain concerned, however, that the Plan does not take the transformative action needed to stem the tide of displacement. Many of our neighbors in Alexandria West work hard, but struggle to find a safe and healthy home they can afford. **Our neighbors deserve more than a step in the right direction.** We cannot solve our housing affordability crisis unless we legalize truly abundant housing throughout our entire city, including Alexandria West. To fulfill our values the Plan must do more than just find a middle ground between community members' opinions; it must take the action needed to let our city thrive and enable Alexandrians to find and remain in safe, dignified homes they can afford.

To improve the Plan and avert a displacement crisis in the next two decades, we ask you to make the following changes and then pass the plan at this hearing:

- **Increase allowable heights in the 35-foot and 45-foot zones to 60 feet.** Staff's changes to the draft plan include a proposed new mechanism, Tier B, for additional height in exchange for deeply affordable housing. Unfortunately, large portions of the plan area are ineligible for Tier B as well as the existing Section 7-700, or Tier C, because their allowable height is less than 50 feet. **Affordable housing should be legal and feasible to build in all of Alexandria West, not just select parcels.** We can't afford to take any options off the table to build the committed affordable and market-rate homes we need to address our housing crisis. Increasing allowable heights will make desperately needed housing, like the small townhouse development we hope you'll approve on Thursday, legal in all of Alexandria West.
- **Increase allowable heights in the 100-foot, 110-foot, and 130-foot zones to 150 feet, with increased FAR as needed to accommodate taller buildings.** Staff has stated throughout the planning process that the multifamily buildings most likely to be built in Alexandria West are wood construction buildings maxing out at 85 feet, which is likely true under current economic conditions and with current technology. But this Plan will be

in place for over a decade. If there are instances where market conditions allow for the construction of a taller building, we should legalize as much housing as possible rather than arbitrarily limiting heights. Increasing allowable heights in the 100+ foot zones to 150 will ensure we legalize as much housing as possible surrounding planned West End Transitway stops, and that all existing high-rise multifamily buildings can be redeveloped at their current height. Given the Plan's affordable housing mandates, maximizing the total number of homes built also means maximizing the total number of affordable homes, a critical need in the community.

- **Require staff reports to document the displacement impacts of failing to build additional housing.** In item 10 of the memorandum, staff has proposed adding a requirement that staff reports will document the displacement impacts of redeveloping existing housing. Should you choose to implement this proposal, we ask you to add a requirement in cases where the proposed redevelopment will build more housing than what currently exists on the site, that staff reports document the displacement impacts of *not* building this additional housing. Far too many of our neighbors in Alexandria West are already facing displacement due to rent increases caused by our housing shortage. We cannot continue to only consider potential consequences of taking action, while ignoring the serious consequences of inaction that we are already facing.
- **Acknowledge impacts of parking mandates and recommend changes as needed.** This plan makes an admirable effort to prevent displacement by encouraging development on surface parking lots in the plan area. We worry that this may not be feasible in reality, given the city's extensive parking mandates which would require expensive new parking structures to be built to not only replace the spaces lost due to development but also accommodate what the city imagines the new structure will also require. Mandating more parking than a builder determines is needed will drive up costs for the Alexandrians who live in these buildings, cost money that could otherwise be directed to subsidizing additional affordable units, or make the project entirely infeasible. The report makes no comment on the feasibility of its strategy given current mandates, but notes that the plan area will be subject to whatever city parking policy is in place at the time a project is approved. The plan should be more clear about whether its strategy is feasible under current mandates and, if not, make a recommendation for their reform or removal.

The residents of Alexandria West are already facing displacement, and this will only get worse without a large influx of housing supply. All property owners in all neighborhoods of Alexandria West should have the opportunity to make a dent in our housing shortage, not just a select few. 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

November, 5 2024

Dear Planning Commission,

We are writing on behalf of the Grassroots Alexandria Transportation Equity project team to ask that you make more of an effort to center people walking as you evaluate the West End Plan [1]. We begin with our two requests and follow with discussion.

Our first request is that we strengthen the commitment to bicycle and pedestrian transportation by opening the transportation portion of this plan with an analysis of the existing pedestrian network, including deficiencies that can be identified by a) locating and documenting pedestrian “demand paths” at the boundary of and within the project area and b) reaching out to groups that advocate for safer and more effective bicycling and walking in Alexandria.

Our second request is that we delete the phrase “When possible,” from the note in Figure 4.6: Pedestrian + Bike Network. This note would then read as follows, “The City will work with property owners to add bicycle/pedestrian connections not shown on this map to other parks and routes.” The qualifier “When possible,” suggests that connections are an afterthought, rather than an integral part of the plan.

Despite the fact that the transportation section of the plan begins with images of people instead of images of cars, the concrete plan begins with the road network (figure 4.1 "existing road network"), not with an analysis of the existing pedestrian network. We realize that beginning with cars is considered utterly normal. It is also a mistake. In the US, we generally plan roads to move car traffic and typically place sidewalks next to those roads, as if people were lesser forms of automobiles that naturally want to follow the same routes as automobiles.

As you are each almost certainly aware, people often carve out walking paths where none are provided. These are often called "demand paths." They occur where we collectively fail to connect obvious sources (housing, existing walking paths) and destinations (shops, schools) in ways that make sense to people on foot. These paths often cross boundaries between properties or even cut across private property. While these legal facts create headaches for lawyers, the comfort of lawyers should not take precedence over the health and safety of people the community who choose to contribute to the health of their community by walking.

An example of a demand path is shown in these three images. The path connects N Chambliss St to Sibley Rd and Sibley St Service Rd. The importance of including needed walking paths in our planning from the beginning is evident. This path, now partially paved, began as a dirt path carved by people walking. Despite the fact that it was later paved, it is clearly substandard. In the first photo, looking eastward from the parking lot next to the tennis court, there is no curb cut to help people access the path. The paved path, more clearly seen in the second photo, has a substandard width. In the third photo, the demand path continues as a dirt path to the right of the fence. The paved path veers to the left, where it connects to an Elementary School parking lot. The choice of route indicated by the pavement has everything to do with the comfort of lawyers (it avoids private property) but is far from ideal, except for children accessing the school.



The paving work on this route was clearly an afterthought. Unfortunately, while we have a complete streets policy, we do not have a complete afterthoughts policy. If community groups, such as the Alexandria Bicycle and Pedestrian Advisory Committee, are consulted as these fixes are designed, we are not aware of it.

The current plan (Figure 4.6: Pedestrian + Bike Network) includes the following note: "When possible, the City will work with property owners to add bicycle/pedestrian connections not shown on this map to other parks and routes." This clearly is a plan to do afterthoughts. As numerous examples around our city demonstrate, afterthoughts are not good enough. An example of a simple change to the plan that would center people walking, please consider deleting the phrase "When possible," from the note with Figure 4.6: Pedestrian + Bike Network. We are sure you can think of others.

Other examples of demand paths (in various states of afterthought) can be found in Alexandria. Three of these are 1) between Four Mile Run Park Trail and Commonwealth Ave via a Four Mile Run Park parking lot, 2) between Main Line Blvd and the GW Middle school parking lot, and 3) between Grist Mill Rd and Grist Mill Pl under the elevated metro tracks.

Thank you for your time and attention.

Sincerely,

Jonathan Krall and Jim Durham
Grassroots Alexandria

[1] <https://media.alexandriava.gov/content/planning/AlexWestSmallAreaPlan20240823.pdf>



Kenneth W. Wire
Letter 27
kwire@wiregill.com
703-677-3129

Megan C. Rappolt
mrappolt@wiregill.com
703-362-5232

November 7, 2024

VIA EMAIL TO PlanComm@alexandriava.gov
Chairperson Macek and Members of the Planning Commission
301 King Street, Suite 2100
Alexandria, VA 22314

RE: Docket Item 5, Alex West Small Area Plan, Upland Park, Phase 2

Dear Chairman Macek and Members of the Planning Commission:

On behalf of my client, Hekemian Inc., we acknowledge Staff’s willingness to work with us regarding Hekemian’s concerns with the Alex West SAP (“AWSAP”) guidance. We acknowledge the revision to the Upland Park density on Table 8.4 to allow for existing CDD density to remain. Staff increased the allowable density to 3.2 FAR and added notes to reiterate the intent of the Alex West SAP (“AWSAP”).


Staff also confirmed that the 37,000 SF required public open space on Table 8.4 includes a parcel currently owned by the City (totals approximately 17,544 SF). It is Hekemian’s understanding that they would be contributing approximately 20,353 SF of private property for a total future public open space of approximately 37,000 SF. Staff confirmed this approach.


Hekemian has a new concern regarding open space shown in the AWSAP: Hekemian requests Staff remove the “alternative option” for an expanded Phase 2 Upland Park open space shown on Page 100. This alternative option shows public open space on private property where the CDD plans for a hotel/commercial development. Hekemian has not discussed the alternative option with Staff, does not support it and requests it be deleted from the AWSAP.

Lastly, Hekemian has concerns that the massing of the future development will be constrained due to AWSAP changes. The CDD approval provides a building footprint fronting on the Ellipse. With the AWSAP, the Ellipse is removed, and an intermittent stream buffer will remain, encroaching into the planned building footprint. The September 5, 2024 AWSAP Staff Report acknowledges this issue and notes that a future process is needed to approve the stream encroachment (see page 18). We request that the Alex West Plan itself acknowledge the need to preserve the building footprint in the original CDD approval and work with the City on appropriate mitigation measures for the stream buffer.

I look forward to discussing this application and the above requested changes with you at the Planning Commission hearing.

Sincerely,


Kenneth W. Wire


Megan C. Rappolt



Kenneth W. Wire ^{Letter 28}
kwire@wiregill.com
703-677-3129

Megan C. Rappolt
mrappolt@wiregill.com
703-362-5232

~~September 4, 2024~~ **November 7, 2024**

VIA EMAIL TO PlanComm@alexandriava.gov

Chairman Macek and Members of the Planning Commission
301 King Street, Suite 2100
Alexandria, VA 22314

RE: Docket Item 5, Alex West Small Area Plan
Adams Neighborhood and 1900 N. Beauregard Street

Dear Chairman Macek and Members of the Planning Commission:

On behalf of my client, Monday Properties (“Monday”), I request the Planning Commission recommend approval of the Alex West Small Area Plan (“AWSAP”). Monday has been actively engaged in this AWSAP process for over a year as Monday owns the majority of the land within the Adams neighborhood. Monday and City staff have worked diligently to reach an agreed upon concept plan for the Adams neighborhood as shown in the AWSAP. Monday intends to submit a CDD concept plan and DSUP to the City in the next few days.

Monday, however, does not agree with staff’s position that there is no base residential density within the Adams neighborhood as shown in Table 8.8. While it is accurate that the existing Beauregard Small Area Plan recommended only commercial development in the Adams neighborhood, Zoning Ordinance Section 5-602 states in CDD #21 without a special use permit “The OC zone regulations shall apply to the Adams Neighborhood.” The OC zone permits residential uses by-right up to a 1.25 FAR. *See* Zoning Ordinance Section 4-806(b)(1). Finally, Zoning Ordinance Section 5-608 states:

“Notwithstanding the provisions of sections [5-602](#) and [5-603](#), the land in a CDD district may be used and developed pursuant to the density, height, use and other applicable zone regulations provided for use and development within each district, without CDD special use permit approval, as shown in Table 1.”

The AWSAP does not and cannot override the terms and provisions of the City Zoning Ordinance. Therefore, given the provisions of the above referenced sections of the zoning ordinance, we respectfully request that Table 8.8 be revised to reference the 1.25 FAR base residential zoning.

As you know, the AWSAP is a planning document making recommendations to guide future rezoning and development applications. It is through these future rezoning and development

applications that the recommendations in the AWSAP will be implemented. Monday is confident that they will work with City during the rezoning process to provide an updated CDD plan meeting the goals and objectives of the AWSAP. In order to do so, the AWSAP needs to accurately reflect the provisions of existing zoning.

I look forward to discussing this application and the above requested changes with you at the Planning Commission hearing.

Sincerely,



Kenneth W. Wire



Megan C. Rappolt



Kenneth W. Wire
Letter 29

kwire@wiregill.com

703-677-3129

Megan C. Rappolt

mrappolt@wiregill.com

703-362-5232

November 7, 2024

VIA EMAIL TO PlanComm@alexandriava.gov

Chairman Macek and Members of the Planning Commission
301 King Street, Suite 2100
Alexandria, VA 22314

RE: Docket Item 5, Alex West Small Area Plan, Southern Towers

Dear Chairman Macek and Members of the Planning Commission:

My client, CIM, is the owner of Southern Towers (the "Property"). As you know, CIM submitted a letter to the Planning Commission on September 4, 2024 ("September Letter") requesting certain changes to the staff draft of the Alex West Plan Small Area Plan ("AWSAP"). As we discussed at the September Planning Commission hearing, the Property is developed with five existing towers which are approximately 150 feet in height. The AWSAP recommends and CIM supports locating a Bus Rapid Transit Station on the Property to serve existing and future residents. I also reiterate that all of the existing buildings on the site will remain and future redevelopment will be located within existing parking lots.

I am submitting this letter in response to the staff memorandum of changes to the AWSAP dated October 25, 2024 ("Staff Memo"). The following headers are contained in the Staff Memo.

1. Increase Building Heights Adjacent to Transit


In my September letter, CIM requested that the AWSAP recommend building height of 150 feet for the future redevelopment parcels fronting on Seminary Road. This height is consistent with the existing buildings on the Property. Rather than addressing this issue directly, the Staff memo creates new tiered approach for additional density in the AWSAP of tiers A, B, and C. This framework exists nowhere else in the City and is not remotely financially viable. **Therefore, I reiterate our request for 150 feet in recommended height for the portion of the Property as shown on the attached exhibit.** The first 150 feet in height and FAR will provide 10% affordable units. This approach is consistent with other master plans in the City and other affordable housing recommendations in the region.

3. Provide Floor Area Ratio (FAR) Credit for Replacement Parking

CIM appreciates and supports staff recommendation of providing up to a 1.0 FAR for replacement parking.

I look forward to discussing this application and the above requested change with you at the Planning Commission hearing.

Sincerely,









Handwritten signature of Kenneth W. Wire in black ink.

Kenneth W. Wire

Handwritten signature of Megan C. Rappolt in blue ink.

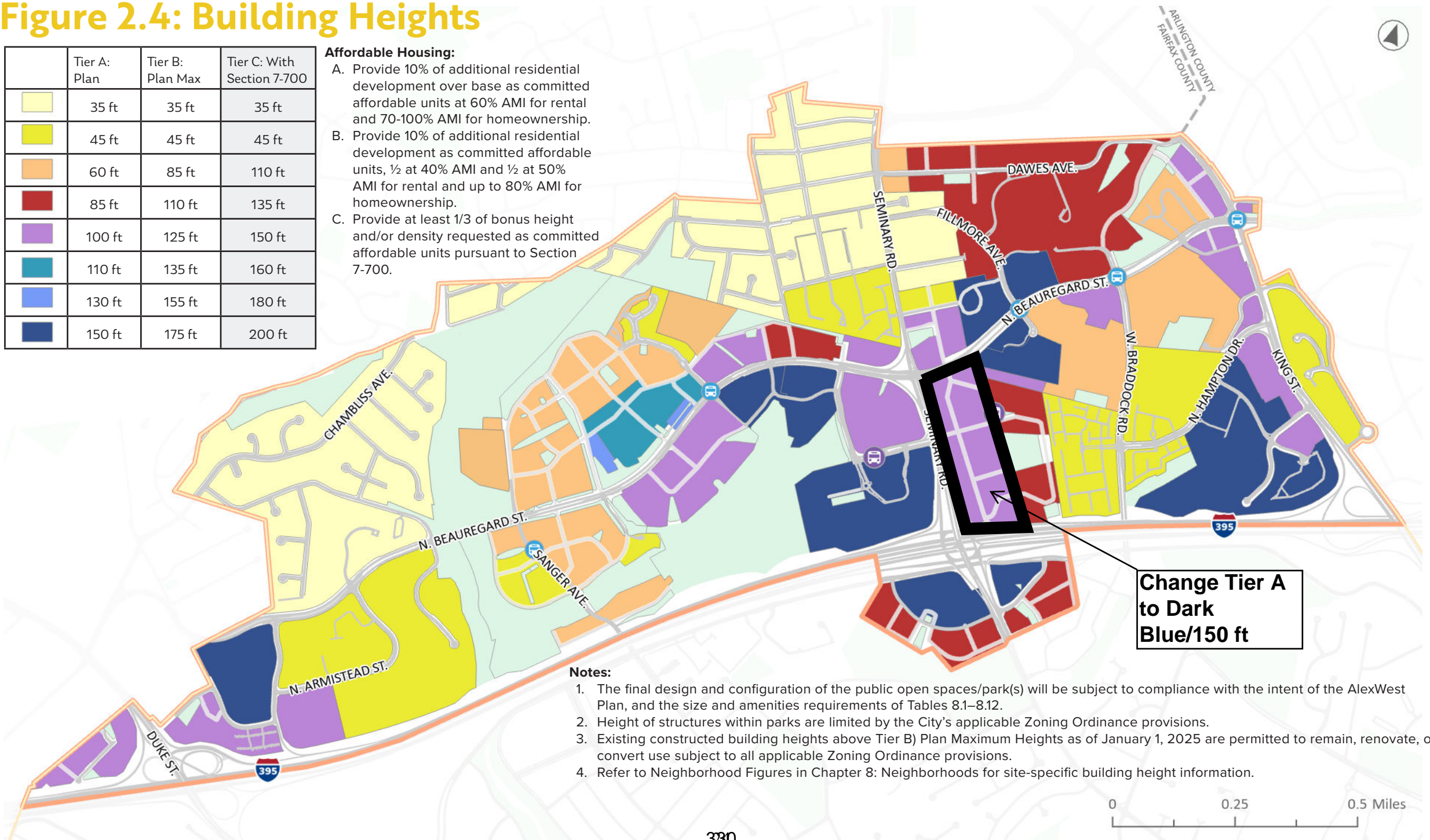
Megan C. Rappolt

Figure 2.4: Building Heights

	Tier A: Plan	Tier B: Plan Max	Tier C: With Section 7-700
	35 ft	35 ft	35 ft
	45 ft	45 ft	45 ft
	60 ft	85 ft	110 ft
	85 ft	110 ft	135 ft
	100 ft	125 ft	150 ft
	110 ft	135 ft	160 ft
	130 ft	155 ft	180 ft
	150 ft	175 ft	200 ft

Affordable Housing:

- A. Provide 10% of additional residential development over base as committed affordable units at 60% AMI for rental and 70-100% AMI for homeownership.
- B. Provide 10% of additional residential development as committed affordable units, ½ at 40% AMI and ½ at 50% AMI for rental and up to 80% AMI for homeownership.
- C. Provide at least 1/3 of bonus height and/or density requested as committed affordable units pursuant to Section 7-700.



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 above Tier B) Plan Maximum Heights as of January 1, 2025 are permitted to remain, renovate, or convert use subject to all applicable Zoning Ordinance provisions.
4. Refer to Neighborhood Figures in Chapter 8: Neighborhoods for site-specific building height information.





Kenneth W. Wire
Letter 30
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703-677-3129

Megan C. Rappolt
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November 7, 2024

VIA EMAIL TO PlanComm@alexandriava.gov

Chairman Macek and Members of the Planning Commission
301 King Street, Suite 2100
Alexandria, VA 22314

RE: Docket Item 5, Alex West Small Area Plan
Newport Village

Dear Chairman Macek and Members of the Planning Commission:

On behalf of my client, UDR, Inc., we request your support for a change to the Alex West Small Area Plan (“AWSAP”) height designation from 60’ to 85’ for approximately 500’ along N. Beauregard St. at the Newport Village property (the “Property”) to allow future development adjacent to the West End Transitway.

Increasing the base height to 85’ will allow for a smaller building footprint of a future residential development. While UDR has no immediate plans for redevelopment, a smaller building footprint will allow for the preservation of more existing units than would a shorter, 60’ building, with a larger footprint. Please see attached exhibit showing existing units. UDR supports the preservation of market rate units and is part of their long-term plans. Under the AWSAP, an 85’ building is required to provide a significant amount of affordable housing: 10% of the delta between a base 0.45 FAR up to approximately 2.0 FAR (“base affordable contribution”). This could result in approximately 25-30 affordable housing units and allows for the preservation of market rate units.

In contrast, if the 60’ height limit remains, the same 85’ tall building will require the use of Staff’s proposal of a second and third tier of bonus height and density. This will prevent housing redevelopment plans at Newport Village. This framework exists nowhere else in the City and is not remotely financially viable. In combination, the AWSAP 10% base affordable contribution, plus the additional 50% and 40% AMI affordable housing requirements, plus the removal of existing market rate units create an insurmountable barrier to development at Newport Village. To allow for additional housing developed on the Property, we request a **change to ‘Figure 2.4: Building Heights’ to allow for 85’ height designation** for a distance of approx. 500’ along N. Beauregard St. UDR also supports new Note #5 for the Newport Village property that states **“For Newport Village, future rezonings shall consider the displacement of existing market rate affordable housing.”** Please see attached height map exhibit with changes noted.

I look forward to discussing this application and the above requested changes with you at the Planning Commission hearing.

Sincerely,

Handwritten signature of Kenneth W. Wire in black ink.

Kenneth W. Wire

Handwritten signature of Megan C. Rappolt in blue ink.

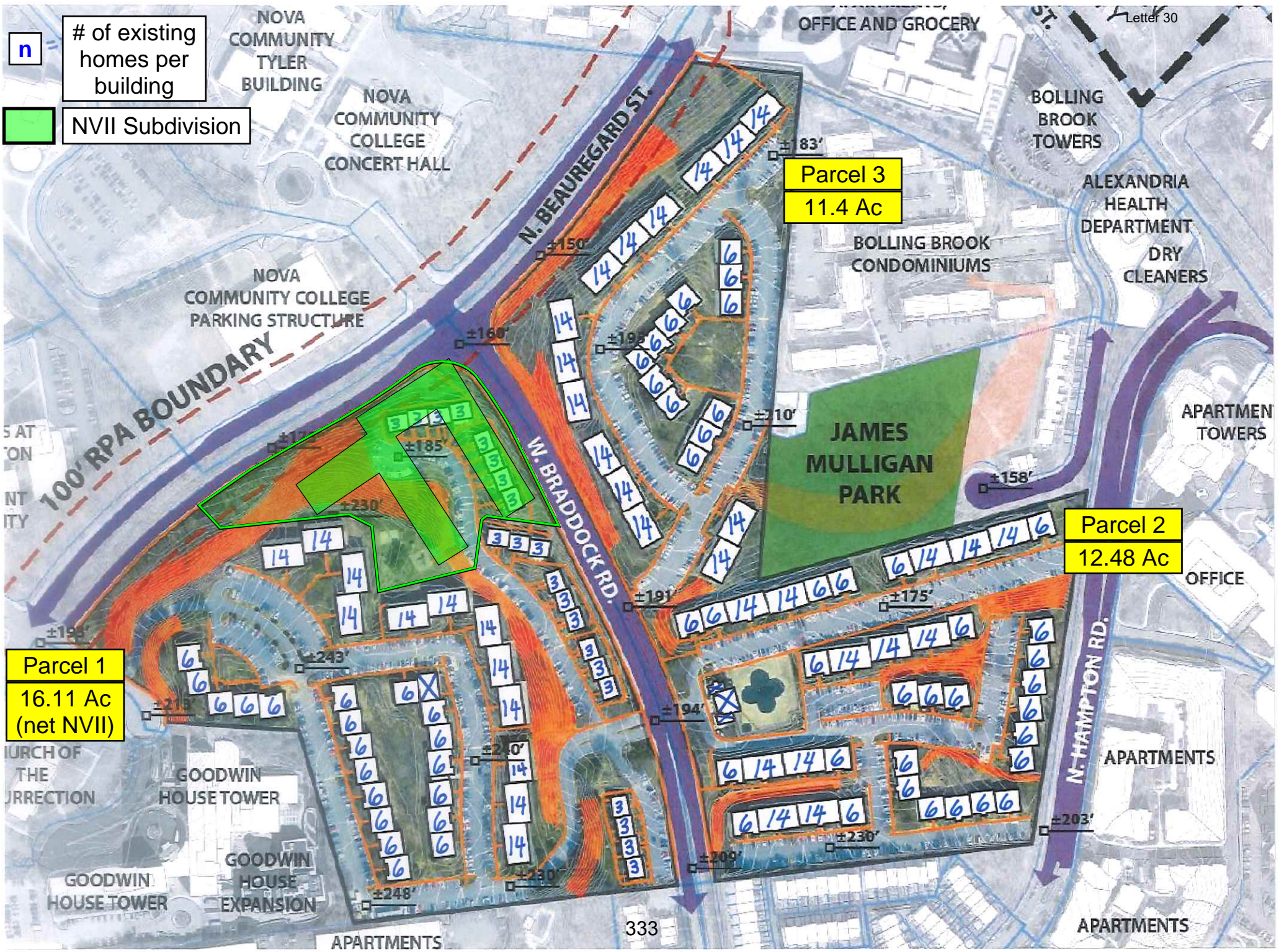
Megan C. Rappolt

n

of existing homes per building



NVII Subdivision



Parcel 1
16.11 Ac
(net NVII)

Parcel 3
11.4 Ac

Parcel 2
12.48 Ac

MURCH OF THE CORRECTION

GOODWIN HOUSE TOWER

GOODWIN HOUSE TOWER

GOODWIN HOUSE EXPANSION

NOVA COMMUNITY COLLEGE PARKING STRUCTURE

NOVA COMMUNITY TYLER BUILDING

NOVA COMMUNITY COLLEGE CONCERT HALL

OFFICE AND GROCERY

BOLLING BROOK TOWERS

ALEXANDRIA HEALTH DEPARTMENT

DRY CLEANERS

BOLLING BROOK CONDOMINIUMS

APARTMENT TOWERS

OFFICE

APARTMENTS

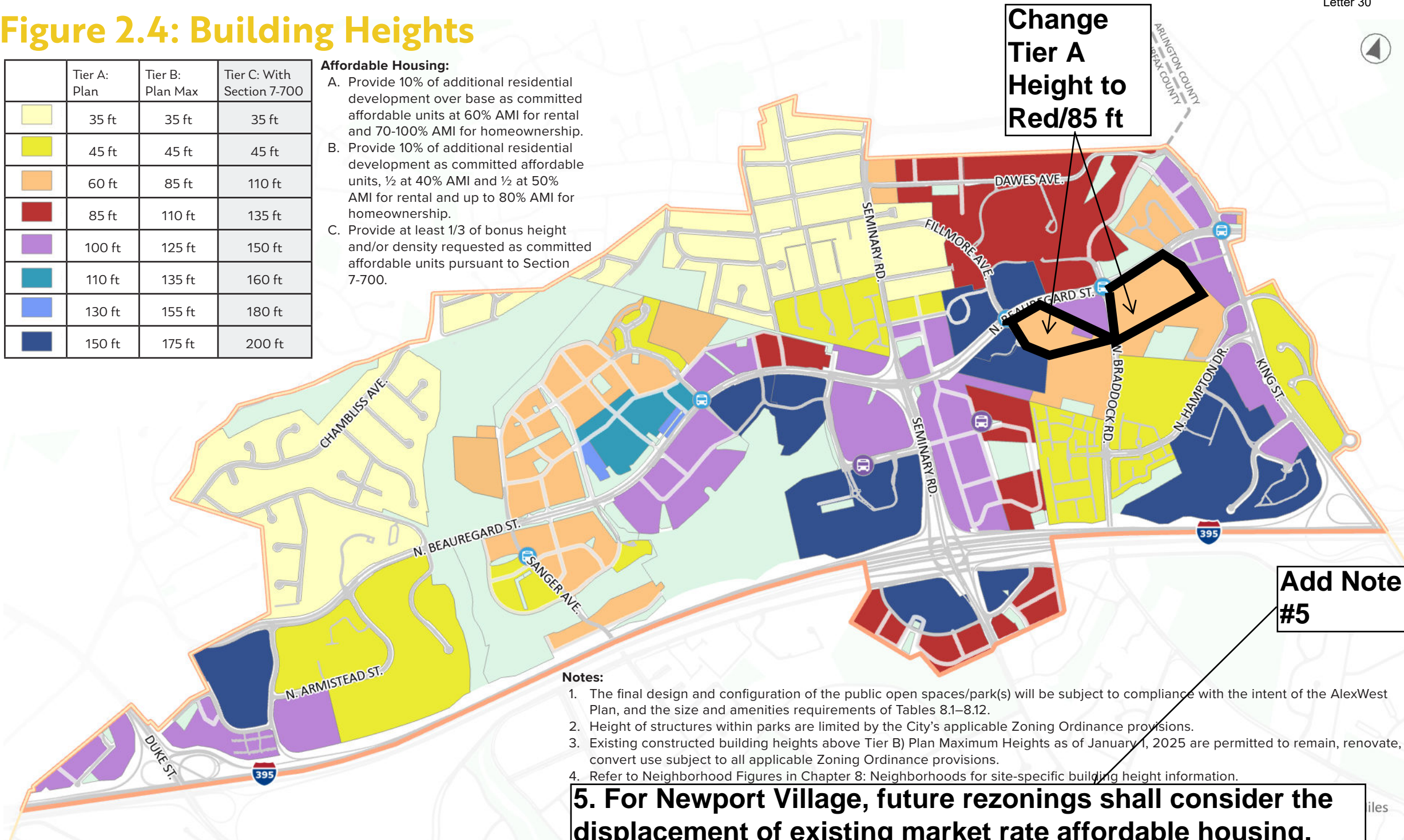
APARTMENTS

Figure 2.4: Building Heights

	Tier A: Plan	Tier B: Plan Max	Tier C: With Section 7-700
	35 ft	35 ft	35 ft
	45 ft	45 ft	45 ft
	60 ft	85 ft	110 ft
	85 ft	110 ft	135 ft
	100 ft	125 ft	150 ft
	110 ft	135 ft	160 ft
	130 ft	155 ft	180 ft
	150 ft	175 ft	200 ft

Affordable Housing:

- A. Provide 10% of additional residential development over base as committed affordable units at 60% AMI for rental and 70-100% AMI for homeownership.
- B. Provide 10% of additional residential development as committed affordable units, 1/2 at 40% AMI and 1/2 at 50% AMI for rental and up to 80% AMI for homeownership.
- C. Provide at least 1/3 of bonus height and/or density requested as committed affordable units pursuant to Section 7-700.



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 above Tier B) Plan Maximum Heights as of January 1, 2025 are permitted to remain, renovate, or convert use subject to all applicable Zoning Ordinance provisions.
4. Refer to Neighborhood Figures in Chapter 8: Neighborhoods for site-specific building height information.

5. For Newport Village, future rezonings shall consider the displacement of existing market rate affordable housing.

Add Note #5

Change Tier A Height to Red/85 ft



From: [Luca Gattoni-Celli](#)
To: [PlanComm](#)
Subject: [EXTERNAL]YIMBYs of NoVA Founder and Alexandria West resident comment on plan area
Date: Thursday, November 7, 2024 1:17:47 PM

Dear Planning Commission,

Thank you for pushing to improve the Alexandria West small area plan. Unfortunately, the plan as written still envisions far less housing than my immediate neighbors will need in the coming years and decades to avoid displacement, which risks scattering their local communities and social networks (the real-world kind) to the wind.

Here are a few recommendations, based on tireless work my fellow YIMBYs have done to analyze the SAP:

- Increase allowable heights in the 35 and 45-foot zones to 60 feet. And increase allowable heights in 100, 110, and 130-foot zones to 150 feet. There is no health or safety reason to impose such limits. The false precision of the current plan is a vestige of an approach to housing policy and land use planning that was devised as a form of social control, at a time when Jim Crow, dressed up in high modernism, ruled over our city. Housing for All laid that history out in plain terms. It is time to move forward.
- Require staff reports to document the displacement impacts of failing to build additional housing. Inaction is a choice. City government continues to use housing restrictions as leverage to extract concessions from developers and placate single-family homeowners who believe they are entitled to control where other people live and exclude certain kinds of people from living near them. Everyone involved in this policy process understands that the status quo is unsustainable and will lead a growing crisis of homelessness, overcrowding, and displacement. For decades Alexandria's black community has been scattered to the wind by a land use regime we are expected to accept or even celebrate as normal, a reasonable compromise between differing points of view. Yet this system was not created as a compromise. True compromise would be a system that made room for new residents and enabled sustainable population and economic growth. Instead I fear stagnation and decline.
- Acknowledge the impacts of city parking minimum policies and recommend a process for eliminating them. Please do not overcomplicate this. Minimum parking requirements are an unnecessary policy, as unnecessary as telling a restaurant how many chairs to have. If you worry about public parking being overrun, create a system to price this private use of public space. Alexandria can become the 90th U.S. city to discard this destructive policy, which would never be proposed today. Doing so would have an outsized positive effect on housing production in our fair city while encouraging people to drive less, especially for short journeys.

Thank you for your consideration of my perspective. I can only claim to speak for myself, even in this effort to say what many others are thinking. I am as ever grateful for your public service.

Be bold. My neighbors are relying on you.

Sincerely,

Luca Gattoni-Celli

Founder Emeritus, YIMBYs of Northern Virginia

YIMBYsOfNoVA.org | [Media](#) | [Facebook Group](#)

[Cornerstone](#)—blog about urbanism & building YIMBYs of NoVA

843-793-7106 (Mobile/[Signal](#)) [LinkedIn](#) | [Twitter](#) | [Medium](#)

Emergent Ventures Grantee ([21st Cohort](#))

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted
source.**

From: fran.vogel@verizon.net
To: [PlanComm](#)
Subject: [EXTERNAL]Docket 11/07/24 Meeting, Item 5: Master Plan Amendment #2024-00003, AlexWest Small Area Plan - Comment
Date: Thursday, November 7, 2024 3:46:35 PM

Chairman and Members of the Planning Commission:

As a concerned citizen who is aware of the various plans for Transitways and revisions of Small Area Plans, I am writing to support those in Alexandria West are concerned that the West End Transitway is NOT part of the planning effort.

That makes little sense when developing high quality transit. The outdated West End Transitway concept built around serving the mass of office development in the former Winkler tract, of which essentially nothing is left, requires a fresh look that HAS TO be developed in sync with the rest of the Small Area Plan.

I agree with those residents who want to see this plan tabled and sent back to staff to work with the community, and develop appropriate transit services and facilities that makes sense today and over the next twenty years.

Please reconsider moving forward with the current plan and take the time to incorporate the West End Transitway to make the Alexandria West Small Area Plan inclusive and more cohesive.

Thank-you,

Fran Vogel
41 N. Earley Street
Alexandria, VA 22304

DISCLAIMER: This message was sent from outside the City of Alexandria email system. DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

From: [Stephanie Elms](#)
To: [PlanComm](#)
Subject: [EXTERNAL]Comment on Planning Commission Docket Item: 5
Date: Thursday, November 7, 2024 4:39:19 PM

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

My name is Stephanie Elms and I live in Del Ray. I want to thank City Staff for the hard work that they have put into the AlexWest Small Area Plan. The plan, as written, is a good step and I was happy to see proposals for increasing our transportation networks and making neighborhood amenities more accessible.

My worry however is that it does not go far enough in improving housing affordability and preventing displacement. I ask that the Draft Plan should be modified to allow affordable housing everywhere, and to maximize allowable housing near transit and amenities. Specifically:

- **Increase allowable heights in the 35-foot and 45-foot zones to 60 feet.**
Large portions of the plan area are ineligible for new and existing incentives to build affordable housing, because their allowable height is less than 50 feet. Affordable housing should be legal to build in all of Alexandria West, not just select parcels.
- **Increase allowable heights in the 100-foot, 110-foot, and 130-foot zones to 150 feet.**
Increasing allowable heights in the 100+ foot zones to 150 will ensure we legalize as much housing as possible surrounding planned West End Transitway stops, and will also ensure that if an existing high-rise multifamily building is redeveloped, the building that replaces it is not mandated to be shorter.
- **Require staff reports to document the displacement impacts of failing to build additional housing.** Staff has proposed adding a requirement that staff reports will document the displacement impacts of redeveloping existing housing. Should you choose to implement this proposal, we ask you to add a requirement in cases where the proposed redevelopment will build more housing than what currently exists on the site, that staff reports document the displacement impacts of *not* building this additional housing. Far too many of our neighbors in Alexandria West are already facing displacement due to rent increases caused by our housing shortage.
- **Acknowledge impacts of city parking minimum policies and recommend changes.** We need as much new housing as possible in Alexandria West, and we can't afford to take up space with government-mandated parking spaces beyond the amount needed by residents. While the Plan itself cannot change citywide policy, it should recommend that the City repeal its parking minimum policy to ensure effective implementation of the Plan.

We need these changes to 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.

Thank you.

Stephanie Elms

3 W. Mount Ida Ave

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted
source.**



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 space 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.

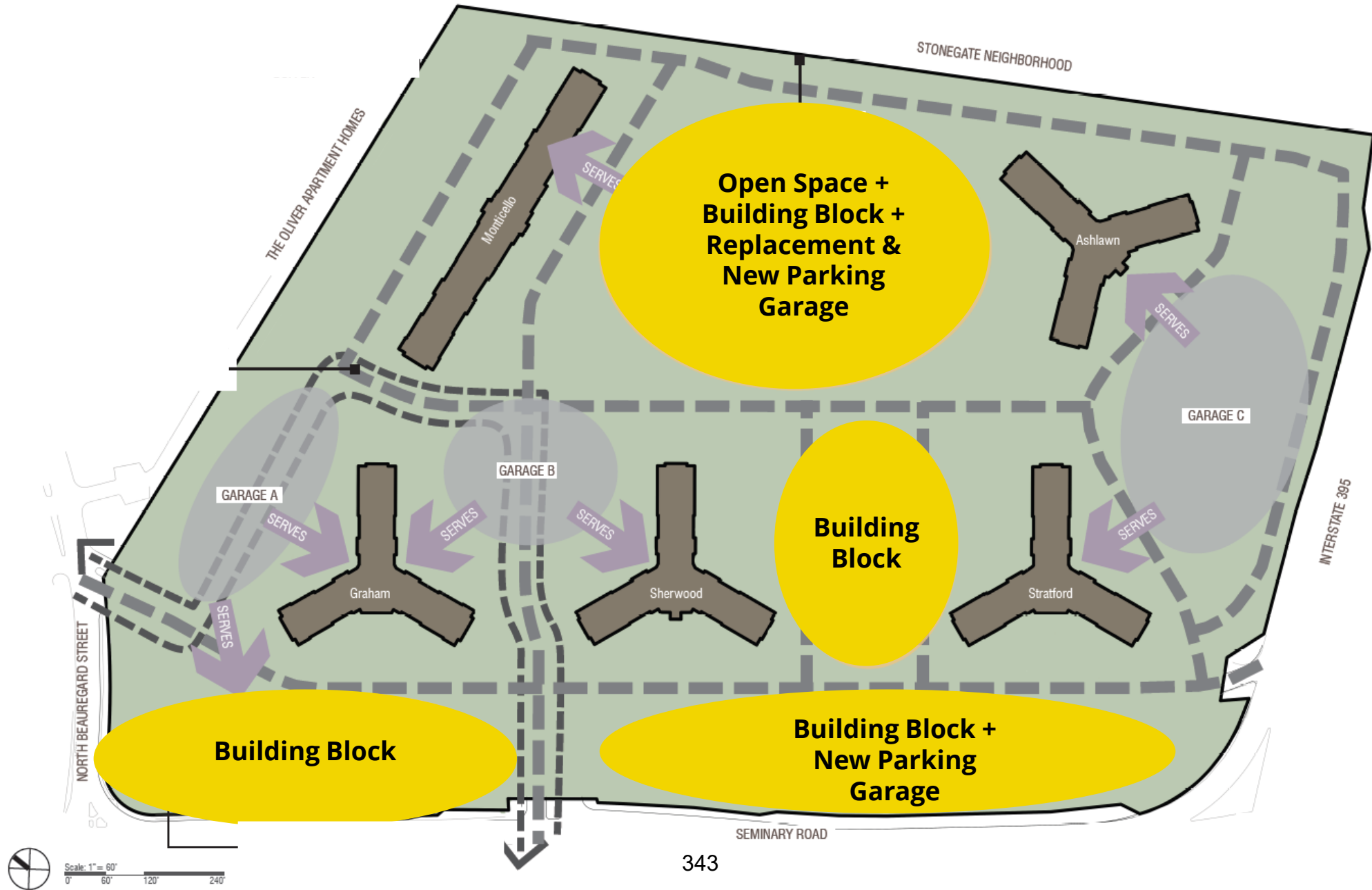
- 9. General Conformance.** Finally, we request a note specific to Southern Towers property that acknowledges that the existing residential towers, limited site access, need to accommodate the BRT Station and necessity of replacement parking garage must be addressed in order to redevelop the site. Therefore, 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 black ink, appearing to read "K. W. Wire", with a horizontal line extending to the right.

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.

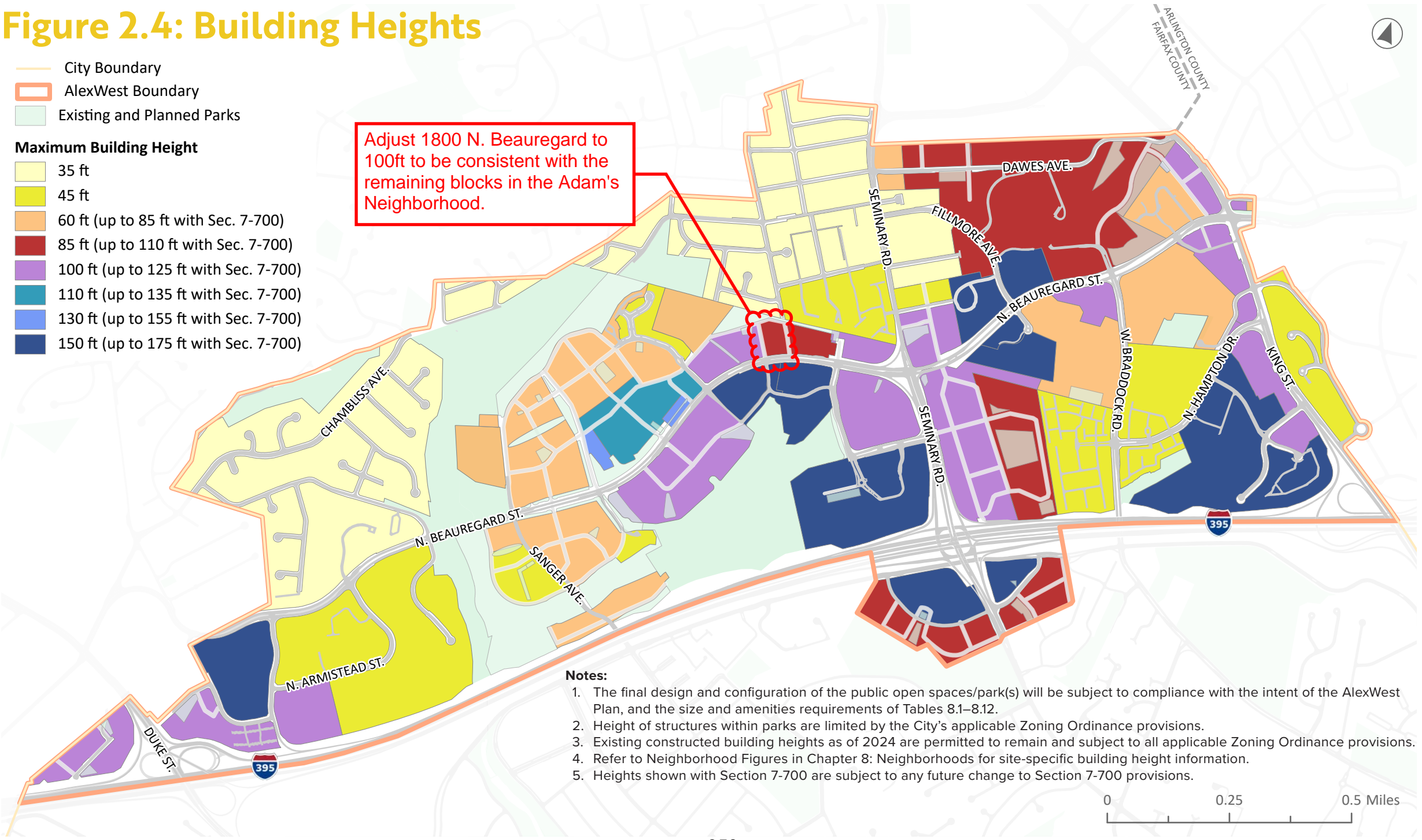
Figure 2.4: Building Heights

-  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

- Focus Area
- Fairfax County Planned Streets
- AlexWest Planned BRT Stops
- Existing Streets

- City Boundary
- AlexWest Boundary

- Street Cross Sections**
- 136 Feet Beauregard Transit
 - 90 Feet Transit Street B
 - 88 Feet Transit Street A
 - 77 Feet with Parking
 - 77 Feet with Bike Lanes
 - 66 Feet with Parking
 - 55 Feet
 - 54 Feet

Change road between 1800 N. Beauregard & 1900 N. Beauregard to 55 ft. ROW, not 66 ft. ROW

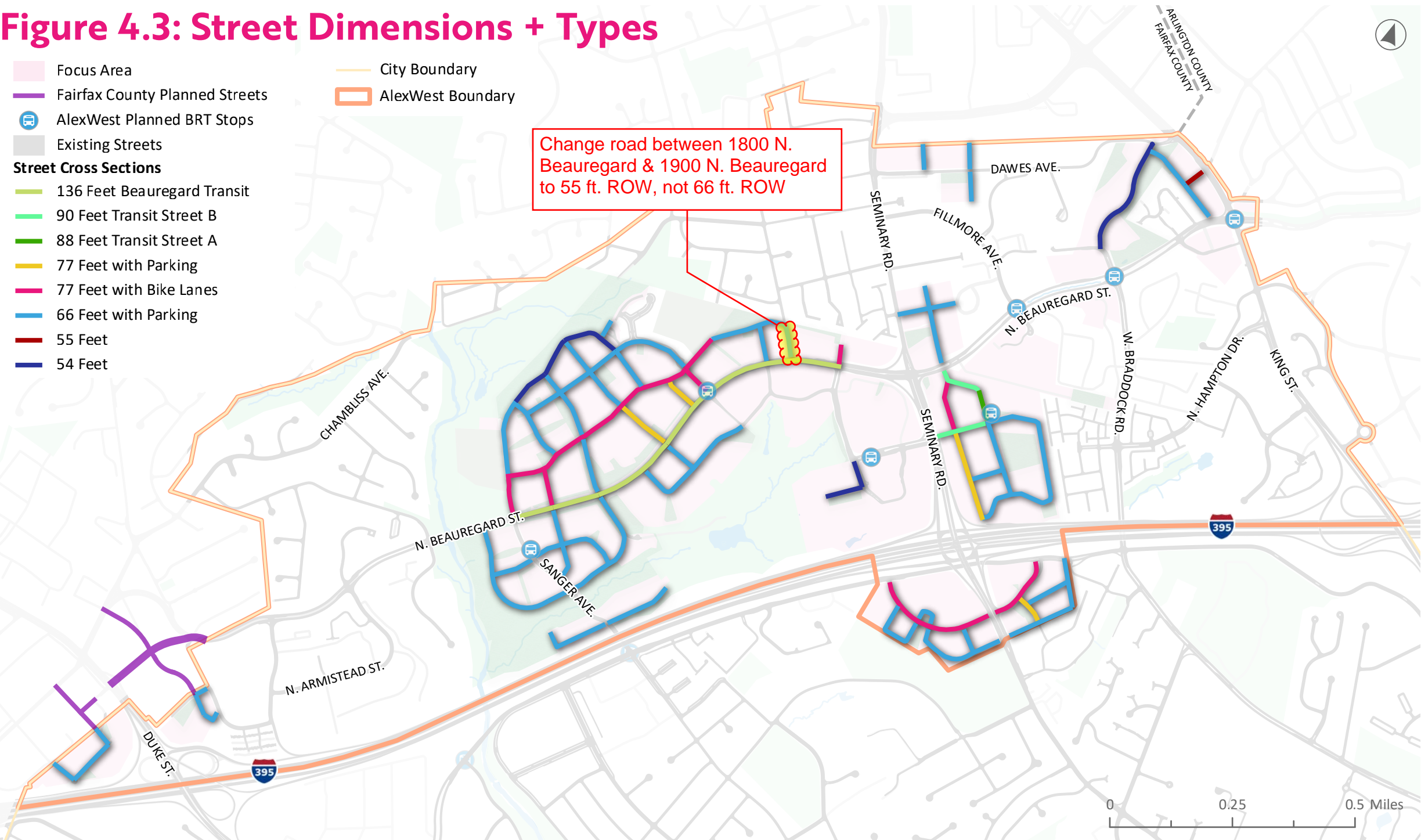
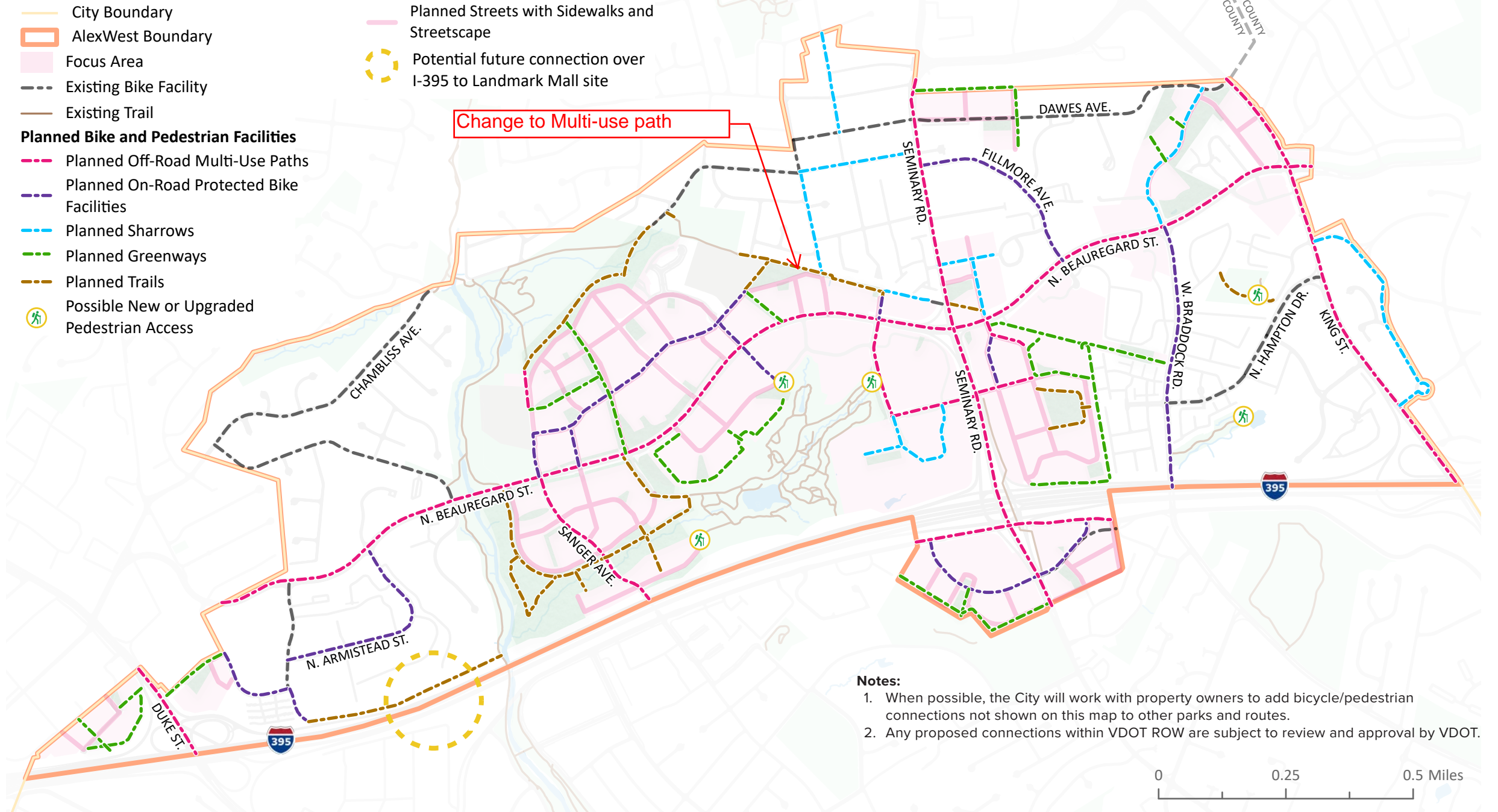


Figure 4.6: Pedestrian + Bike Network



The Built Environment

Green Building and Energy Efficiency

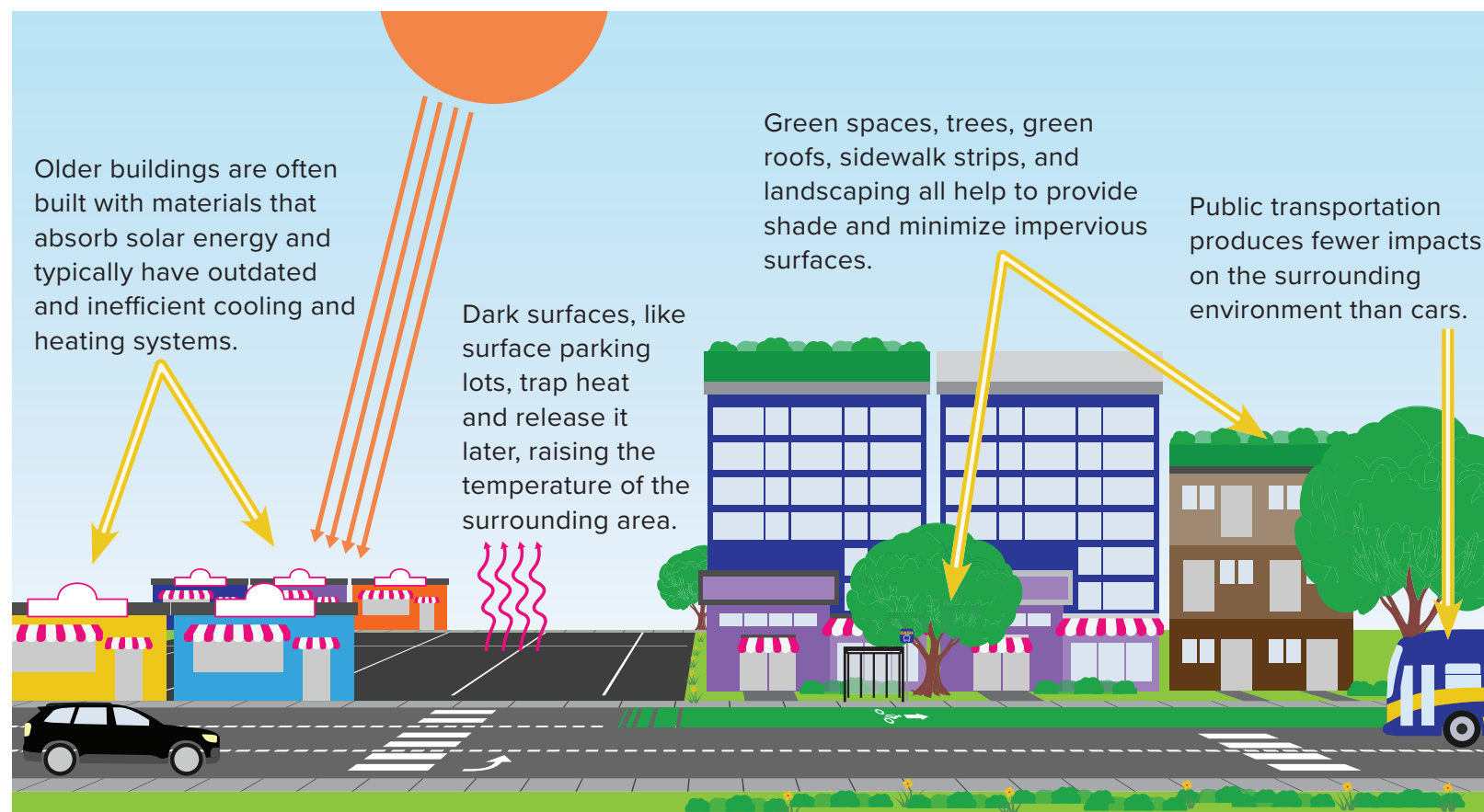
All new buildings will meet the City's Green Building Policy standards and zoning requirements for energy efficiency, high-quality building materials, and open space, all of which contribute to both human and ecological health.

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.



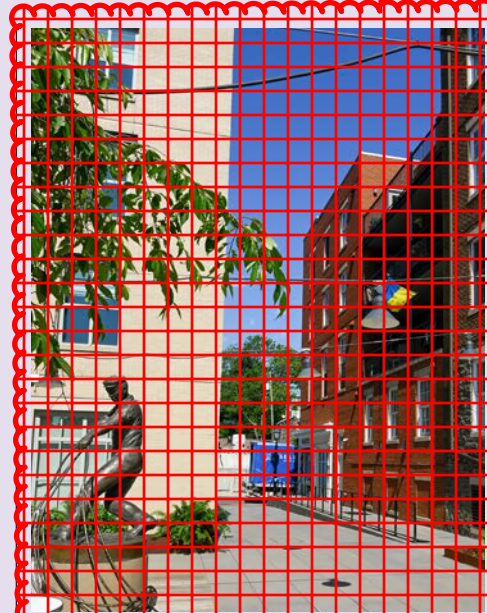
Trails

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.



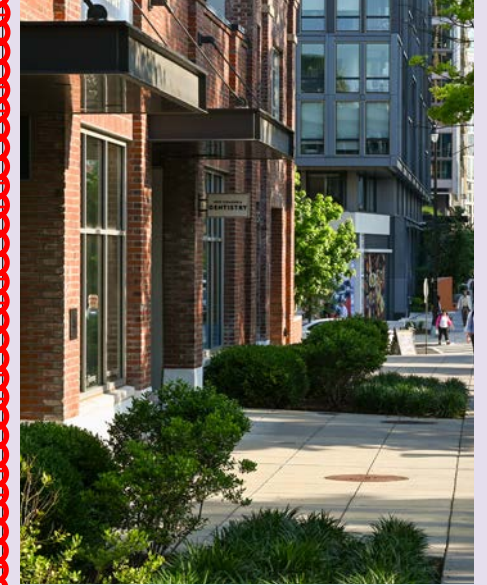
Greenways

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..."

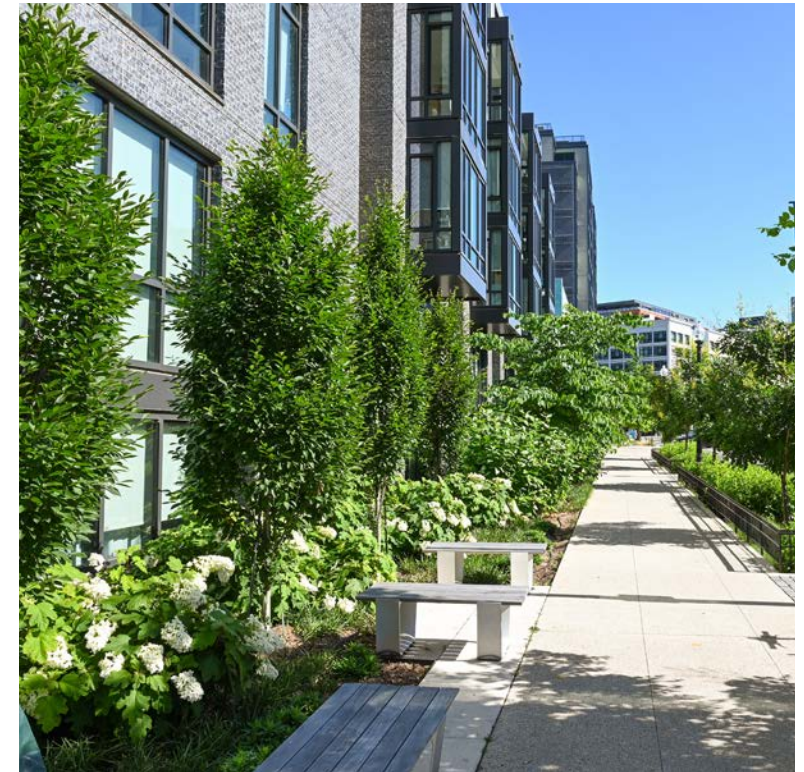
The intent of this Neighborhood is to build on the existing ~~John Adams Elementary School~~. Development will be centered around a new 2.5-acre public park adjacent to the school, and the neighborhood will likely be predominantly residential with an interconnected street network.



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.

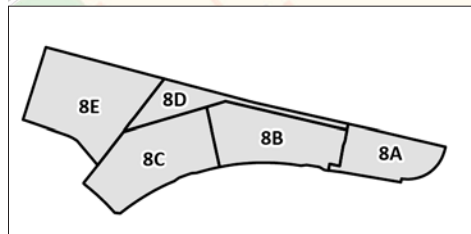
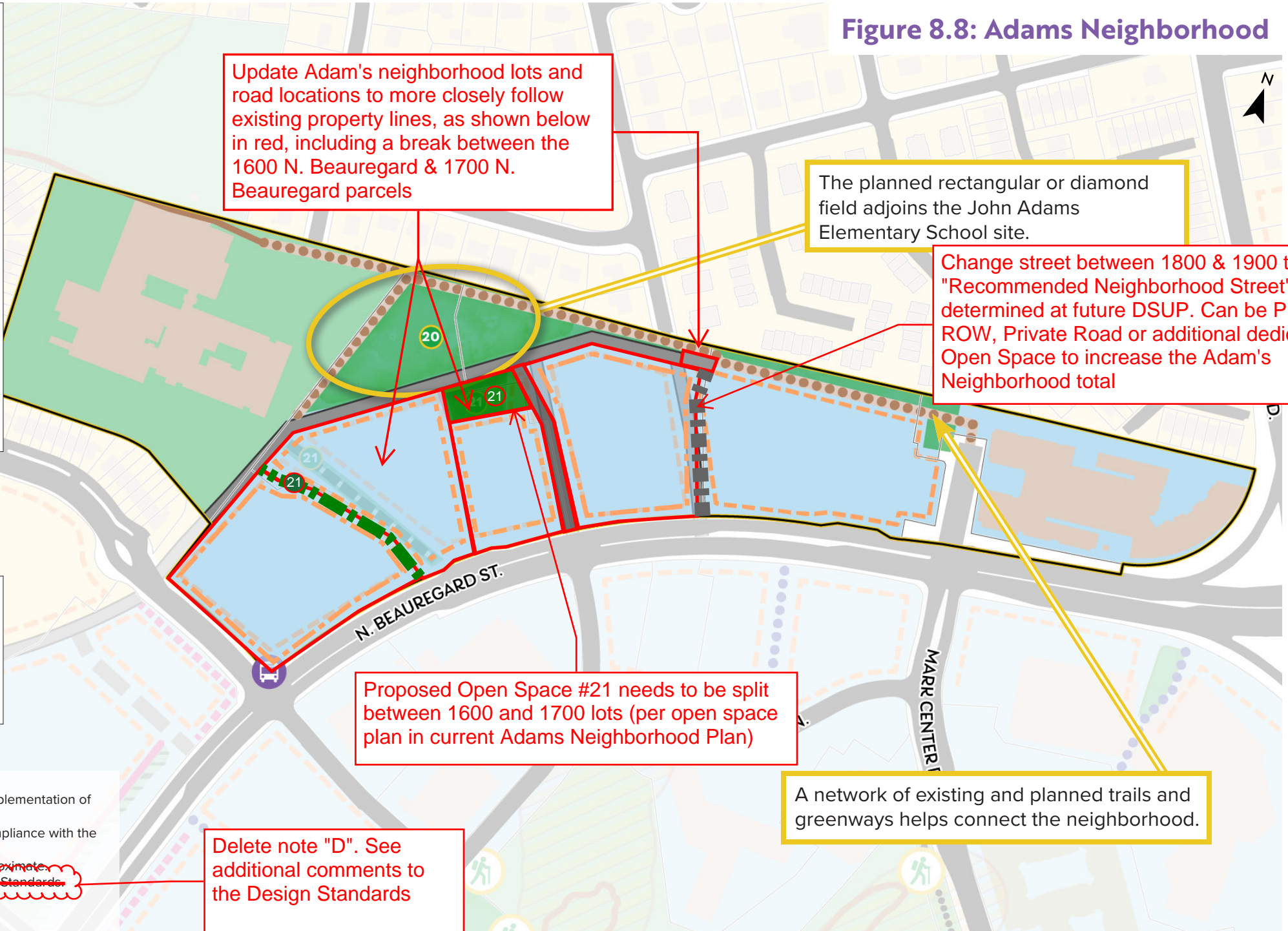
Change to 98,000 SF as discussed with Staff and consistent with CDD Amendment submissions



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

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.

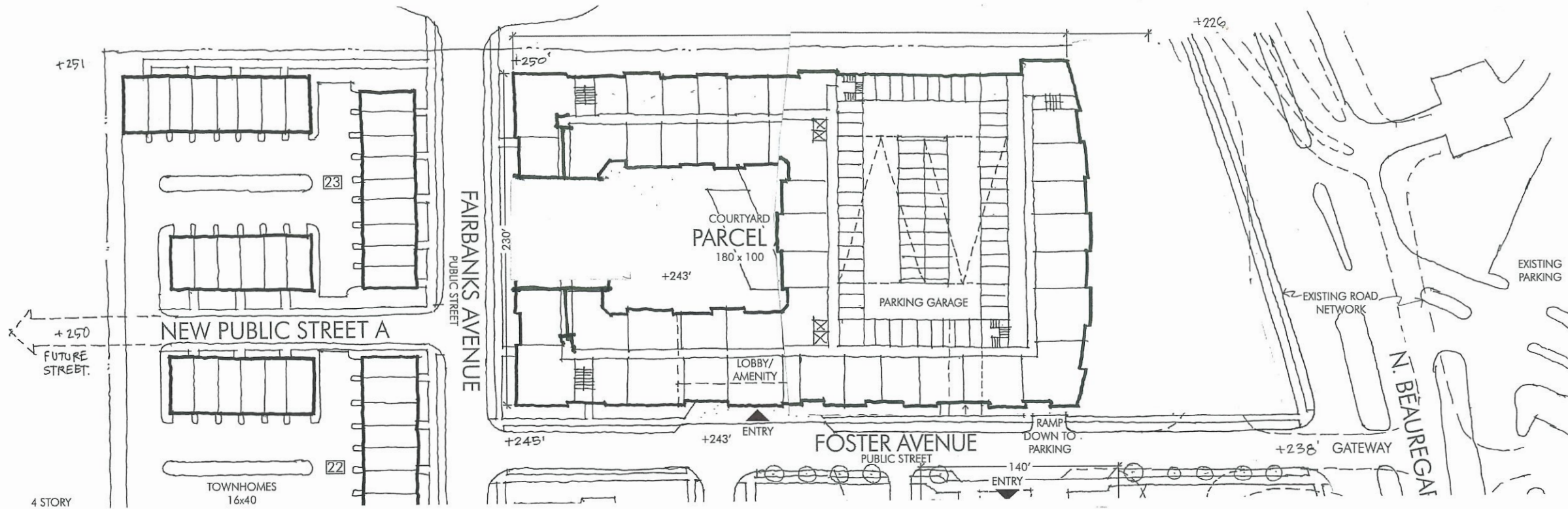
Additionally, creating further constraints, the June DRAFT version of the SAP shows a smaller building footprint than is approved in the CDD# 21 concept plan. The SAP also now requires a full building break for this building. Because of these two new constraints, Hekemian will not be able to construct 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 "Kim AWW". The signature is written in a cursive style with a horizontal line at the end.



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)	

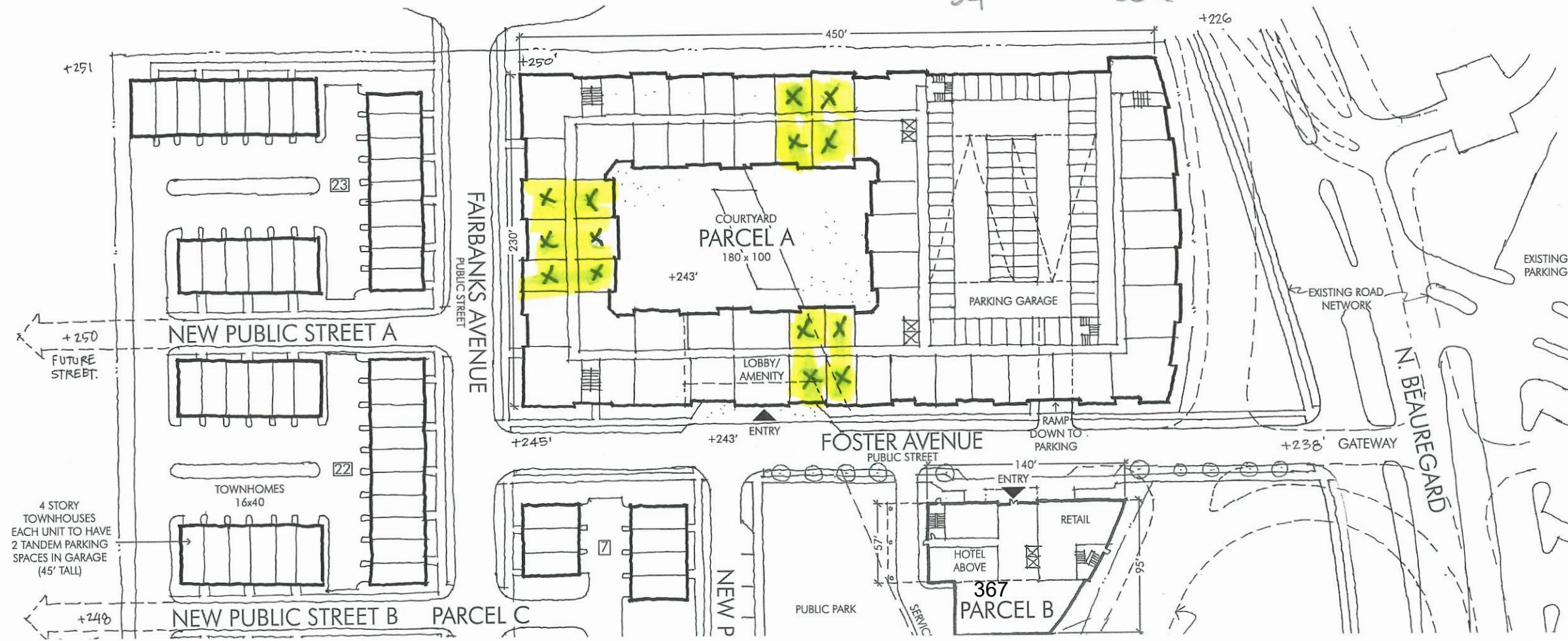
HOTEL

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

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



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

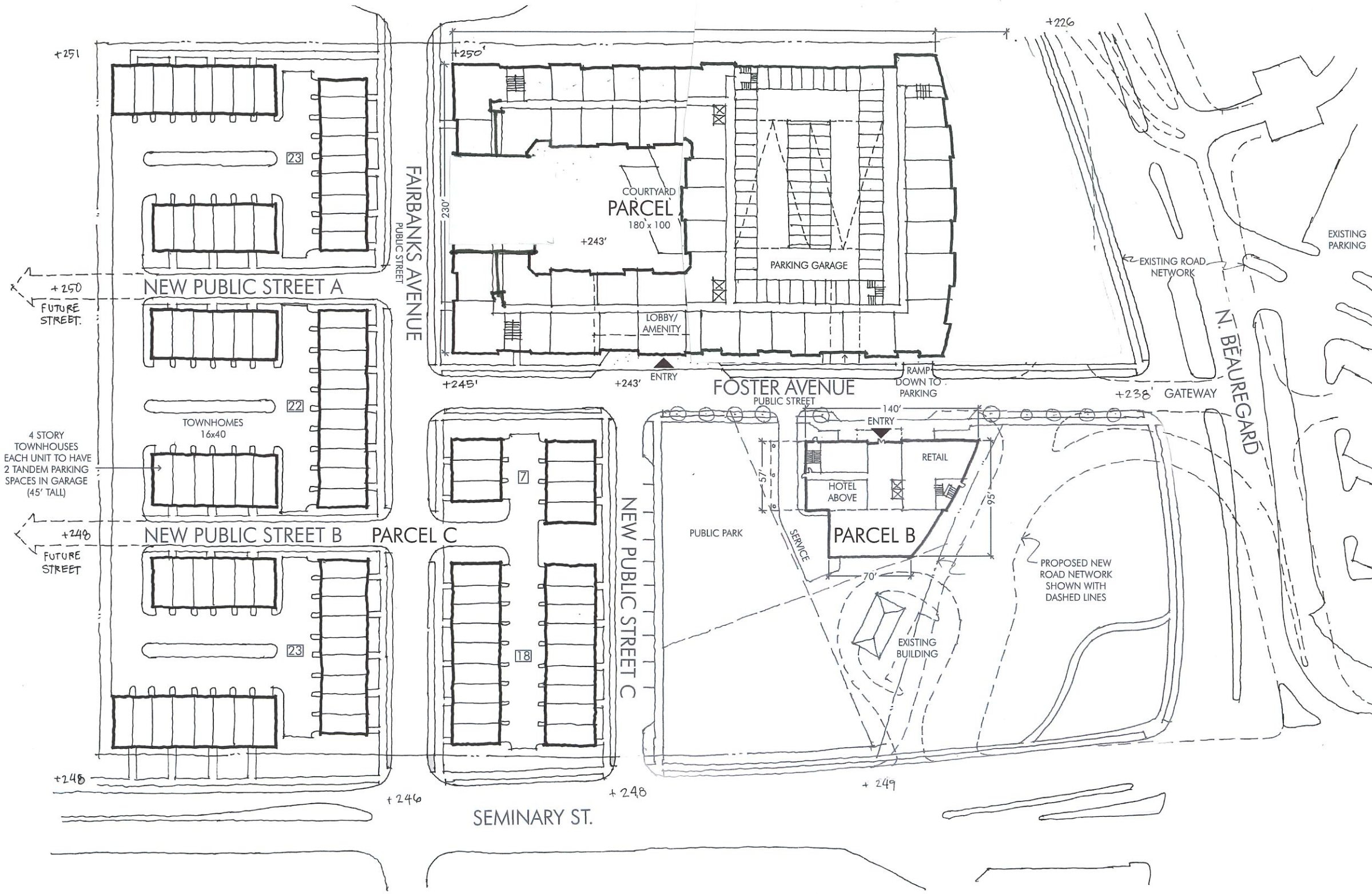
GROUND FLOOR	= 11,480 SF X 1	= 10,810 SF
TYPICAL FLOOR	= 9,000 SF X 9	= 81,000 SF
GROSS BUILDING AREA		= 91,810 SF
19 KEYS / FLOOR X 9 FLOORS		= 171 KEYS
10 STORIES		= 110' OVERALL HEIGHT

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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BCT ARCHITECTS
 100 N Charles Street | 18th Floor
 Baltimore, Maryland 21201
 410.837.2727
 www.bctarchitects.com





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', is written in a cursive style.

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

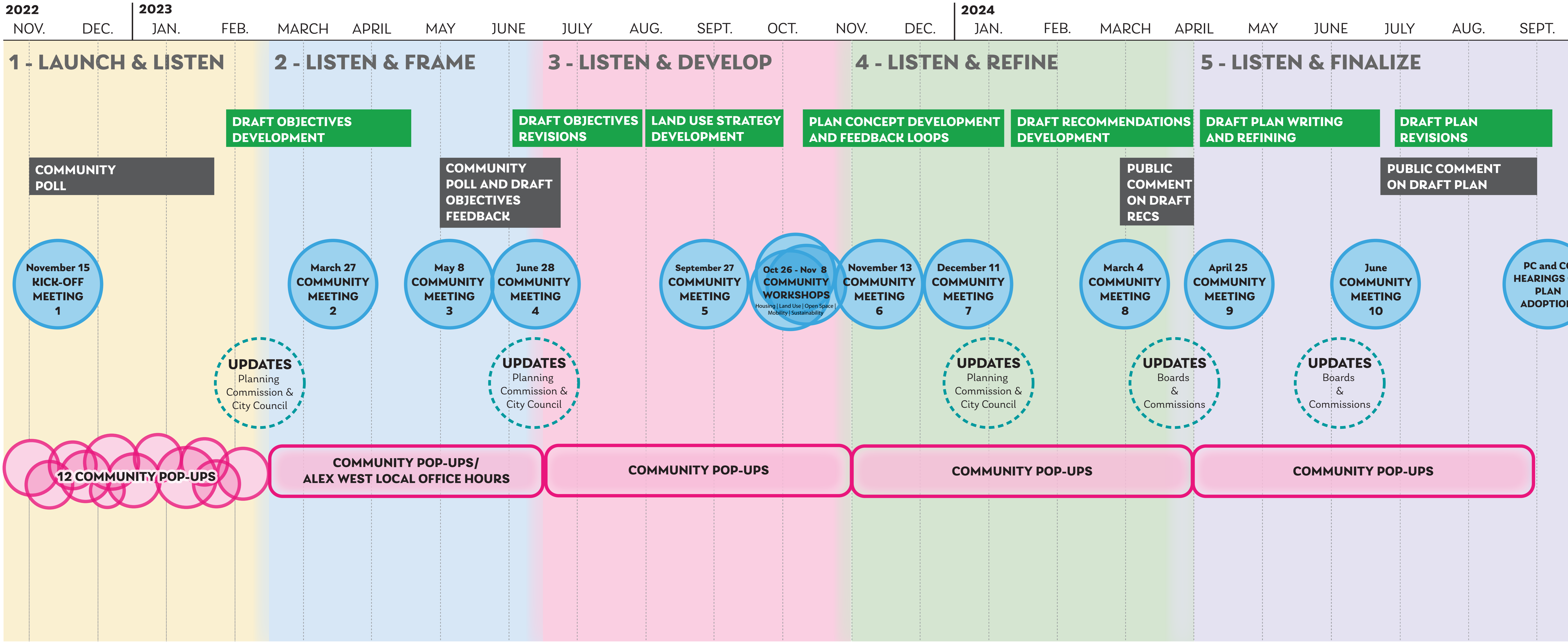
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By:	Wilma Newby (wilma.newby@alexandriava.gov)
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"PRC Alex West Letter of Endorsement August 2024" History

-  Document created by Wilma Newby (wilma.newby@alexandriava.gov)
2024-08-13 - 9:08:14 PM GMT
-  Document emailed to Dana Colarulli (danacolors@gmail.com) for signature
2024-08-13 - 9:08:18 PM GMT
-  Email viewed by Dana Colarulli (danacolors@gmail.com)
2024-08-14 - 8:11:48 AM GMT
-  Document e-signed by Dana Colarulli (danacolors@gmail.com)
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-  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)
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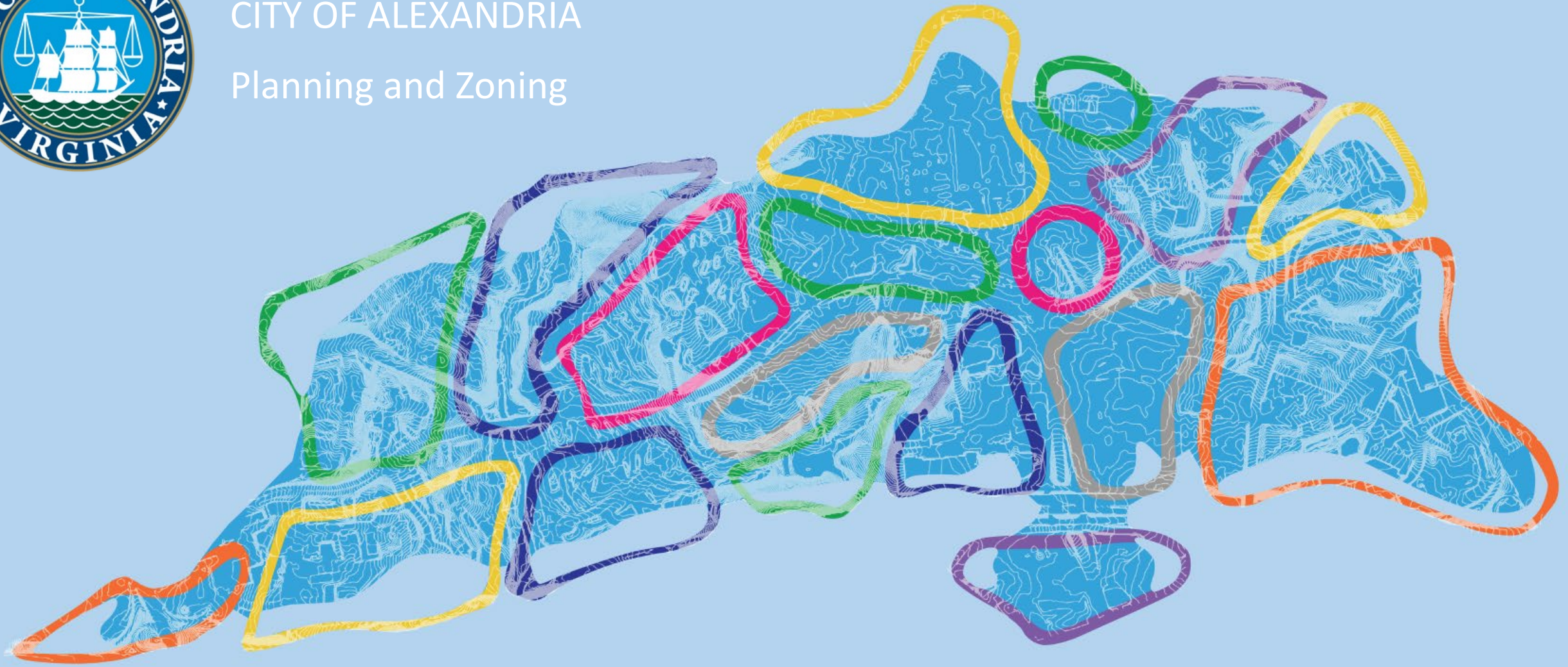
ALEXANDRIA WEST PROJECT TIMELINE

Updated: August 21, 2024





CITY OF ALEXANDRIA
Planning and Zoning



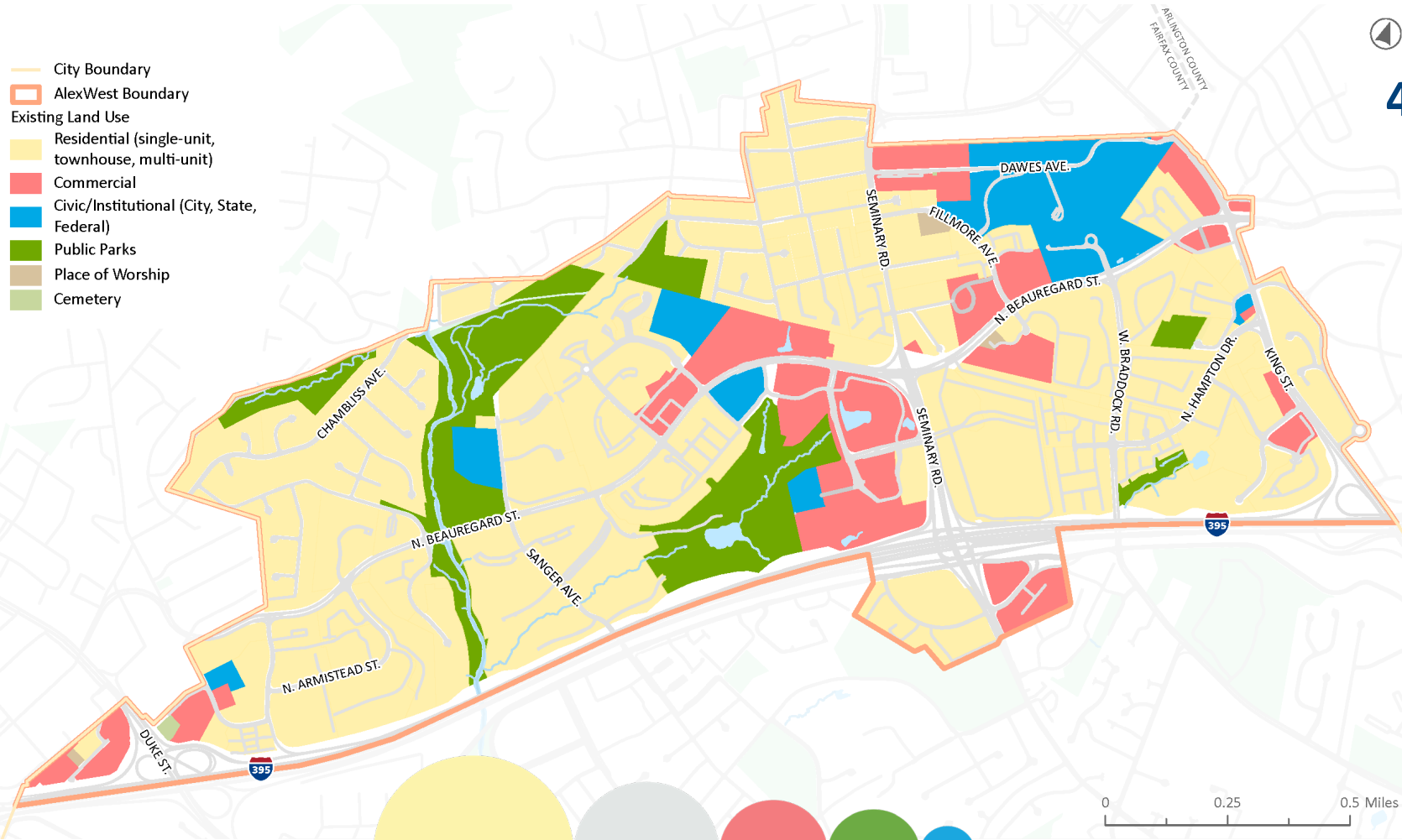
AlexWest

Agenda

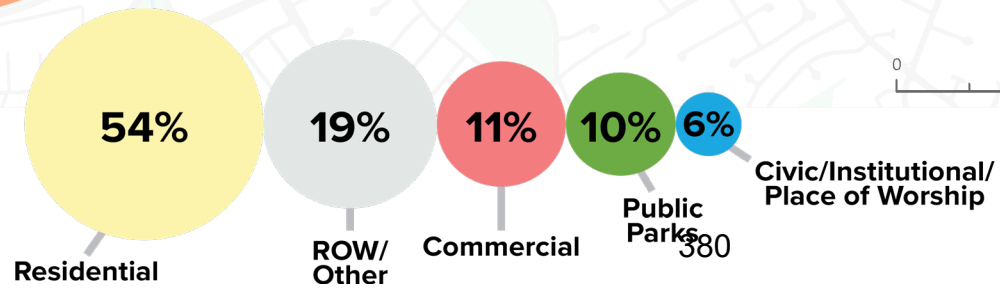
1. Plan Area + Importance of Planning Now
2. Community Engagement Process + Summary
3. Housing + Land Use Strategy
4. Parks + Mobility
5. Integration with Other City Policies
6. Summary, Next Steps + Staff Recommendation
7. Questions



Plan Area + Importance of Planning Now



4,670,000 sq.ft commercial
29,420 residents
16,000 units
3,200 mkt. aff. units
1,255 acres
132 acres parks
713 cmtd aff. units
54 acres NVCC
3 schools



Community Engagement Process



Community Engagement Summary

Input

- **45+** Meetings with Community Orgs
- **40** Pop-Ups
- **15+** Meetings with Tenants and Owners
- **11** Community Meetings
- **3** Open Houses
- **2** Community Polls
- Feedback from PC+CC work sessions

Themes

- Deeper levels of affordability
- Minimizing displacement
- Safety and mobility options
- More neighborhood-serving retail
- More parks, recreation, and open space resources

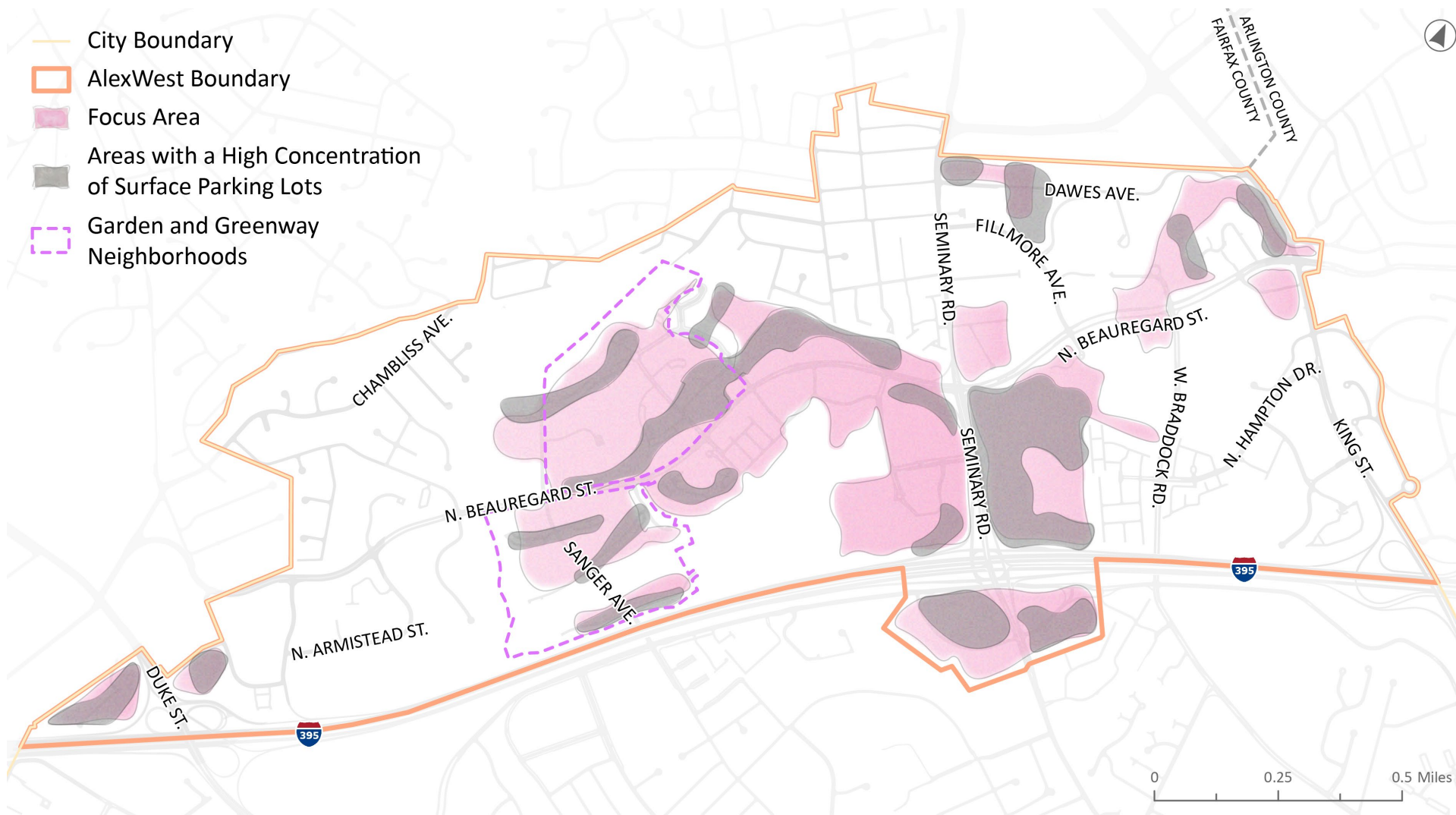
Revisions

- Draft Community Objectives, revised March 2023 release
- Plan concept development and refinement, 2023-2024
- Draft Plan Recommendations, revised after March 2024 release
- Draft Plan, revised after Public Comment Period



Surface Parking + Commercial

- City Boundary
- AlexWest Boundary
- Focus Area
- Areas with a High Concentration of Surface Parking Lots
- Garden and Greenway Neighborhoods



160 Acres
12% of Plan Area



Housing + Land Use Strategy – Minimize Displacement



15 – 20 year plan

33% of plan area is focus area

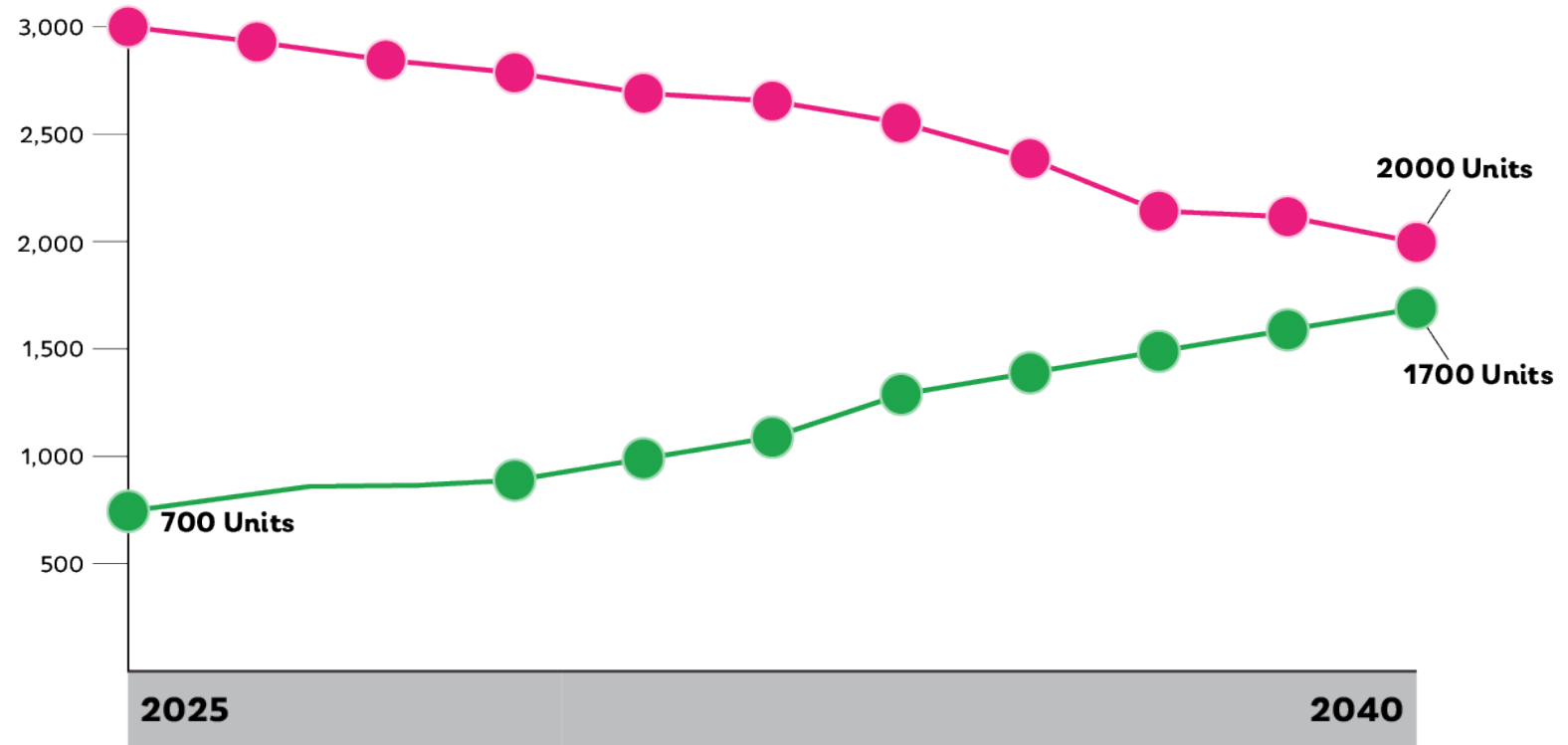
400 units/year

Office
Conversions

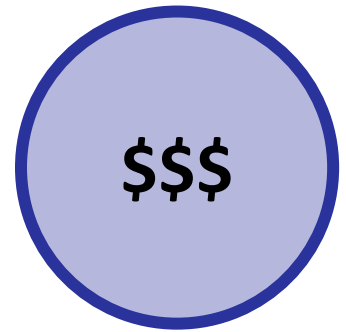
Neighborhood
serving retail



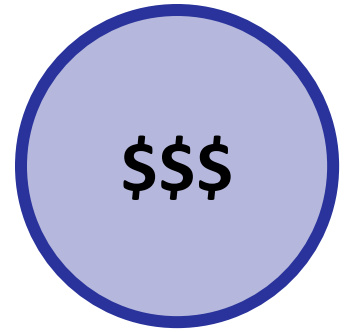
Market Realities of Housing Affordability



- Projected Loss of Market Rate Units at ≤ 60% AMI
- Committed Affordable Units as Part of AlexWest Plan



Affordable housing development is expensive, and resources are limited

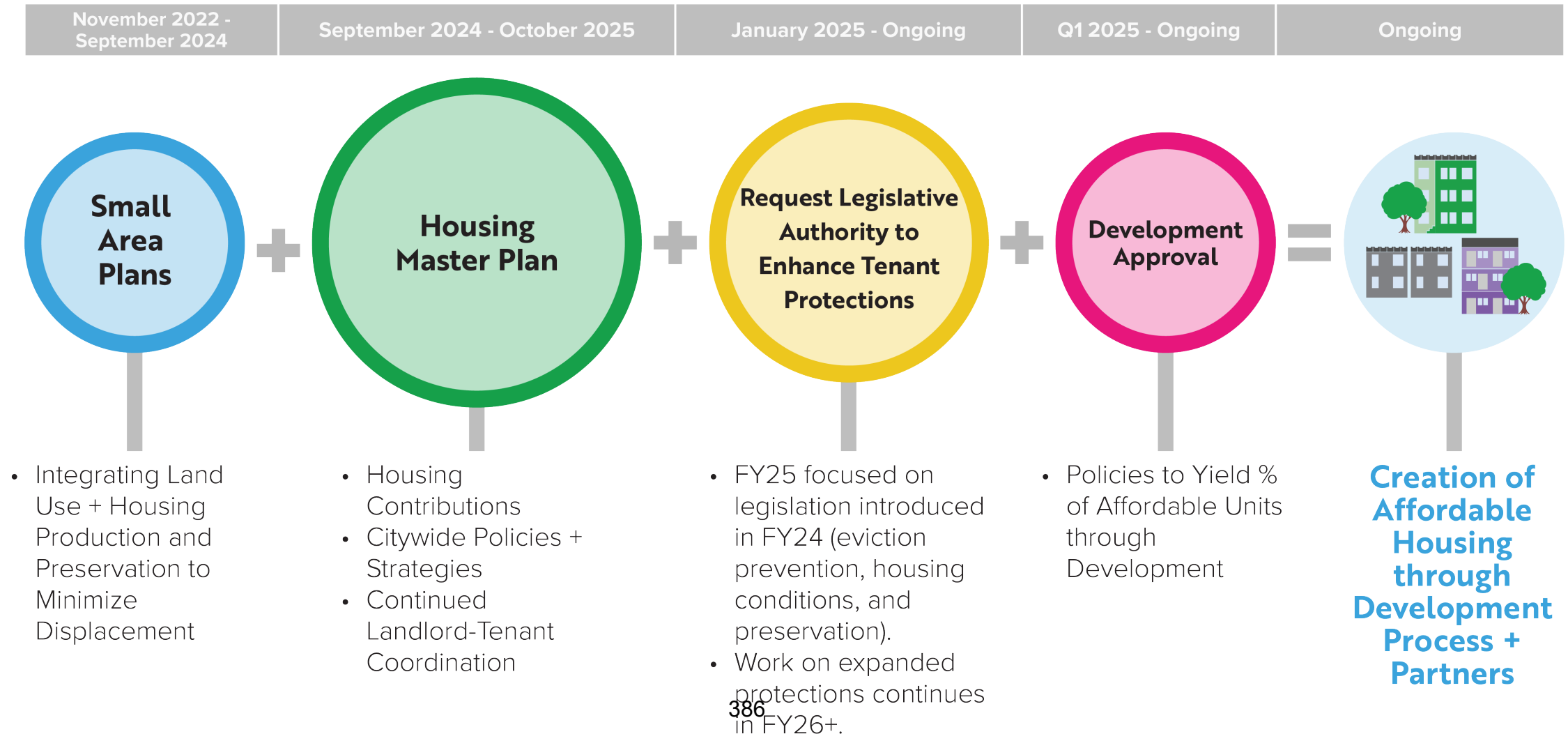


New residential development is priced too high for many existing residents



Integration with Housing Master Plan

How do all of our housing policies work together?



Parks + Open Space Network



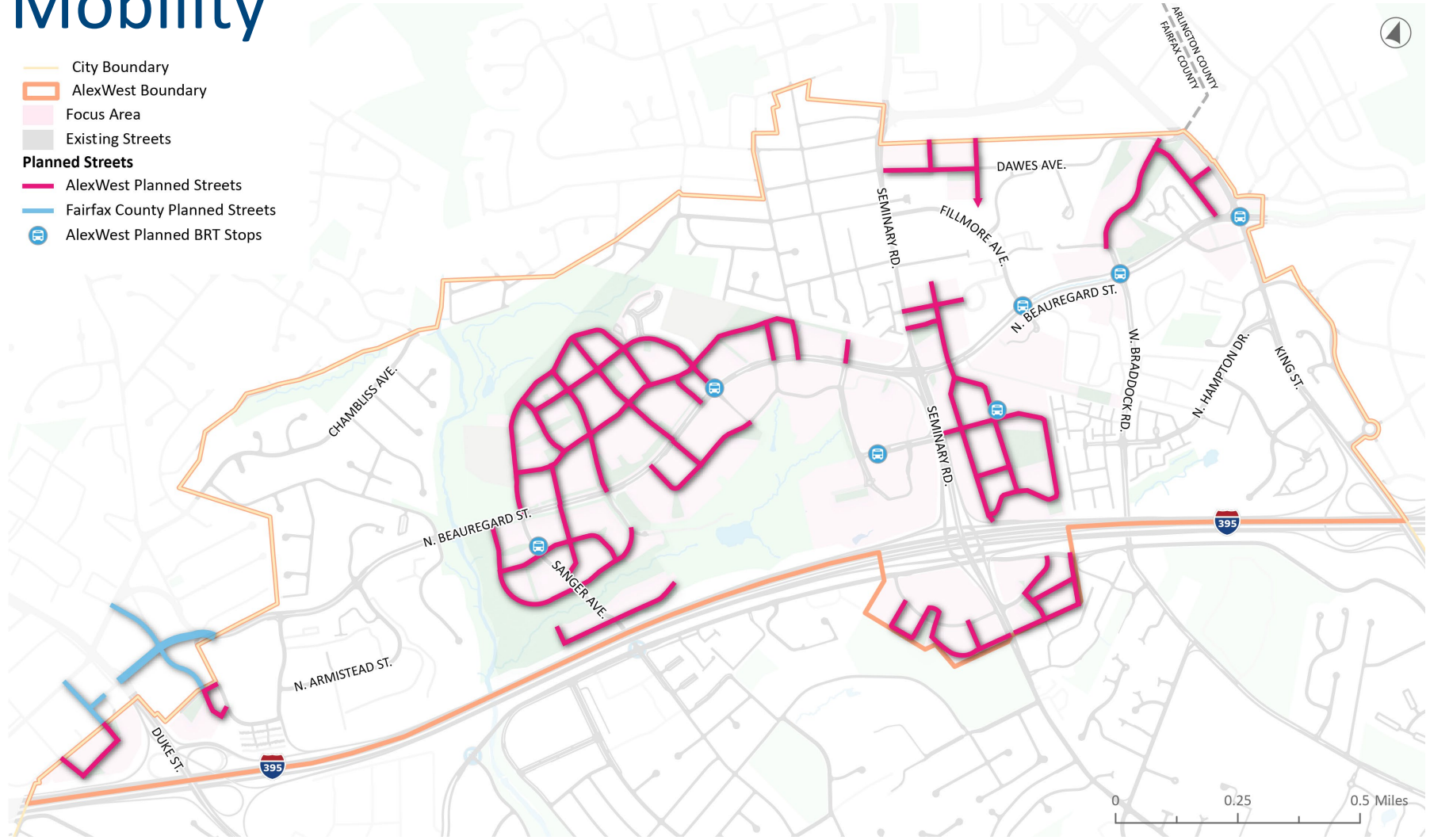
132 existing acres 60 new acres 387 192 total acres



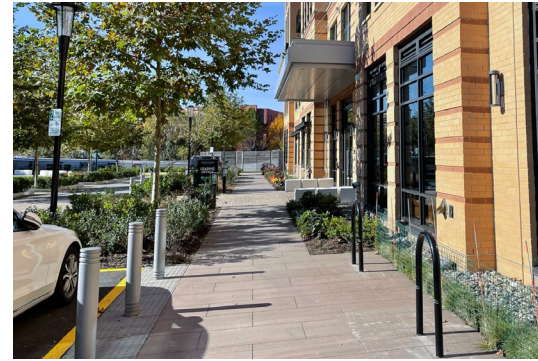
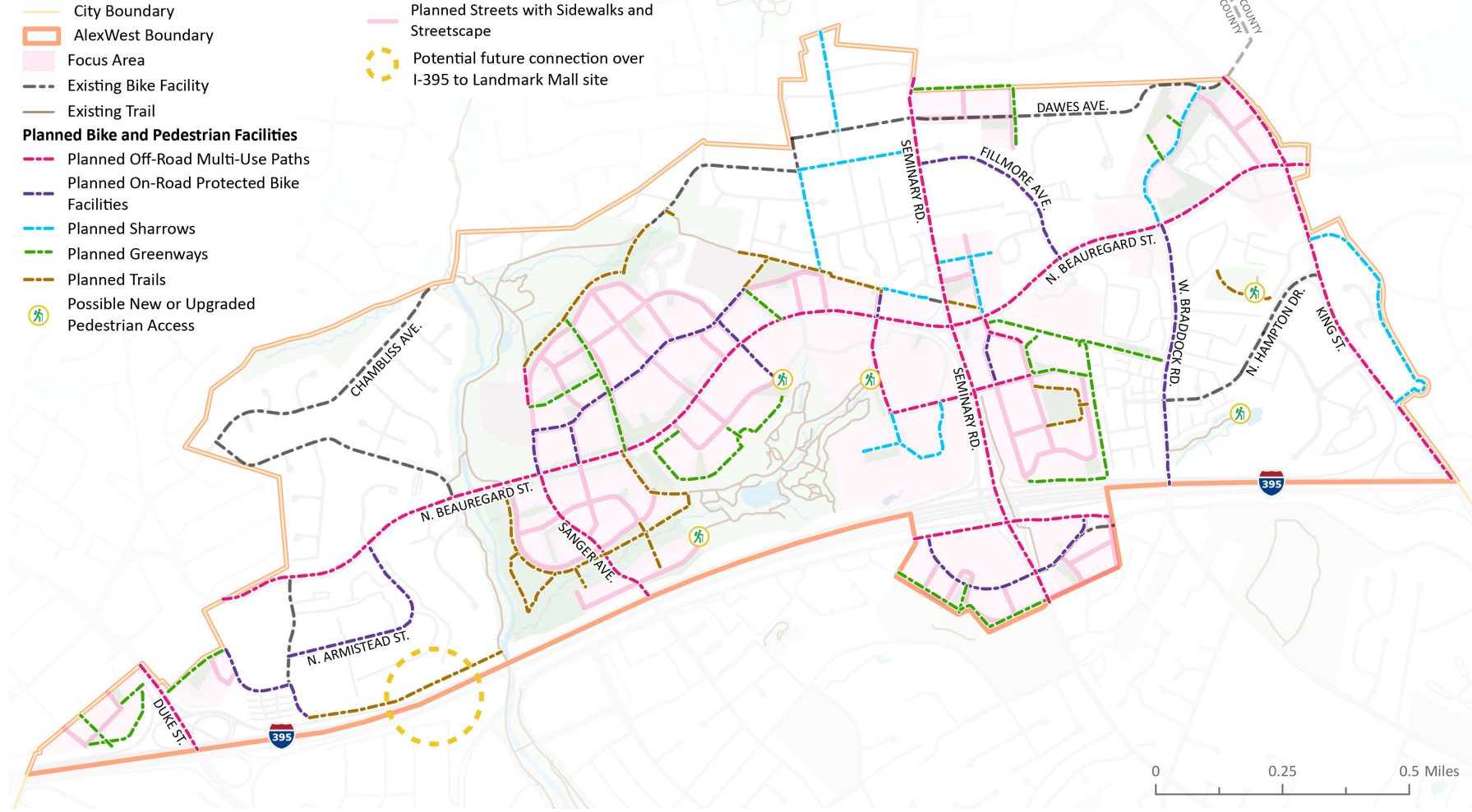
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Mobility

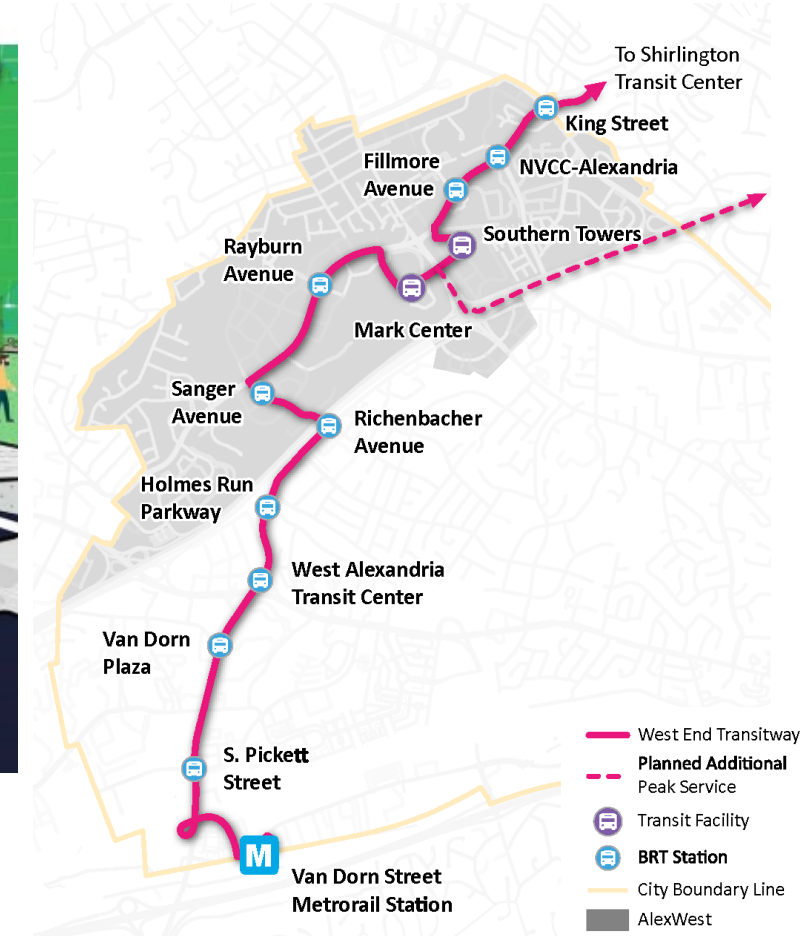
-  City Boundary
-  AlexWest Boundary
-  Focus Area
-  Existing Streets
- Planned Streets**
-  AlexWest Planned Streets
-  Fairfax County Planned Streets
-  AlexWest Planned BRT Stops



Mobility



Mobility – Equity, Safety + Accessibility



Integration with Other City Plans + Policies



Summary + Next Steps

1. This a **long-term** (15-20 year) land use plan.
2. Incorporates future Citywide policy updates (eg. Green Building, Housing).
3. Implementation report and dev projects provide Plan status updates.
4. Minimize displacement + maximize affordability (+/- 1000 CAUs by 2040)
5. Continues coordination to protect and empower tenants.
6. 60 acres of new public parks in areas with limited parks access.
7. New City recreation facility.
8. Enhanced transit, bike + pedestrian safety and accessibility.
9. Neighborhood serving retail.
10. Strategy to better integrate NVCC into the community.
11. Future design guidelines.



Staff Recommendation

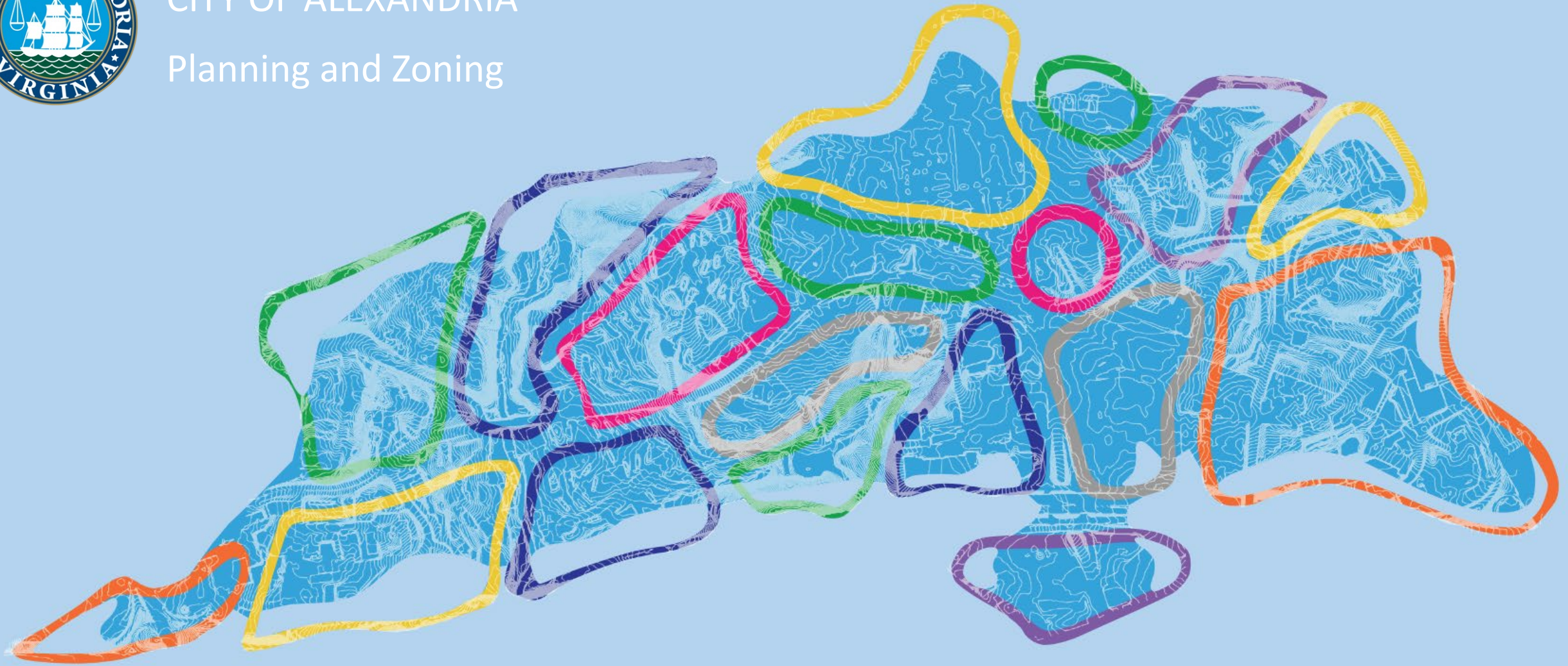
Staff recommends that the Planning Commission initiate a Master Plan Amendment to create the AlexWest Small Area Plan replacing the Alexandria West Small Area Plan and the Beauregard Small Area Plan.





CITY OF ALEXANDRIA

Planning and Zoning



Questions?

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 25, 2024

TO: CHAIR NATHAN MACEK
AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL W. MORITZ, DIRECTOR
DEPARTMENT OF PLANNING & ZONING

SUBJECT: DOCKET ITEM #6 – MPA #2024-00003
ALEXWEST SMALL AREA PLAN

ISSUE: Updates to the AlexWest Small Area Plan.

RECOMMENDATION: Staff recommends the revisions outlined in this memo be incorporated in the AlexWest Small Area Plan dated August 23, 2024 for Planning Commission consideration to initiate a Master Plan Amendment and recommend approval of the AlexWest Small Area Plan with revisions.

DISCUSSION: At the September 5, 2024 Planning Commission Hearing, the Commission recommended deferral of the AlexWest Small Area Plan to evaluate the following:

1. Increase Building Heights Adjacent to Transit;
2. Allow Existing Buildings to Remain;
3. Provide FAR (Floor Area Ratio) Credit for Replacement Parking;
4. Retain Density (Floor Area) in Existing CDDs;
5. Address Comments About Small Businesses;
6. Update the Recreation Center Language to Allow More Flexibility for Potential Locations;
7. Explore the Feasibility of a Community Gathering Area;
8. Prioritize Pursuing Grant Funding for Implementation of the Bus Rapid Transit (BRT) Corridor;
9. Explore Additional Access Points to Dora Kelley Nature Park;
10. Identify the Key Differences Between Beauregard Small Area Plan (BSAP) and AlexWest; and
11. Explore Other Housing Strategies Similar to the Arlandria-Chirilagua Small Area Plan.

Each section below includes a discussion of each topic and proposed Plan revisions using strikeout for proposed deletions and underline for proposed new text. Attachment 2 includes only the recommended text changes without the additional explanations included in this memo. Attachments 3 and 4 include recommended figure updates.

1. Increase Building Heights Adjacent to Transit

The Plan's recommendations for building heights are intended to balance the need to minimize displacement and provide affordable housing with the Plan's goal of adding density near transit and increasing the City's housing supply. A core element of the Plan is encouraging development in commercial areas and surface parking lots through the provision of density and height.

If the Plan building heights were just to be increased, it would pre-empt the use of one of the City's main tools for obtaining affordable housing: density and building height. This would reduce the need for the application of Section 7-700 and reduce the production of affordable housing. Staff recommends an alternative approach that requires more units and deeper levels of affordability with the provision of additional height. The alternative approach proposes an additional tier of potential building heights, for a total of three tiers of potential building heights shown in Attachment 3: Figure 2.4 (revised) Building Heights. The proposed text changes relative to this proposed change in Chapters 2, 3, 7, and 8 are below:

Chapter 2: Inclusive Growth, page 20:

Maximum Building Heights

~~Maximum~~ Building heights are depicted in Figure 2.4: Building Heights. Taller heights are generally located within the Focus Area, closer to transit service, and along major corridors. As depicted on Figure 2.4, there are three tiers of building heights that can be utilized with the provision of committed affordable housing in the amounts specified below or in amounts consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater. also illustrates the potential maximum height for buildings utilizing the City's Bonus Density/Height provision in the Zoning Ordinance (Section 7-700). In order to gain additional density, one-third of the units must be provided as committed affordable housing. For reference, Bonus Density/Height has been used in an average of approximately 1-2 projects per year.

Tier A Plan Building Height: These are the building heights recommended in the Plan. 10% of the residential Floor Area Ratio (FAR) above the base FAR, as defined in Tables 8.1-8.12, or above the existing zoning for properties not included in Tables 8.1-8.12, will be provided as committed affordable housing. Resulting committed affordable rental units will be affordable to households with incomes at 60% AMI; resulting committed affordable for-sale units will be priced to be affordable generally between 70% and 100% AMI consistent with City homeownership policies.

Tier B Plan Maximum Building Height: Areas in Figure 2.4 that have a Tier A Plan Building Height that is greater than 50 feet in height are eligible for an additional 25 feet in building height with the provision of 10% of the increased FAR above the Tier A Plan Building Height as committed affordable housing. For resulting committed affordable rental

units, half will be affordable to households with incomes at 40% AMI and half will be affordable to households with incomes at 50% AMI. Resulting committed affordable for-sale units will be priced to be affordable up to 80% AMI consistent with City homeownership policies.

Tier C Section 7-700: Areas in Figure 2.4 that have a Tier A Plan Building Height that is greater than 50 feet are eligible to utilize Section 7-700 to request an additional 25 feet in building height with the provision of at least 1/3 (33.3%) of the increased FAR above Tier B Plan Maximum Building Height as committed affordable housing pursuant to Section 7-700.

Chapter 2: Inclusive Growth, page 21:

Replace Figure 2.4: Building Heights with Figure 2.4 (revised) Building Heights. See Attachment 3.

Chapter 3: Housing Affordability, page 33

Percentage of Affordable Housing Requirement

Development in the Focus Area that utilizes Tier A Plan Building Heights will provide a ~~minimum of~~ 10% of new residential development over ~~the development “base”~~ base residential Floor Area Ratio (FAR) (as established in Figures 8.1–8.12 and Tables 8.1–8.12 in Chapter 8: Neighborhoods) as committed affordable housing or in an amount 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% of the Area Median Income (AMI), while for-sale units are priced to be affordable generally between 70% and 100% of the AMI.

While significant development is not anticipated in Area 2, future development proposed in this area that utilizes Tier A Plan Building Heights will be required to provide 10% of additional residential development proposed above their existing zoning as affordable housing.

In addition to the requirements outlined above, development that utilizes Tier B Plan Maximum Building Heights will provide 10% of the increased Floor Area Ratio (FAR) above Tier A Plan Building Height as committed affordable housing. For resulting committed affordable rental units, half will be affordable to households with incomes at 40% AMI and half will be affordable to households with incomes at 50% AMI. Resulting committed affordable for-sale units will be priced to be affordable up to 80% AMI consistent with City homeownership policies.

Bonus Building Height and Density

Properties may request additional bonus building height and density above what is depicted in the Plan in Figure 2.4 (Tier C Section 7-700), Figures 8.1–8.12 and Tables 8.1–8.12 with the provision of additional committed affordable units as permitted by the Zoning Ordinance.

In the Focus Area and Area 2, bonus density above 30% is authorized to encourage further production of committed affordable units. Building heights are intended to facilitate flexibility for property owners, such as the Alexandria Redevelopment and Housing Authority (ARHA), to add to the AlexWest affordable housing stock.

Chapter 3: Housing Affordability, page 34

See Attachment 4 for an updated graphic.

Chapter 7: Recommendations, page 78, Recommendation 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 as depicted on Figure 2.4.

Chapter 7: Recommendations, page 79, Recommendation 14:

Residential development in the Focus Area that utilizes Tier A and Tier B heights will provide 10% of any development above the base residential, as generally depicted in Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods and described in Chapters 2 and 3, as on-site Committed Affordable Housing, or in an amount consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.

Chapter 7: Recommendations, page 79, Recommendation 15:

Residential development in Area 2 that utilizes Tier A and Tier B heights will provide 10% of any development proposed above the existing zoning, as described in Chapters 2 and 3, as on-site Committed Affordable Housing, or in an amount consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.

In order to ensure consistency throughout the Plan, staff recommends the following change to the tables throughout Chapter 8: Neighborhoods:

Chapter 8: Neighborhoods, Tables 8.1-8.12

~~Maximum~~ Tier A Plan Building Height (FT)

2. Allow Existing Building Heights to Remain

The Plan dated August 23 allows existing buildings to remain. Note 3 on Figure 2.4: Building Heights (page 21) states: “*Existing constructed building heights as of 2024 are permitted to remain and subject to all applicable Zoning Ordinance provisions.*” This enables the existing

building to legally remain within the Plan area. Staff proposes revising Note 3 on Figure 2.4 to clarify that existing buildings can remain, be renovated, or convert uses:

Chapter 2: Inclusive Growth, page 21, Figure 2.4, Note 3:

Existing constructed buildings above Tier B Plan Maximum Heights as of 2024 are permitted to remain, renovate, or convert use(s) and subject to all applicable Zoning Ordinance provisions.

3. Provide Floor Area Ratio (FAR) Credit for Replacement Parking

Staff proposes revising the text in Chapter 8: Neighborhoods, page 85 as follows:

~~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.~~ Within some of the neighborhoods in the Focus Area there will likely be a need for parking structure(s) as part of development. The Plan recommends flexibility for up to an additional 1.0 Floor Area Ratio (FAR) for the provision of replacement parking for existing building(s) that will be retained long-term on the site. The additional FAR for parking does not trigger the affordable housing recommendations. The parking structure(s) will be subject to all applicable Design Guidelines and will not preclude other recommendations of the Plan such as streets and parks.

Chapter 7: Recommendations, page 79, Recommendation 12:

Development that occurs on existing parking lots will provide new parking for existing and future uses consistent with all applicable provisions of the Zoning Ordinance at the time development is accepted by the City for review. Up to an additional 1.0 Floor Area Ratio (FAR) can be granted for the provision of replacement parking for existing building(s) that will be retained long-term on the site. The additional FAR for replacement parking does not trigger the affordable housing recommendations. The replacement parking structures will be subject to all applicable Design Guidelines and will not preclude other recommendations of the Plan such as streets and parks.

In addition, Staff proposes including this updated text as an additional note in Table 8.13:

Chapter 8: Neighborhoods, page 136, Table 8.13:

Up to an additional 1.0 Floor Area Ratio (FAR) can be granted for the provision of replacement parking for existing building(s) that will be retained long-term. The additional FAR for parking does not trigger the affordable housing recommendations. The parking structures will be subject to all applicable Design Guidelines and will not preclude other recommendations of the Plan such as streets and parks.

4. Retain Density (Floor Area Ratio) in Existing CDDs

The draft Plan includes development tables for the neighborhoods in the Focus Area and sets the maximum density for each subarea within the neighborhoods. The intent of the Plan is for the densities of existing CDDs to be retained, and as such, the square footages and number of units currently allowed have been converted to FARs. For the Upland Park neighborhood, the Plan Floor Area Ratio (FAR) should be increased to 3.2 to reflect the density in the existing CDD. This change will be reflected as follows:

Chapter 8: Neighborhoods, page 101, Table 8.4:

Revise Plan Maximum Floor Area Ratio from 3.0 to 3.2

In addition, it should be noted that the draft Plan currently includes language that explains that density can be applied to an entire tract of land under common ownership and can be transferred (see Chapter 8, Page 85). It reads:

“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.”

In order to make this intent more visible and explicit, Staff proposes adding a note to Table 8.13 (Chapter 8, Page 136). The proposed new note will state the following:

Chapter 8: Neighborhoods, page 136, Table 8.13

For any neighborhood(s) under common ownership, density will be based on the entire tract of land consistent with the Zoning Ordinance. Density may be transferred within the neighborhood(s) subject to all applicable zoning provisions and the street, land use, open space and building height recommendations of the Plan.

5. Address Comments About Small Businesses

One of the requests by the Planning Commission was to document what the Plan is recommending for small businesses and how the plan text and recommendations relate to previous Small Area Plans. The Plan recognizes the important role that local and neighborhood-serving retail uses play in the Plan area. Businesses in the Plan Area are facing redevelopment and rent escalation pressures that make opening and operating a business difficult. While zoning and land use are factors that are important to small business creation, success and longevity, these challenges are not confined to any individual Small Area Plan but are instead citywide. It is Staff's intention to explore planning and zoning tools to support local businesses as part of the upcoming Long Range Planning Work Program.

In addition, Staff proposes to strengthen the small business language in the Plan as shown below. This language is based on previous Small Area Plans (Landmark/Van Dorn) and also documents potential future land use efforts in this area.

Chapter 2: Inclusive Growth, page 14 (Existing Conditions):

The Plan area features a mix of residential, commercial, civic, and institutional uses of varying building scales and densities. The existing land uses, as depicted in **Figure 2.1: Existing Land Uses**, are generally separated with a concentration of commercial uses in the central portion of the Plan area and on the major corridors of King and Duke Streets. A significant portion of the commercial office uses are anticipated to convert to other uses. Retail businesses in the area are experiencing and will likely continue to experience increasing financial pressures, including rent escalation, impacting their ability to remain in the Plan area and potentially also acting as a deterrent to new small and/or local businesses. Institutional uses in the Plan area include public schools, the City's community resource center, and the Northern Virginia Community College. Interstate 395 serves as a barrier on the eastern side of the Plan area.

Chapter 2: Inclusive Growth, page 22:

Neighborhood-serving retail is a key element for a thriving community, providing essential goods and services within walking distance, and fostering social interaction among neighbors and local business owners, and providing opportunities for culturally relevant businesses and entrepreneurs to serve their communities. Concentrating retail in key nodes in the Focus Area, rather than having it dispersed, will create a critical mass of commercial activity, supporting active, walkable neighborhood centers. The required retail locations are generally located near major transit stops or at nodes along key neighborhood corridors.

Figure 2.3: Land Uses depicts the locations for *required* ground floor retail in new development. The map also indicates several *encouraged* retail areas, locations where ground floor retail is preferred but not required. Design of the ground floor retail spaces in the Required and Encouraged Retail Areas will be subject to Design Guidelines to ensure that future uses promote a high degree of pedestrian activity, transparency, and engagement with the adjacent streetscape.

The Plan area's locally owned small businesses help foster a sense of community, provide a diversity of jobs, and provide important neighborhood services. There is a strong desire for these businesses, many of which reflect the identity and culture of the residents, to remain within and/or locate within the Plan area. The Plan recognizes that the small, affordable commercial tenant spaces that most local businesses occupy are a key element in commercial districts to provide opportunities for a diversity of businesses.

It is the intent of the Plan that City programs, policies, and zoning be used to retain and grow small and locally owned businesses. In addition, the Plan recommends allowing interim uses, including pop-up commercial uses, in the surface parking lots as areas for entrepreneurs and local businesses.

Chapter 9: Implementation, page 142, Table 9.3:

Task 4: As part of the next Long Range Planning Work Program, propose a citywide initiative to evaluate land use strategies to assist small businesses.

6. Update the Recreation Center Language to Allow More Flexibility for Future Locations

Staff proposes updating the text in the Plan as follows:

Chapter 2: Inclusive Growth, page 24:

Successful urban communities incorporate civic and social infrastructure and services for residents. Community facilities provide space for essential social and public services and play an important role in enhancing the livability of the Plan area.

Given the size of the Plan area, its population, and the limited capacity of the existing recreation center in the southern portion of the Plan area, the Plan recommends that a new Recreation Center be located within AlexWest to serve the community, ideally within the northern portion of the Plan area and near transit. The primary opportunity site for locating a new facility is the Terrace Neighborhood portion of NVCC, given its location and redevelopment potential. In the event that the Terrace Neighborhood is deemed infeasible by the City, there are other potentially feasible sites and the City will continue to work with other development/opportunity sites in the Plan area. The location for a new facility will be considered as part of future development and/or City-owned properties and will compete for funding through Funding for a new facility will be considered as part of the City's Capital Improvement Program (CIP) and/or grant funding sources.

7. Explore the Feasibility of a Community Gathering Area

Creating community gathering areas is a key goal of the Plan. As stated in Recommendation 40b, "...all public parks will include gathering spaces", and in Recommendation 48, "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." Community spaces can also potentially be accomplished through the recreation center or other civic facilities. Other facilities for community gathering are also intended to be permitted as part of the Plan. To further clarify this, Staff recommends updating the text in the Plan as follows:

Chapter 2: Inclusive Growth, page 24:

Successful urban communities incorporate civic and social infrastructure and services for residents. Community facilities provide space for essential social and public services and play an important role in enhancing the livability of the Plan area. The flexible land use strategy recommended by the Plan enables opportunities and permits uses for implementing creative community serving spaces that support small businesses, artist entrepreneurs, and community arts/cultural uses that can serve as a cultural hub for the community.

To emphasize the importance of this goal, the intent of the Plan, and the desire to encourage this use, Staff recommends adding the following new recommendation:

Chapter 7: Recommendations, page 82, Recommendation 40c

As part of the design of the larger redevelopment sites, explore the feasibility of providing areas or structures that facilitate and encourage community gathering and entrepreneurship opportunities.

8. Prioritize pursuing grant funding for implementation of the Bus Rapid Transit (BRT) corridor

Staff recommends adding a new high priority task to Table 9.2: Prioritization of City- and Grant-Funded Projects as follows:

Chapter 9: Implementation, page 141, Table 9.2: Prioritization of City- and Grant-Funded Projects

Project: Pursue all applicable state and federal grant funds for BRT/WET

Priority: 1

Note: The City will pursue all applicable state and federal grant funds for BRT/WET.

9. Explore additional access points to Dora Kelley Nature Park

Staff agrees that pedestrian and bike access to Dora Kelley Nature Park from North Chambliss area is desirable to the greatest extent feasible and this was explored as part of the planning process. However, private property ownership and steep topography prohibit any additional pedestrian and bike access points to Dora Kelly beyond the current access points. As shown in Attachment 5, current access points include North Chambliss Street at Glen Hills Park (Fairfax County Park Authority) and Morgan Street (currently under construction anticipated for completion in September 2026).

The Plan's recommendations for open space and access to open space were comprehensively studied and analyzed, as detailed in the Open Space report linked on the AlexWest [planning process webpage](#).

10. Identify the Key Differences Between the Beaugard and AlexWest Small Area Plans

The AlexWest Small Area Plan includes several key changes from the previous Beaugard Small Area Plan:

- Simplifies the height ranges across the Plan area;
- Provides more guidance and requirements and additional density for the entirety of the Southern Towers site rather than a small portion of the site;
- More flexibility in land use classification, including for properties that were previously limited to only office use;

- Concentrates retail within each neighborhood but with reduced required square footage;
- Recommends in-kind contributions in lieu of monetary developer contributions, including the requirement for the provision of ten percent affordable housing with the use of density provided by the Plan; and
- Recommends a revised intersection design at N. Beauregard Street and Seminary Road that better balances all users (pedestrian, bikes and cars).

Attachment 6 outlines in more detail the key differences between the Beauregard Small Area Plan and the AlexWest Small Area Plan.

11. Explore other housing strategies, including some similar to the Arlandria-Chirilagua Small Area Plan

Since 2012, the City has invested local funds to leverage millions of dollars in equity, grants and loans to support development of affordable housing in Alex West, including The Spire, St. James Plaza, the Nexus and Parkstone Apartments. A committed affordable unit program negotiated with the owner of Southern Towers has created 105 units within that market rate project. It is anticipated that production and preservation of affordable and workforce housing will continue with City nonprofit partners and ARHA, as well through agreements with private developers, and all options to seek dedications of land, buildings and/or development rights will be explored, including as a strategy to create components of more deeply affordable housing.

In addition, similar to the Arlandria-Chirilagua Small Area Plan, during the AlexWest Small Area Plan process residents emphasized the importance of having equitable access to new affordable housing resources as they are constructed in the community. The leasing process in such developments can be daunting and eligibility criteria can preclude many from applying due to their rental history (including informal or undocumented subleasing) or the nature of their employment in the service, restaurant, childcare, day labor, construction and gig economies. One solution to these challenges is the extension of the Ready to Rent initiative to educate and empower residents to successfully prepare for and navigate the application process when new affordable units are brought to the market. Staff recommends adding the following new bullet to Recommendation 23:

Chapter 7: Recommendations, page 80, New Recommendation 23.G:

23g. Implement Ready to Rent or similar initiatives to educate and empower residents to successfully prepare for and navigate the application process when new affordable units are brought to the market.

Staff proposes adding the following expanded language to Chapter 3: Housing Affordability to more explicitly state the intent of the plan to address displacement risk:

Chapter 3: Housing Affordability, page 36

Tenant Protections

A thriving and affordable housing market in AlexWest requires that residents are aware of their legal rights and have easy access to the tools and resources they require to advocate for themselves. The City currently works with community partners to promote tenant empowerment through training and mutual support, pair housing assistance with workforce development and job training, offer landlord-tenant mediation services, and provide eviction services. The City will continue to promote and seek compliance with the Voluntary Rent Increase Policy and will work with property owners during redevelopment to minimize impacts to tenants through the development of comprehensive Tenant Relocation Assistance Plans. In the case of applications subject to the DSUP or DSP process, the displacement impacts of residential redevelopment on existing tenants will be documented as part of the projects' respective staff reports and in the City's annual Implementation Report. Further, the City will work on legislative and other changes to expand tenant protections and resources.

In service of this added analysis, Staff proposes adding the following new task to Table 9.2 in Chapter 9: Implementation:

Chapter 9: Implementation, page 141, Table 9.2: Prioritization of City- and Grant-funded Projects

Project: Analyze displacement impacts of residential redevelopment

Priority: 1

Notes: Include analysis of displacement impacts of residential redevelopment in DSUP or DSP staff reports and the annual Implementation Report.

To more explicitly recommend additional tenant protections such as Tenant Relocation Assistance Plans and Tenant Right to Return, Staff proposes adding the following new bullets to Recommendation 23:

Chapter 7: Recommendations, page 80, New Recommendations 23D and 23E:

23d. Work with property owners during redevelopment to minimize impacts to tenants through the development of comprehensive Tenant Relocation Assistance Plans consistent with City policy in effect at the time development proposals are accepted for review.

23.e Work with property owners during and immediately following redevelopment to maximize the return of impacted tenants in good standing.

The City has made substantial investments in supporting the development of affordable housing in AlexWest pursuant to the BSAP. Three recent developments in the Plan area were enabled with City gap funding and LIHTC equity: The Spire, St. James Plaza, and the Nexus. These developments provide 280 new committed affordable units at 40% - 60% AMI. In addition, Parkstone Alexandria, which was repositioned from market-rate to mixed-income, provides 244 committed affordable units at 60% - 80% AMI. The City does not currently have funding identified for additional projects in the area. However, as described in the Plan, the City will continue to pursue partnerships and other opportunities, such as land dedication for affordable housing, to help preserve and expand housing affordability.

To underscore the importance of deepening affordability in the Plan Area, Staff proposes adding the following language to Chapter 3:

Chapter 3: Housing Affordability, page 33:

Percentage of Affordable Housing Requirement

Development in the Focus Area that utilizes Tier A Plan Building Heights will provide a minimum of 10% of new residential development over ~~the development “base” base~~ residential Floor Area Ratio (FAR) (as established in Figures 8.1–8.12 and Tables 8.1–8.12 in Chapter 8: Neighborhoods) as committed affordable housing or in an amount 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% of the Area Median Income (AMI), while for-sale units are priced to be affordable generally between 70% and 100% of the AMI. Where feasible, and in coordination with the City, developers are encouraged to consider alternative opportunities of equivalent value to meet their committed affordable rental housing requirements in order to maximize the provision of deeply affordable rental housing at 40-50% AMI, and/or to expand affordability through public private partnerships, preservation or dedication.

To support the proposed revision above, Staff proposes adding the following language to Recommendation 17:

Chapter 7: Recommendations, page 79, Recommendation 17

Where feasible, and in coordination with the City, developers are strongly encouraged to consider alternative opportunities of equivalent value to meet their committed affordable housing requirements in order to ~~deepen~~ maximize the provision of deeply affordable rental housing at 40-50% AMI and to expand affordability. These can include, but are not limited to:

- a. Offering a greater number of affordable units, including family-sized units, in existing buildings (versus new development);
- b. Providing a greater number of affordable units off-site, but within or in close proximity to the Plan area;
- c. Providing a fewer number of affordable units ~~but at~~ in exchange for deeper levels of affordability;
- d. Providing a monetary contribution to leverage other sources, and;
- e. Dedicating land, development rights, or property to maximize affordable housing development through third party partners.

Other Proposed Revisions and Notes

In addition to the information requested by the Planning Commission, Staff is also recommending the following refinements based on additional comments.

After Plan approval, Staff proposes returning to community stakeholders for follow-up discussion on Plan implementation and how the implementation process can best be designed to be clear and understandable to members of the community and tracking most impactful.

Chapter 4: Mobility + Safety, page 48, Figure 4.5, under the Primary Street cross-section:

The Plan does not recommend new streetscape improvements along the north side of King Street due to the steep topography and existing tree canopy.

Chapter 4: Mobility + Safety, pages 45-48 and page 50, Figures 4.2 – 4.6, add the note:

Planned improvements on private property are generally based on development occurring to implement the Plan recommendations.

Staff Recommendation: 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 with revisions (as specified in Attachments 2, 3, and 4) replacing the Alexandria West Small Area Plan and the Beauregard Small Area Plan.

Attachments

Attachment 1: Resolution MPA 2024-0003

Attachment 2: Plan Text Changes

Attachment 3: Figure 2.4 (revised) Building Heights

Attachment 4: Building Heights, Bonus Density, + Housing Affordability Graphic (Revised)

Attachment 5: Dora Kelley Park Access points

Attachment 6: Beauregard-AlexWest Key Differences

Attachment 7: [AlexWest Small Area Plan, dated 8.23.24](#)

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 ___ day of November 2024.

Chair, Alexandria Planning Commission

ATTEST: _____
Karl Moritz, Secretary

Maximum Building Heights

~~Maximum~~ Building heights are depicted in Figure 2.4: Building Heights. Taller heights are generally located within the Focus Area, closer to transit service, and along major corridors. As depicted on Figure 2.4, there are three tiers of building heights that can be utilized with the provision of committed affordable housing in the amounts specified below or in amounts consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater. also illustrates the potential maximum height for buildings utilizing the City's Bonus Density/Height provision in the Zoning Ordinance (Section 7-700). In order to gain additional density, one-third of the units must be provided as committed affordable housing. For reference, Bonus Density/Height has been used in an average of approximately 1-2 projects per year.

Tier A Plan Building Height: These are the building heights recommended in the Plan. 10% of the residential Floor Area Ratio (FAR) above the base FAR, as defined in Tables 8.1-8.12, or above the existing zoning for properties not included in Tables 8.1-8.12, will be provided as committed affordable housing. Resulting committed affordable rental units will be affordable to households with incomes at 60% AMI; resulting committed affordable for-sale units will be priced to be affordable generally between 70% and 100% AMI consistent with City homeownership policies.

Tier B Plan Maximum Building Height: Areas in Figure 2.4 that have a Tier A Plan Building Height that is greater than 50 feet in height are eligible for an additional 25 feet in building height with the provision of 10% of the increased FAR above the Tier A Plan Building Height as committed affordable housing. For resulting committed affordable rental units, half will be affordable to households with incomes at 40% AMI and half will be affordable to households with incomes at 50% AMI. Resulting committed affordable for-sale units will be priced to be affordable up to 80% AMI consistent with City homeownership policies.

Tier C Section 7-700: Areas in Figure 2.4 that have a Tier A Plan Building Height that is greater than 50 feet are eligible to utilize Section 7-700 to request an additional 25 feet in building height with the provision of at least 1/3 (33.3%) of the increased FAR above Tier B Plan Maximum Building Height as committed affordable housing pursuant to Section 7-700.

Replace Figure 2.4: Building Heights with Figure 2.4 (revised) Building Heights. See Attachment 3.

Percentage of Affordable Housing Requirement

Development in the Focus Area that utilizes Tier A Plan Building Heights will provide a ~~minimum~~ of 10% of new residential development over ~~the development “base”~~ base residential Floor Area Ratio (FAR) (as established in Figures 8.1–8.12 and Tables 8.1–8.12 in Chapter 8: Neighborhoods) as committed affordable housing or in an amount 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% of the Area Median Income (AMI), while for-sale units are priced to be affordable generally between 70% and 100% of the AMI.

While significant development is not anticipated in Area 2, future development proposed in this area that utilizes Tier A Plan Building Heights will be required to provide 10% of additional residential development proposed above their existing zoning as affordable housing.

In addition to the requirements outlined above, development that utilizes Tier B Plan Maximum Building Heights will provide 10% of the increased Floor Area Ratio (FAR) above Tier A Plan Building Height as committed affordable housing. For resulting committed affordable rental units, half will be affordable to households with incomes at 40% AMI and half will be affordable to households with incomes at 50% AMI. Resulting committed affordable for-sale units will be priced to be affordable up to 80% AMI consistent with City homeownership policies.

Bonus Building Height and Density

Properties may request additional bonus building height and density above what is depicted in the Plan in Figure 2.4 (Tier C Section 7-700), Figures 8.1–8.12 and Tables 8.1–8.12 with the provision of additional committed affordable units as permitted by the Zoning Ordinance. In the Focus Area and Area 2, bonus density above 30% is authorized to encourage further production of committed affordable units. Building heights are intended to facilitate flexibility for property owners, such as the Alexandria Redevelopment and Housing Authority (ARHA), to add to the AlexWest affordable housing stock.

Chapter 3: Housing Affordability, page 34

See Attachment 4 for an updated graphic.

Chapter 7: Recommendations, page 78, Recommendation 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 as depicted on Figure 2.4.

Chapter 7: Recommendations, page 79, Recommendation 14:

Residential development in the Focus Area that utilizes Tier A and Tier B heights will provide 10% of any development above the base residential, as generally depicted in Figures and Tables 8.1–8.12 in Chapter 8: Neighborhoods and described in Chapters 2 and 3, as on-site Committed Affordable Housing, or in an amount consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.

Chapter 7: Recommendations, page 79, Recommendation 15:

Residential development in Area 2 that utilizes Tier A and Tier B heights will provide 10% of any development proposed above the existing zoning, as described in Chapters 2 and 3, as on-site Committed Affordable Housing, or in an amount consistent with City affordable housing contribution policies, regulations, and procedures in effect at the time development is accepted for review, whichever is greater.

Chapter 8: Neighborhoods, Tables 8.1-8.12

~~Maximum~~ Tier A Plan Building Height (FT)

2. Allow Existing Building Heights to Remain

Chapter 2: Inclusive Growth, page 21, Figure 2.4, Note 3:

Existing constructed buildings above Tier B Plan Maximum Heights as of 2024 are permitted to remain, renovate, or convert use(s) ~~and~~ subject to all applicable Zoning Ordinance provisions.

3. Provide Floor Area Ratio (FAR) Credit for Replacement Parking

Chapter 8: Neighborhoods, page 85:

~~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. Within some of the neighborhoods in the Focus Area there will likely be a need for parking structure(s) as part of development. The Plan recommends flexibility for up to an additional 1.0 Floor Area Ratio (FAR) for the provision of replacement parking for existing building(s) that will be retained long-term on the site. The additional FAR for parking does not trigger the affordable housing recommendations. The parking structure(s) will be subject to all applicable Design Guidelines and will not preclude other recommendations of the Plan such as streets and parks.~~

Chapter 7: Recommendations, page 79, Recommendation 12:

Development that occurs on existing parking lots will provide new parking for existing and future uses consistent with all applicable provisions of the Zoning Ordinance at the time development is accepted by the City for review. Up to an additional 1.0 Floor Area Ratio

(FAR) can be granted for the provision of replacement parking for existing building(s) that will be retained long-term on the site. The additional FAR for replacement parking does not trigger the affordable housing recommendations. The replacement parking structures will be subject to all applicable Design Guidelines and will not preclude other recommendations of the Plan such as streets and parks.

Chapter 8: Neighborhoods, page 136, Table 8.13:

Up to an additional 1.0 Floor Area Ratio (FAR) can be granted for the provision of replacement parking for existing building(s) that will be retained long-term. The additional FAR for parking does not trigger the affordable housing recommendations. The parking structures will be subject to all applicable Design Guidelines and will not preclude other recommendations of the Plan such as streets and parks.

4. Retain Density (Floor Area Ratio) in Existing CDDs

Chapter 8: Neighborhoods, page 101, Table 8.4:

Revise Plan Maximum Floor Area Ratio from 3.0 to 3.2

Chapter 8: Neighborhoods, page 136, Table 8.13

For any neighborhood(s) under common ownership, density will be based on the entire tract of land consistent with the Zoning Ordinance. Density may be transferred within the neighborhood(s) subject to all applicable zoning provisions and the street, land use, open space and building height recommendations of the Plan.

5. Address Comments About Small Businesses

Chapter 2: Inclusive Growth, page 14 (Existing Conditions):

The Plan area features a mix of residential, commercial, civic, and institutional uses of varying building scales and densities. The existing land uses, as depicted in **Figure 2.1: Existing Land Uses**, are generally separated with a concentration of commercial uses in the central portion of the Plan area and on the major corridors of King and Duke Streets. A significant portion of the commercial office uses are anticipated to convert to other uses. Retail businesses in the area are experiencing and will likely continue to experience increasing financial pressures, including rent escalation, impacting their ability to remain in the Plan area and potentially also acting as a deterrent to new small and/or local businesses. Institutional uses in the Plan area include public schools, the City's community resource center, and the Northern Virginia Community College. Interstate 395 serves as a barrier on the eastern side of the Plan area.

Chapter 2: Inclusive Growth, page 22:

Neighborhood-serving retail is a key element for a thriving community, providing essential goods and services within walking distance, and fostering social interaction among neighbors and local business owners, and providing opportunities for culturally relevant businesses and entrepreneurs to serve their communities. Concentrating retail in key nodes in the Focus Area, rather than having it dispersed, will create a critical mass of commercial activity, supporting active, walkable neighborhood centers. The required retail locations are generally located near major transit stops or at nodes along key neighborhood corridors.

Figure 2.3: Land Uses depicts the locations for *required* ground floor retail in new development. The map also indicates several *encouraged* retail areas, locations where ground floor retail is preferred but not required. Design of the ground floor retail spaces in the Required and Encouraged Retail Areas will be subject to Design Guidelines to ensure that future uses promote a high degree of pedestrian activity, transparency, and engagement with the adjacent streetscape.

The Plan area’s locally owned small businesses help foster a sense of community, provide a diversity of jobs, and provide important neighborhood services. There is a strong desire for these businesses, many of which reflect the identity and culture of the residents, to remain within and/or locate within the Plan area. The Plan recognizes that the small, affordable commercial tenant spaces that most local businesses occupy are a key element in commercial districts to provide opportunities for a diversity of businesses.

It is the intent of the Plan that City programs, policies, and zoning be used to retain and grow small and locally owned businesses. In addition, the Plan recommends allowing interim uses, including pop-up commercial uses, in the surface parking lots as areas for entrepreneurs and local businesses.

Chapter 9: Implementation, page 142, Table 9.3:

Task 4: As part of the next Long Range Planning Work Program, propose a citywide initiative to evaluate land use strategies to assist small businesses.

6. Update the Recreation Center Language to Allow More Flexibility for Future Locations

Chapter 2: Inclusive Growth, page 24:

Successful urban communities incorporate civic and social infrastructure and services for residents. Community facilities provide space for essential social and public services and play an important role in enhancing the livability of the Plan area.

Given the size of the Plan area, its population, and the limited capacity of the existing recreation center in the southern portion of the Plan area, the Plan recommends that a new Recreation Center be located within AlexWest to serve the community, ideally within the northern portion of the Plan area and near transit. The primary opportunity site for locating a new facility is the Terrace Neighborhood portion of NVCC, given its location and

redevelopment potential. In the event that the Terrace Neighborhood is deemed infeasible by the City, there are other potentially feasible sites and the City will continue to work with other development/opportunity sites in the Plan area. The location for a new facility will be considered as part of future development and/or City-owned properties and will compete for funding through Funding for a new facility will be considered as part of the City's Capital Improvement Program (CIP) and/or grant funding sources.

7. Explore the Feasibility of a Community Gathering Area

Chapter 2: Inclusive Growth, page 24:

Successful urban communities incorporate civic and social infrastructure and services for residents. Community facilities provide space for essential social and public services and play an important role in enhancing the livability of the Plan area. The flexible land use strategy recommended by the Plan enables opportunities and permits uses for implementing creative community serving spaces that support small businesses, artist entrepreneurs, and community arts/cultural uses that can serve as a cultural hub for the community.

Chapter 7: Recommendations, page 82, Recommendation 40c

As part of the design of the larger redevelopment sites, explore the feasibility of providing areas or structures that facilitate and encourage community gathering and entrepreneurship opportunities.

8. Prioritize pursuing grant funding for implementation of the Bus Rapid Transit (BRT) corridor

Chapter 9: Implementation, page 141, Table 9.2: Prioritization of City- and Grant-Funded Projects

Project: Pursue all applicable state and federal grant funds for BRT/WET

Priority: 1

Note: The City will pursue all applicable state and federal grant funds for BRT/WET.

9. Explore additional access points to Dora Kelley Nature Park

No text changes

10. Identify the Key Differences Between the Beauregard and AlexWest Small Area Plans

No text changes

11. Explore other housing strategies, including some similar to the Arlandria-Chirilagua Small Area Plan

Chapter 7: Recommendations, page 80, New Recommendation 23.G:

23g. Implement Ready to Rent or similar initiatives to educate and empower residents to successfully prepare for and navigate the application process when new affordable units are brought to the market.

Chapter 3: Housing Affordability, page 36

Tenant Protections

A thriving and affordable housing market in AlexWest requires that residents are aware of their legal rights and have easy access to the tools and resources they require to advocate for themselves. The City currently works with community partners to promote tenant empowerment through training and mutual support, pair housing assistance with workforce development and job training, offer landlord-tenant mediation services, and provide eviction services. The City will continue to promote and seek compliance with the Voluntary Rent Increase Policy and will work with property owners during redevelopment to minimize impacts to tenants through the development of comprehensive Tenant Relocation Assistance Plans. In the case of applications subject to the DSUP or DSP process, the displacement impacts of residential redevelopment on existing tenants will be documented as part of the projects' respective staff reports and in the City's annual Implementation Report. Further, the City will work on legislative and other changes to expand tenant protections and resources.

Chapter 9: Implementation, page 141, Table 9.2: Prioritization of City- and Grant-funded Projects

Project: Analyze displacement impacts of residential redevelopment

Priority: 1

Notes: Include analysis of displacement impacts of residential redevelopment in DSUP or DSP staff reports and the annual Implementation Report.

Chapter 7: Recommendations, page 80, New Recommendations 23D and 23E:

23d. Work with property owners during redevelopment to minimize impacts to tenants through the development of comprehensive Tenant Relocation Assistance Plans consistent with City policy in effect at the time development proposals are accepted for review.

23.e Work with property owners during and immediately following redevelopment to maximize the return of impacted tenants in good standing.

Chapter 3: Housing Affordability, page 33:

Percentage of Affordable Housing Requirement

Development in the Focus Area that utilizes Tier A Plan Building Heights will provide a minimum of 10% of new residential development over ~~the development “base”~~ base residential Floor Area Ratio (FAR) (as established in Figures 8.1–8.12 and Tables 8.1–8.12 in Chapter 8: Neighborhoods) as committed affordable housing or in an amount 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% of the Area Median Income (AMI), while for-sale units are priced to be affordable generally between 70% and 100% of the AMI. Where feasible, and in coordination with the City, developers are encouraged to consider alternative opportunities of equivalent value to meet their committed affordable rental housing requirements in order to maximize the provision of deeply affordable rental housing at 40-50% AMI, and/or to expand affordability through public private partnerships, preservation or dedication.

Chapter 7: Recommendations, page 79, Recommendation 17

Where feasible, and in coordination with the City, developers are strongly encouraged to consider alternative opportunities of equivalent value to meet their committed affordable housing requirements in order to ~~deepen~~ maximize the provision of deeply affordable rental housing at 40-50% AMI and to expand affordability. These can include, but are not limited to:

- a. Offering a greater number of affordable units, including family-sized units, in existing buildings (versus new development);
- b. Providing a greater number of affordable units off-site, but within or in close proximity to the Plan area;
- c. Providing a fewer number of affordable units ~~but at~~ in exchange for deeper levels of affordability;
- d. Providing a monetary contribution to leverage other sources, and;
- e. Dedicating land, development rights, or property to maximize affordable housing development through third party partners.

Other Proposed Revisions and Notes









Chapter 4: Mobility + Safety, page 48, Figure 4.5, under the Primary Street cross-section:

The Plan does not recommend new streetscape improvements along the north side of King Street due to the steep topography and existing tree canopy.

Chapter 4: Mobility + Safety, pages 45-48 and page 50, Figures 4.2 – 4.6, add the note:

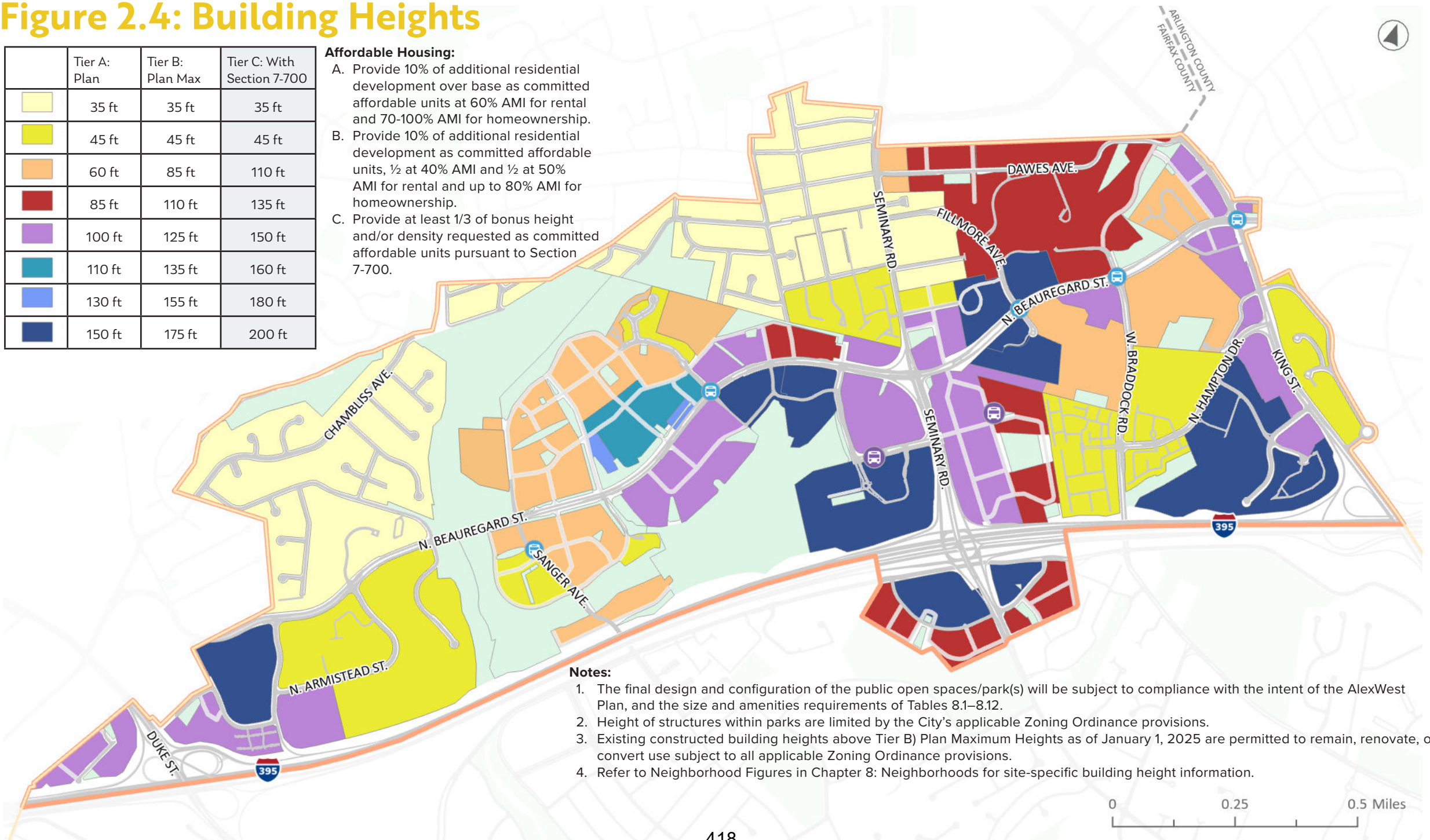
Planned improvements on private property are generally based on development occurring to implement the Plan recommendations.

Figure 2.4: Building Heights

	Tier A: Plan	Tier B: Plan Max	Tier C: With Section 7-700
	35 ft	35 ft	35 ft
	45 ft	45 ft	45 ft
	60 ft	85 ft	110 ft
	85 ft	110 ft	135 ft
	100 ft	125 ft	150 ft
	110 ft	135 ft	160 ft
	130 ft	155 ft	180 ft
	150 ft	175 ft	200 ft

Affordable Housing:

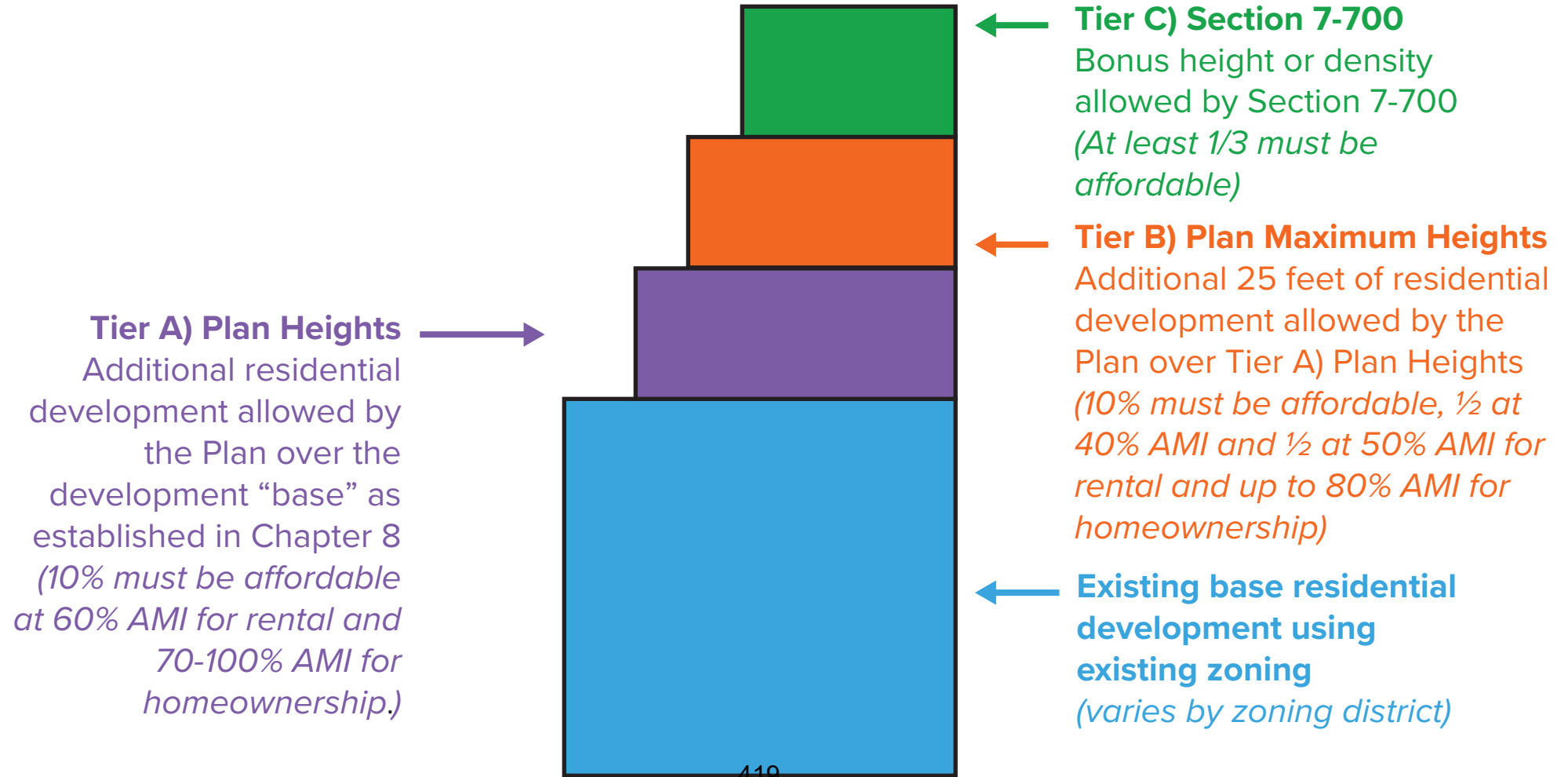
- A. Provide 10% of additional residential development over base as committed affordable units at 60% AMI for rental and 70-100% AMI for homeownership.
- B. Provide 10% of additional residential development as committed affordable units, ½ at 40% AMI and ½ at 50% AMI for rental and up to 80% AMI for homeownership.
- C. Provide at least 1/3 of bonus height and/or density requested as committed affordable units pursuant to Section 7-700.



Notes:

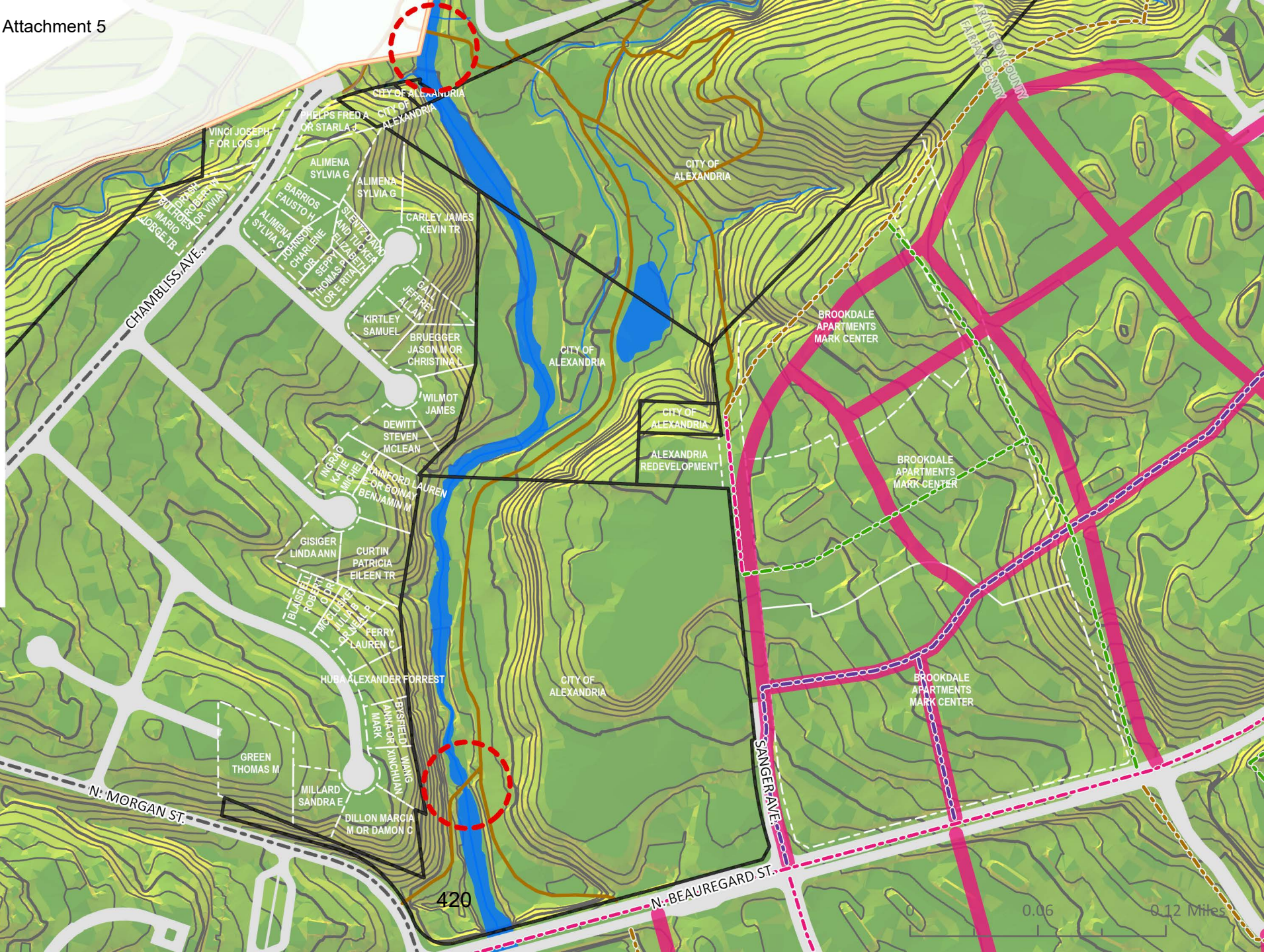
1. The final design and configuration of the public open spaces/park(s) will be subject to compliance with the intent of the AlexWest Plan, and the size and amenities requirements of Tables 8.1–8.12.
2. Height of structures within parks are limited by the City’s applicable Zoning Ordinance provisions.
3. Existing constructed building heights above Tier B) Plan Maximum Heights as of January 1, 2025 are permitted to remain, renovate, or convert use subject to all applicable Zoning Ordinance provisions.
4. Refer to Neighborhood Figures in Chapter 8: Neighborhoods for site-specific building height information.

Building Heights, Bonus Density, and Housing Affordability



Park Connections and Terrain - Dora Kelly Attachment 5

-  City Boundary
-  AlexWest Boundary
-  Existing Bike Facility
-  Existing Trail
- Planned Bike and Pedestrian Facilities**
-  Planned Off-Road Multi-Use Paths
-  Planned On-Road Protected Bike Facilities
-  Planned Sharrows
-  Planned Greenways
-  Planned Trails
-  Planned Streets with Sidewalks and Streetscape
- Contours**
-  Index Contour
-  Contour
- Slope**
-  0 - 3.04
-  3.04 - 8.73
-  8.73 - 18.23
-  18.23 - 42.84
-  42.84 - 90
-  City-owned Parcels
-  Existing Connections over Holmes Run



420

0.06 0.12 Miles

Key Differences between AlexWest SAP and Beauregard SAP

Building Heights

- **Beauregard SAP** ranges from 45 feet to 130 feet, for properties located within CDD 21 and CDD 22.
- **AlexWest SAP** ranges from 45 feet to 150 feet within those same CDDs.
- The key height differences between the two plans are:
 - **Garden and Greenway Neighborhoods** are more consistently maxed out at 60 feet in the AlexWest SAP, as opposed to pockets that are limited to 45 feet in the Beauregard SAP.
 - **Adams Neighborhood** ranges from 85 feet to 100 feet in the AlexWest SAP, as opposed to 45 feet to 110 feet in the Beauregard SAP. But they are more consistently and contiguously applied.
 - This is also true of the Southern Towers corner and Upland Park Neighborhood within CDD21.

Retail/Land Use

Land Use

- **Beauregard SAP** classifies future land uses as residential, office, hotel or senior housing.
- **AlexWest SAP** approaches land use in a more flexible way with residential, residential or commercial.
- The AlexWest SAP provides new flexibility for properties that were limited to only office use in the Beauregard SAP, such as the Adams Neighborhood, which in the AlexWest Plan can be “residential or commercial.”
 - Development tables in AlexWest SAP Chapter 8 limit the maximum allowed commercial development, including office, for some of these areas.

Retail

- **Both SAPs** include required retail locations.
- The Beauregard SAP required more retail in designated locations, including more retail at the “Town Center.”
- **AlexWest SAP** Increases the number of required retail locations to small but more neighborhood serving locations. The **AlexWest SAP** also introduces the “Encouraged Retail” category.

N. Beauregard St./Seminary Rd Intersection

- **Beauregard SAP** recommends an “ellipse” design intersection at N. Beauregard Street and Seminary Road, a design that required additional right of way to implement.
- **AlexWest SAP** recommends a more compact intersection design that better achieves the City’s policy goals for safety and mobility for all users and no longer requires additional right of way.

Plan Implementation and Developer Contributions

- **Beauregard SAP** includes guidance for a monetary developer contribution for each new development in CDD 21 and CDD 22. The developer contribution rate is based on the total cost to implement the Beauregard SAP, including the “ellipse” intersection at N. Beauregard Street and Seminary Road. The total contribution cost (in 2024 dollars) per square foot ranges from \$15.25 to \$17.61 per square foot, as established in the CDD 21 and CDD 22 conditions.
- **Beauregard SAP** also includes a recommendation for the potential for City financial participation in some plan improvements.
- **AlexWest SAP** recommends contributions to be provided in-kind rather than via monetary developer contributions. These in-kind 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 and/or other recommendations.

Southern Towers Density

- **Beauregard SAP** only addresses an 8.28-acre portion of the 40.45- acre Southern Towers site and, in addition to keeping the existing Berkley building, allows office, retail, and a hotel.
- **AlexWest SAP** addresses the entire site and proposes an increase in FAR from 1.25 to 3.0 and encourages infill development for the existing surface parking lots surrounding the residential towers. The AlexWest SAP also allows a limited amount of commercial development, matching what is allowed by the Beauregard SAP.

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 7, 2024

TO: CHAIR NATHAN MACEK
AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL W. MORITZ, DIRECTOR
DEPARTMENT OF PLANNING & ZONING

SUBJECT: DOCKET ITEM #5 – MPA #2024-00003
ALEXWEST SMALL AREA PLAN

ISSUE: Proposed Text Edits to the AlexWest Small Area Plan

RECOMMENDATION: Staff recommends the additional two proposed text revisions below be incorporated in the AlexWest Small Area Plan dated August 23, 2024 for Planning Commission consideration to initiate a Master Plan Amendment and recommend approval of the AlexWest Small Area Plan with revisions.

DISCUSSION: In addition to the recommended revisions proposed as part of the October 25, 2024 Memorandum, staff proposes the following two additional revisions:

1. **Text addition to the Land Use Chapter to clarify that units in existing buildings may be considered for committed affordable housing.**

Consistent with recommendations in the Plan, in coordination with the Directors of Planning and Zoning and Housing and at their sole discretion, developers may propose alternative housing opportunities of equivalent value to meet committed affordable housing requirements, including providing committed affordable units in existing building(s), in order to deepen and expand affordability.

2. **Text addition to the Implementation Chapter to add a new task to provide a status update to the Planning Commission and City Council on Plan implementation.**

Five (5) years after the adoption of the Plan, staff will provide a status update to the Planning Commission and City Council on the implementation of the Plan.