

#	Date	1. Provide your feedback on the HOUSING FOR ALL recommendations. Please be sure to reference page and figure numbers where appropriate.	Staff Response
1	10/4/2021	Expand more deeply affordable housing options, #1: I am very concerned that no stipulations for minimum number of 2, 3, and 4 bedroom affordable rental units for developers looking to take advantage of excess height allowances is stipulated in these plans. Arlandria is a neighborhood- first and foremost-for families, and large developments comprised overwhelmingly of studios and one-bedrooms will degrade the family-friendliness of the neighborhood, shift the demographic composition of the community in a way that diminishes diversity, and accelerate gentrification. 10% affordable housing for space in excess of current zoning allowances is low. Developers will be making money hand over fist off professionals drawn to this area due to its proximity to VA Tech and Amazon. Raising the minimum for affordable housing units to 20% - especially for large developments - seems reasonable.	<p>The Plan recognizes the importance of providing a range of unit types to support families and reduce sharing of housing and recommends larger unit sizes as feasible. In addition, the primary source of competitive equity (9% Low Income Housing Tax Credit Program) for affordable housing projects directly incentivizes the construction of 2+ bedroom units in the State of Virginia. For example, it is anticipated that more than 50% of the proposed AHDC project in Arlandria (www.housingalexandria.org/arlandria) will comprise 2-3 bedroom units; in addition, more than 50% of the one-bedroom units will feature flexible den space. The City does not have the legal authority to regulate unit size or housing tenure (rental vs ownership) for market rate units within private development. However, for set-aside committed affordable units, in coordination with the community, staff can review on a case by case basis if it is desirable to secure larger unit sizes with more bedrooms even if it results in a fewer number of units (of equivalent monetary value).</p> <p>The City's current policy in Arlandria (absent the proposed Plan) is to require 8% of the increase in floor area above existing zoning be provided as affordable housing units at 60% Area Median Income (AMI). For the Plan, the City conducted a localized economic analysis to prioritize affordable housing as the primary community benefit and maximize its production through market-rate development without triggering City subsidy. Based on this analysis, the required percentage is 10% of the increase above existing zoning as affordable housing (5% at 40% AMI and 5% at 50% AMI). It is noted that the value of providing one 1-bedroom unit at 40% AMI in Arlandria is estimated to be \$280,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$220,000. The value of providing one 2-bedroom unit at 40% AMI in Arlandria is estimated to be \$425,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$355,000.</p>
2	10/4/2021	This is not an appropriate title for the proposal of this section. The minuscule amount of affordable housing and little to no 2 and 3 bedroom units is a massive problem for these developments. The developers are not being held to an appropriate standard. More affordable housing needs to be mandated for ANY multi unit development planned. After a public meeting with developers several months ago, we were made aware no 3 bedroom units would be made, 2 bedroom units would be an extremely low percentage of units and the majority would be one bedrooms with a close percentage of studios. In addition the majority of the extremely low affordable units would be studios made smaller to fit more full price units. This is irresponsible, discriminatory, and boarder line racist. Developers are planning on taking full advantage of the 90' height allotment due to the relative inconsequential affordable housing units being required. More at least 50% of units must be 2 and 3 bedrooms. This would allow for more families to live in the area who stay longer and invest more in the community. Rather than transient renter who readily move out of studios and one bedrooms with no care for the community while they stay. More studios and one bedrooms also increase the waste and utilities per square foot. 90' height allotments should not even be an option. Buildings of that size have no place in this neighborhood and it's no surprise that the city appears to be pushing it in our lower income area rather than the del ray down town. Well we dont want it either. Add more affordable housing to lower structures with more 2 and 3 bedrooms. The maximum height allowed should be no more than the one more story above the current average height of multi residential buildings already in place. This is not a neighborhood that needs more people living above us and looking down at us. We have enough of that already literally and figuratively. I am for development but not taking advantage of those who have poor representation in this type of planning and are the most affected in the end. This neighborhood doesn't look like Potomac yard and we don't want it to.	<p>The Plan recognizes the importance of providing a range of unit types to support families and reduce sharing of housing and recommends larger unit sizes as feasible. In addition, the primary source of competitive equity (9% Low Income Housing Tax Credit Program) for affordable housing projects directly incentivizes the construction of 2+ bedroom units in the State of Virginia. For example, it is anticipated that more than 50% of the proposed AHDC project in Arlandria (www.housingalexandria.org/arlandria) will comprise 2-3 bedroom units; in addition, more than 50% of the one-bedroom units will feature flexible den space. The City does not have the legal authority to regulate unit size or housing tenure (rental vs ownership) for market rate units within private development. However, for set-aside committed affordable units, in coordination with the community, staff can review on a case by case basis if it is desirable to secure larger unit sizes with more bedrooms even if it results in a fewer number of units (of equivalent monetary value).</p> <p>The City's current policy in Arlandria (absent the proposed Plan) is to require 8% of the increase in floor area above existing zoning be provided as affordable housing units at 60% Area Median Income (AMI). For the Plan, the City conducted a localized economic analysis to prioritize affordable housing as the primary community benefit and maximize its production through market-rate development without triggering City subsidy. Based on this analysis, the required percentage is 10% of the increase above existing zoning as affordable housing (5% at 40% AMI and 5% at 50% AMI). It is noted that the value of providing one 1-bedroom unit at 40% AMI in Arlandria is estimated to be \$280,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$220,000. The value of providing one 2-bedroom unit at 40% AMI in Arlandria is estimated to be \$425,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$355,000.</p>
3	10/4/2021	This neighborhood will lose so much character with the meager affordable housing proposed in the plan. We are lucky to live in a truly diverse neighborhood inside the beltway and I want to see that continue. I think it would be more appropriate for at least 30% of all units to be affordable at and below 40% the area median income. Additionally, all future developments seeking special use permits or increased density must provide a displacement analysis and we must ensure no net loss of affordable housing. (Perhaps item 9 on page 2 begins to address this, but the first sentence appears to be missing its subject.)	<p>The Plan's housing recommendations recognize the magnitude of the resources required to address the depth of housing need and underscore the importance of considering every opportunity to add new deeply affordable units to the neighborhood. The City will pursue strategic housing development and preservation through a multi-tiered approach including: Leveraging Public, Private and Non-profit Partnerships and Federal, State and Private Funding; Using Density and Building Height Incentives and Developer Contributions; Developing a Neighborhood Preference and Ready to Rent Program; Investing in Existing Housing; Providing Tenant Protections and Relocation Assistance; and Expanding Homeownership Opportunities. The 9% Low Income Housing Tax Credit Program (the primary source of competitive equity for affordable housing projects) supports the production of units that are generally affordable at 40-80% AMI, with a focus on 50-60% AMI units. Units at 80% AMI are permitted to offset the cost of subsidizing deeply affordable units at 40% AMI (this approach is referred to as "income averaging"). The deeper the level of affordability, the greater the amount of subsidy that is needed to ensure a project can be constructed and operated. The challenge with providing 30-40% AMI rents, is that 40% AMI rents generally cover monthly operating costs and have very limited ability to contribute to construction and permanent debt payments, while 30% AMI rents cannot even fully cover monthly operating costs let alone contribute to construction and permanent debt payments. Other sources (such as grants and City gap investment) has to be secured to help ensure such units can be constructed in general quantities.</p> <p>Through the use of income averaging, potential City gap investment, and a complex layering of state/federal/grant funding, the proposed AHDC project in Arlandria (www.housingalexandria.org/arlandria) is striving to provide 25% of units at 40% AMI, the highest percentage of any new affordable housing project in the City; in addition, more than 50% of the one-bedroom units will feature flexible den space without a commensurate increase in rent.</p> <p>The current policy in Arlandria is to require 8% of the increase above existing zoning at 60% AMI. The Plan conducted a localized economic analysis to prioritize affordable housing as the primary community benefit and maximize its production through market-rate development without triggering city subsidy -- that percentage is 10% of the increase above existing zoning (5% at 40% AMI and 5% at 50% AMI). A 30% requirement for affordable housing would not be economically feasible for developers; it would result in developers opting to not utilize the options for additional density and height which have been calibrated, as currently presented in the Plan, to yield on-site deeply affordable set-aside units.</p> <p>All projects involving the redevelopment of existing residential units will be required to develop a Housing Relocation Plan which involves providing adequate notification, housing referral and City coordination services, and payments to offset moving expenses. The draft Relocation Plan has to be presented to the residents and to the Landlord Tenant Relations Board for review. It is also noted that as part of the proposed 2022 Legislative Package that the City has recommended it be granted legislative authority by the state to require enhanced tenant assistance payments to further mitigate the potential impacts of any future displacement.</p>
4	10/4/2021	I find Figure 4B to be surprising and unacceptable. A diverse set of people have moved into this area as much for the look and feel as the affordability. The character of the neighborhood cannot be recreated by placing some street are on buildings that entirely change the look and feel of the neighborhood. There need to be neighborhoods that still feel like neighborhoods, not like Crystal City and other parts of Arlington with tall buildings and congested traffic. In addition, until Alexandria and Arlington can work together more effectively on the bridge on Mt. Vernon that connects us, traffic will continue to worsen under this kind of development. I do not know any citizens in the area that support this kind of density. This is selling a false sense of affordability for a complete change in the composition of the area. This kind of expansion with only 10% of affordable housing will change the nature of the community. The density numbers will shift to more and more people living here above the affordable housing requirement and putting more and more pressure on those already living here to leave. This is a plan for gentrification of existing property owners.	<p>The Plan will only grant additional height above that permitted under existing zoning in exchange for committed affordable housing. Increases in height for other uses will not be permitted. A transportation study was conducted to evaluate the transportation impacts of total planned density over the 20-year build-out of the Plan, and found that the increase in density proposed can be accommodated. Locating additional development in this walkable, bikeable area with robust bus service means impacts on the surrounding transportation network will be manageable. The transportation study underscored the benefits of the area's existing walkability and bikeability and recommends, per the Plan, continuing to prioritize these modes of travel to attain the higher proportion of non-auto transportation assumed in this. Strategies for achieving this vision are included in the Arlandria-Chirilagua Small Area Plan October 2021 Transportation Future Conditions & Opportunities.</p>
5	10/4/2021	Building Height #69 (Figure 5) The allocated height for affordable housing is completely unfair for the neighborhoods nearby. The buildings will tower over the small 2 story neighborhood homes and negatively impact the aesthetics of our neighborhood in Hume Springs.	<p>Existing zoning for the Arlandria neighborhood allows 4-5 stories. The Plan recommends an additional two floors only for sites that incorporate affordable housing. Any proposal that is brought forward will be considered during the City's development review process which includes an evaluation of necessary setbacks from adjacent properties.</p>

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6a	10/4/2021	<p>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. In support of our mission, we offer the following comments on the proposed Arlandria Small Area Plan. The City of Alexandria is writing the Arlandria Small Area Plan at a pivotal time for the neighborhood of Arlandria-Chirilagua. The Plan is the City's last opportunity to take bold action and shore up protections for current residents before new development heightens market pressure, leading to irreversible displacement. Arlandria-Chirilagua is unique in its need, and in the threat it faces from three intersecting crises: the ongoing lack of affordable housing, the economic impact of the COVID-19 pandemic, and the proximity of large-scale new development in the Amazon HQ2 and Virginia Tech campus. The City must do all that it can to ensure affordable housing for neighborhood residents. We recognize and commend the City's significant efforts to develop the Plan, and we urge the City to continue to improve the Plan to better meet the community's needs. To that end, we urge the City to consider our comments on the proposed Plan:</p> <p>1. Racial Equity and Fair Housing: A significant majority of Arlandria-Chirilagua's residents are Latinx, yet the proposed Plan does not address racial equity or state how the City will meet racial equity and non-discrimination requirements. According to American Community Survey 2019 5-year Census data estimates, over 60% of residents in Arlandria's census tract identify as Hispanic. Household incomes vary substantially by race in Alexandria, with Black, Hispanic, and Asian families with significantly lower incomes than white families. The Plan must address the racially disparate impact that changes in available affordable housing will have in the neighborhood. (Source: https://www.brookings.edu/blog/the-avenue/2018/11/29/amazon-headquarters-could-exacerbate-existing-economic-disparities-in-northern-virginia/).</p> <p>1a. The City must explicitly emphasize racial equity throughout the Plan, including how this plan will fulfill the City's commitments stated in the All Alexandria Resolution, adopted on January 23, 2021. (Source: https://www.alexandriava.gov/uploadedFiles/manager/equity/ALLAlexandriaResolution2974.pdf).</p> <p>1b. The City should deepen its consideration and understanding of the racial and social equity impact of the proposed Plan, prior to approval.</p> <p>1c. Under the Fair Housing Act (FHA), the City is compelled to affirmatively further fair housing. This means that the City must take meaningful actions to "address significant disparities in housing needs and in access to opportunity," and transform "racially or ethnically concentrated areas of poverty into areas of opportunity." (Source: https://www.hud.gov/sites/dfiles/FHEO/images/Frequently_Asked_Questions_7_14-21.pdf). The City must show how they will meet their FHA obligations: to preserve existing affordable housing and prevent the mass displacement of Latinx residents.</p>	<p>1a. Staff agree that the Plan should help fulfill the All Alexandria Resolution. The draft Plan housing recommendations are focused on increasing and deepening housing affordability through inclusive Spanish-first engagement, proactive planning, and responsive development specifically with the goal of advancing equity, improving living conditions, and expanding housing opportunity. The Plan also advances strategies to ensure that those residing in the community can remain, by preparing them to be eligible and "ready" for new rental and ownership housing resources as they are available, by facilitating (in cooperation with HUD) a housing preference for existing residents and by enhancing various "protections" and resources to help those potentially impacted by redevelopment. Additional Plan recommendations speak to empowering Arlandria-Chirilagua by advancing economic opportunity and enhancing access to services and programs for local residents, workers and business owners.</p> <p>1b. The Plan has been informed through ongoing engagement and consultation with the community. It proposes a proactive approach to help manage change and shape development in response to anticipated market pressures to ensure opportunities for affordable housing preservation and/or development are maximized, and local residents are able to benefit from housing development and economic growth. The Plan is a framework, and as elements are implemented in the future as development occurs there will be continued engagement, with opportunities for public comment, as well as review of their potential impacts on racial and social equity.</p> <p>1c. Currently, Arlandria has a very limited number of committed affordable rental units, and the primary goal of the Plan is to preserve, improve and expand committed and market affordable housing resources to better align with community need.</p> <p>Consistent with existing City policy, all projects involving the redevelopment of existing residential units will be required to develop a Housing Relocation Plan which involves providing adequate notification, housing referral and City coordination services, a voluntary payments to offset moving expenses. Relocation Plans are required to be presented to impacted residents and to the Landlord Tenant Relations Board for review. It is also noted that, as part of the proposed 2022 Legislative Package, the City has recommended it be granted legislative authority by the state to require enhanced tenant assistance payments to further mitigate the potential impacts of any future displacement. Under Virginia law, these are voluntary now.</p> <p>The Plan recommends the City seek a waiver to create a neighborhood preference from the U.S. Department of Housing and Urban Development to give priority to Arlandria-Chirilagua residents when new affordable housing resources are delivered in the community. In addition, the City is supporting, through a grant from Virginia Housing, the development of a Ready to Rent program by the Alexandria Housing Development Corporation (AHDC): this program will help prepare area residents to successfully apply and qualify for affordable units funded by the Low Income Housing Tax Credit program (the most common source of equity funding for affordable housing projects).</p> <p>The Plan recommends the City continue to provide technical assistance to and explore partnerships among public, private, and nonprofit housing owners and neighborhood institutions to leverage resources for the preservation and improvement of market affordable, committed affordable, and mixed-income housing. In addition, the City will work with private landowners to develop potential financial and non-financial tools to address capital needs and expand affordability in exchange for the preservation of committed or market affordability. This may include donations of existing buildings for affordability preservation when redevelopment occurs and/or the potential right of refusal for the City to acquire assisted properties when/if they are sold.</p>
6b		<p>2. Deeply Affordable Housing: Arlandria-Chirilagua's residents are overwhelmingly very low income (earning between 30-40% area median income (AMI)), and their most acute need is for deeply affordable housing.</p> <p>a. Housing that is "affordable" to families who earn more than 40% AMI is not accessible to the vast majority of Arlandria-Chirilagua residents. Based on 2019 American Community Survey census projections, about 30% of Arlandria's census tract residents earn below the federal poverty line. The federal poverty line, in turn, falls far below the 30% AMI income levels for Alexandria. The most comprehensive recent survey of Arlandria residents, conducted in 2019, found that fully 95% of surveyed households earned less than 40% AMI. This stark finding confirms that only housing which is affordable for families earning 40% AMI or lower will be accessible to current residents. (Source: https://d3n8a8pro7vhm.cloudfront.net/newvirginiamajority/pages/152/attachments/original/1563402865/FinalArlandriaAmazonHousingReport.pdf?1563402865).</p> <p>b. The City must ensure that the Plan maximizes construction and preservation of deeply affordable housing (affordable at or below 40% AMI) in each proposal.</p>	<p>2. Community consultation and the 2019 community survey conducted by Tenant and Workers United have largely informed recommendations of the Plan regarding housing need.</p> <p>2b. The Plan's housing recommendations recognize the magnitude of the resources required to address the depth of housing need and underscore the importance of considering every opportunity to add new deeply affordable units to the neighborhood. The City will pursue strategic housing development and preservation through a multi-tiered approach including: Leveraging Public, Private and Non-profit Partnerships and Federal, State and Private Funding; Using Density and Building Height Incentives and Developer Contributions; Developing a Neighborhood Preference and Ready to Rent Program; and Investing in Existing Housing.</p> <p>The 9% Low Income Housing Tax Credit Program (the primary source of competitive equity for affordable housing projects) supports the production of units that are generally affordable at 40-80% AMI, with a focus on 50-60% AMI units. Units at 80% AMI are permitted to offset the cost of subsidizing deeply affordable units at 40% AMI (this approach is referred to as "income averaging"). The deeper the level of affordability, the greater the amount of subsidy that is needed to ensure a project can be constructed and operated. The challenge with providing 30-40% AMI rents, is that 40% AMI rents generally cover monthly operating costs and have very limited ability to contribute to construction and permanent debt payments, while 30% AMI rents cannot even fully cover monthly operating costs let alone contribute to construction and permanent debt payments. Other sources (such as grants and City gap investment) has to be secured to help ensure such units can be constructed in general quantities. Through the use of income averaging, potential City gap investment, and a complex layering of state/federal/grant funding, the proposed AHDC project in Arlandria (www.housingalexandria.org/arlndria) is striving to provide 25% of units at 40% AMI, the highest percentage of any new affordable housing project in the City; in addition, more than 50% of the one-bedroom units will feature flexible den space without a commensurate increase in rent.</p> <p>It is noted that current policy in Arlandria is to require 8% of the increase above existing zoning at 60% AMI. The Plan conducted a localized economic analysis to prioritize affordable housing as the primary community benefit and maximize its production through market-rate development without triggering city subsidy -- that percentage is 10% of the increase above existing zoning (5% at 40% AMI and 5% at 50% AMI). It is noted that the value of providing one 1-bedroom unit at 40% AMI in Arlandria is estimated to be \$280,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$220,000. The value of providing one 2-bedroom unit at 40% AMI in Arlandria is estimated to be \$425,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$355,000.</p> <p>In closing, it is noted that proposed income ranges and/or limits represent a cap on eligibility of those served. A unit that is at 40% AMI serves households with qualifying incomes below that cap. Currently most of the housing in Arlandria is rented at level based on household incomes at approximately 65% AMI or higher (including the cost of utilities). The new committed housing proposed to be created will be affordable at rents much lower than currently exist in the majority of housing in Arlandria. Besides committed units created through private development that seek density, through City financial support to existing nonprofit partners in the community, some existing committed affordable housing will be redeveloped to increase the number of affordable units and net new affordable housing will also be developed. In new projects seeking competitive tax credits, it is anticipated that the City will continue its practice of providing rental subsidies to make a 10% of the units even more deeply affordable.</p>
6c		<p>#2 continued</p> <p>2c. Based on proximity to Amazon HQ2 and Virginia Tech campuses, gaining additional density in Arlandria is an enormous benefit to developers. Incentivizing increased density without adequate affordable housing protections and investment will expedite displacement. The City should create an investment fund for new development and preserving existing development in Arlandria, with specified dollar amount that will go directly to Arlandria-Chirilagua.</p> <p>2d. In many of the Plan proposals, the City proposes further exploration of different tools (e.g. community land trusts, cooperatives, zoning tools) to increase deeply affordable housing. To guarantee that the development of future tools is accountable to community needs, the City must ensure ongoing community participation in the development and implementation of the Plan.</p> <p>2 e. The City has proposed further exploration of alternative approaches to housing, but has not provided specific commitments to these initiatives. The City should provide concrete proposals for alternative approaches to housing which could meaningfully preserve affordable housing, and deepen its affordability over the long term. These include: community land trusts, increasing cooperative capacity and expansion, public housing, and voucher programs.</p> <p>2 f. Even if more affordable housing is available, Arlandria-Chirilagua families may be unable to access it. The City should require rental compliance procedures to recognize alternative measures of a family's ability to pay rent, including consideration of the current rent that a family is paying when evaluating income qualification.</p>	<p>2c. Under current Virginia law, onsite affordable housing can be required only when additional density is granted, which is one of the reasons this tool is proposed to be used in Arlandria. Regarding financial investment to create housing affordability, it is anticipated that the majority of City affordable housing funding will be invested in Arlandria-Chirilagua over the next several years. Arlandria residents will be kept advised of affordable housing opportunities developed in other parts of the City, too.</p> <p>2d. The City is committed to ongoing community participation in the development and implementation of the Plan.</p> <p>2e. The City, in cooperation with board leadership, will continue to offer to the Arlandria Chirilagua Housing Cooperative technical and financial assistance for capital improvements and to support the community's aspirations to enhance committed housing affordability through future redevelopment. Funding through the American Rescue Plan Act and Virginia Housing have been secured to support these efforts.</p> <p>The Alexandria Redevelopment and Housing Authority (ARHA) is an important landowner in the community. The City anticipates working with all its affordable housing providers, including ARHA, to preserve and expand housing affordability as opportunities arise.</p> <p>As of July 1st, 2020, Housing Choice Vouchers qualify as a source of income for all rental properties with more than four units in the State of Virginia which greatly expands housing choice for many low-income renters.</p> <p>The City commits to exploring alternative housing approaches; an affordable housing project outside of the Arlandria-Chirilagua area is currently exploring a Community Land Trust like model to support affordable homeownership. The City anticipates learning from and building off of such experiences to replicate those that are successful in Arlandria. At the community's request, Spanish language homeownership training -- a prerequisite for Virginia Housing and City financial assistance - will be offered regularly within Arlandria.</p> <p>2f. Arlandria-Chirilagua residents have emphasized the importance of having equitable access to new affordable housing resources as they are constructed in the community. They have noted that the leasing process in such developments can be daunting and that eligibility criteria may preclude some from applying due to their rental history (including informal subleasing) or the nature of their employment in the service, restaurant, childcare, day labor, construction and gig economies that may offer irregular monthly and/or cash incomes that make documenting eligibility for some types of affordable housing complicated. In response to this feedback, the City is supporting, through a grant from Virginia Housing, the development of a Ready to Rent program by the Alexandria Housing Development Corporation (AHDC): this program will help to better prepare area residents to successfully apply and qualify for affordable units funded by the Low Income Housing Tax Credit program (the most common source of equity funding for affordable housing projects).</p>

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7	10/4/2021	I encourage the planners to push for as many 2+ bedroom affordable housing units as possible. Almost half of the children in our census tract are considered impoverished which tells me that there are A LOT of families here who need these services and putting a family of 5 into a studio isn't a solution.	The Plan recognizes the importance of providing a range of unit types to support families and reduce sharing of housing and recommends larger unit sizes as feasible. In addition, the primary source of competitive equity (9% Low Income Housing Tax Credit Program) for affordable housing projects directly incentivizes the construction of 2+ bedroom units in the State of Virginia. For example, it is anticipated that more than 50% of the proposed AHDC project in Arlandria (www.housingalexandria.org/arlandria) will comprise 2-3 bedroom units; in addition, more than 50% of the one-bedroom units will feature flexible den space. The City does not have the legal authority to regulate unit size or housing tenure (rental vs ownership) for market rate units within private development. However, for set-aside committed affordable units, in coordination with the community, staff can review on a case by case basis if it is desirable to secure larger unit sizes with more bedrooms even if it results in a fewer number of units (of equivalent monetary value).
8	10/4/2021	Referencing: Building Height #69 The extra height of the proposed buildings is far taller than the up and coming Hume Springs neighborhood. Dwarfing the 80+ year old neighborhood completely detracts from the quaint characteristics we love here. Being in a current state of improvement, directly surrounding us with possible 10 story buildings will certainly hurt our momentum.	Existing zoning for the Arlandria neighborhood allows 4-5 stories. The Plan recommends an additional two floors only for sites that incorporate affordable housing. Any proposal that is brought forward will be considered during the City's development review process which includes an evaluation of necessary setbacks from adjacent properties.
9	9/29/2021	Preserving affordable housing in the neighborhood is critical. Thank you for focusing on this in the plan.	Thank you for your comment.
10	9/24/2021	Arlandria has been a community for a long time, having very large apartment/retail buildings in the area would not be good for the community long term. We would lose our community feel. Del Ray doesn't have huge apartment buildings in its center. Affordable housing is an absolute necessity in the area. The developers should be required to have more affordable units without the allowance of extra floors for those units.	The current policy in Arlandria is to require 8% of the increase above existing zoning at 60% AMI. The Plan conducted a localized economic analysis to prioritize affordable housing as the primary community benefit and maximize its production through market-rate development without triggering city subsidy -- that percentage is 10% of the increase above existing zoning (5% at 40% AMI and 5% at 50% AMI). It is noted that the value of providing one 1-bedroom unit at 40% AMI in Arlandria is estimated to be \$280,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$220,000. The value of providing one 2-bedroom unit at 40% AMI in Arlandria is estimated to be \$425,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$355,000. Without the allowance for additional density and height, market rate development would not yield this heightened contribution (in the form of on-site affordable units), but rather would provide a voluntary monetary contribution consistent with the City's published Procedures Regarding Affordable Housing Contributions which is substantially lower in value.
11	9/22/2021	I appreciate the emphasis on Housing for all. One goal would be not just to have more affordable housing but it located throughout community and City as opposed to large affordable housing developments. It feels very segregated when all affordable housing is in one place/one development is all affordable housing. Inclusion benefits from integration.	The Plan strives to foster an inclusive community and underscores the importance of considering every opportunity to add new deeply affordable units to the neighborhood. The City will pursue strategic housing development and preservation through a multi-tiered approach including: Leveraging Public, Private and Non-profit Partnerships and Federal, State and Private Funding; Using Density and Building Height Incentives and Developer Contributions; and Expanding Homeownership Opportunities. Pursuing a range of strategies will help to ensure that housing affordability and opportunity can be provided in different forms (such as in affordable, mixed-income, and market-rate developments and in rental and for-sale projects) and across different locations to the greatest extent possible consistent with the Housing Master Plan's goal to provide Housing for All across the City.
12	9/21/2021	The plan falls short on highlighting safe transport options for pedestrians and cyclists.	See Staff Response to Question #6.
13	9/20/2021	Maintaining a ghetto is not wise. The mainly Salvadoran population should integrate with the rest of Alexandria.	The Plan celebrates the diversity of the community and welcomes residents of all socio-economic and cultural backgrounds while striving to ensure that existing residents and future generations are able to remain and thrive in the community and benefit from new housing and economic growth.

#	Date	2. Provide your feedback on the HEALTHY, SUSTAINABLE AND RESILIENT recommendations. Please be sure to reference page and figure numbers where appropriate.	Staff Response
1	10/4/2021	The city need to IMPROVE a storm water flooding not just make sure developers don't major it worse. It already is a massive problem with residents concerned for their current property adjacent to the development. Every time it rains residents scatter to get cars to higher ground before they are flooded or trapped or both. This is a huge opportunity to make those needed improvements but it seems the city is happy to roll over and let developers get to work without improvements as long as they promise not to make things worse. Well it's pretty hard to make what are now parking lots and poor storm water drainage worse by putting a massive building on top.	The Plan acknowledges the importance of current and future flooding and stormwater issues both of which will be addressed in the short, mid and long-term as outlined in the document. The Plan's stormwater recommendations focus on improvement of water quality, increasing stormwater infrastructure capacity, and flooding resilience. The Plan seeks to ensure a sustainable and resilient environment with infrastructure to address the neighborhood's flooding and stormwater challenges and new streetscape and development that increases tree canopy and reduces stormwater runoff. All new and substantially improved buildings located within FEMA's Flood Zone boundary will be required to comply with the currently effective floodplain ordinance requirements.
2	10/4/2021	After affordable housing, the stormwater infrastructure is the next most important item to me. I would like to see stronger measures taken here so that homes not currently deemed at risk of flooding by FEMA remain that way.	The Plan acknowledges the importance of current and future flooding and stormwater issues both of which will be addressed in the short, mid and long-term as outlined in the document. The Plan's stormwater recommendations focus on improvement of water quality, increasing stormwater infrastructure capacity, and flooding resilience. The Plan seeks to ensure a sustainable and resilient environment with infrastructure to address the neighborhood's flooding and stormwater challenges and new streetscape and development that increases tree canopy and reduces stormwater runoff. All new and substantially improved buildings located within FEMA's Flood Zone boundary will be required to comply with the currently effective floodplain ordinance requirements.
3	10/4/2021	Love this section, especially the attention to stormwater and flooding which is a serious problem in the area.	Thank you for your comment.
4	9/29/2021	Small area plans like this need to explicitly plan for climate change adaptation and resilience. This means planning for resilience hubs, quantifying existing tree canopy and future needs, heat island mitigation, de-paving strategies, and spot flash flood mitigation (not just designated FEMA floodplains). Thank you for including strategies in Buildings #29 to reduce building embedded and operational carbon that go beyond the Green Building Policy to help meet EAP climate and energy goals. Additional strategies should be added to address major redevelopment projects, including zero-carbon energy analysis and district energy planning in these projects.	The Plan acknowledges the importance of current and future flooding and stormwater issues both of which will be addressed in the short, mid and long-term as outlined in the document. The Plan's stormwater recommendations focus on improvement of water quality, increasing stormwater infrastructure capacity, and flooding resilience. The Plan seeks to ensure a sustainable and resilient environment with infrastructure to address the neighborhood's flooding and stormwater challenges and new streetscape and development that increases tree canopy and reduces stormwater runoff. All new and substantially improved buildings located within FEMA's Flood Zone boundary will be required to comply with the currently effective floodplain ordinance requirements.
5	9/22/2021	I appreciate the on-site renewable energy and electrification requirements. These should be an immediate requirement. I also appreciate the EV charging. This requirement should be based on forward-looking EV adoption forecasts. Two chargers per building is insufficient when 50% of auto sales are projected to be electric by 2030. Finally, Storm water management is a huge issue! The requirements should be predicated on achieving measurable reductions in storm water offsite run off. For example, 40% reduction. Or, developers should contribute to storm water infrastructure capacity projects in community.	The Plan acknowledges the importance of current and future flooding and stormwater issues both of which will be addressed in the short, mid and long-term as outlined in the document. Private development will be required to comply with all stormwater and floodplain requirements within their own sites. Plan stormwater recommendations focus on improvement of water quality, increasing stormwater infrastructure capacity, and flooding resilience. The Plan seeks to ensure a sustainable and resilient environment with infrastructure to address the neighborhood's flooding and stormwater challenges and new streetscape and development that increases tree canopy and reduces stormwater runoff. All new and substantially improved buildings located within FEMA's Flood Zone boundary will be required to comply with the currently effective floodplain ordinance requirements.
6	9/21/2021	The plan falls short on highlighting safe transport options for pedestrians and cyclists.	See Staff Reponse to Question #6.

#	Date	3. Provide your feedback on the GATHER + PLAY recommendations. Please be sure to reference page and figure numbers where appropriate.	Staff Response
1	10/4/2021	#49: Suggest that the plan stipulate that Arlandria residents and artisans be commissioned to design and implement the public art and wall murals; ensure that historical markers and other public plaques are written in English and Spanish.	Thank you for the suggestions. Historical markers and other public plaques will be written in Spanish and English. The City's public art process will follow the approved Public Art Implementation Plan and Policy which includes involving the community in and throughout the process.
2	10/4/2021	- the required open space must be completely open to the public. These new residents should not increase the social and income division of the community but rather decrease it by having those not living in the buildings to easy interact and communicate with those who live in the building. Creating better community and social ties instead of divide. Adding hundreds of residents to this area has huge potential to weaken, harm, and degrade the natural environment and eco system now present at 4 mile run. The city needs to be clear how the increase in litter, waste, and population in the 4 mile run area will be addressed. The environment and habitat of the area is already weakened by waste and water run off as well as individuals living outside in the parks. If this is a problem now, and we as a city and community have a hard time reversing the harm being done , how can we expect it to get better with more development? The soccer/basketball court is a know area for homeless and addicts to gather all times of day. How will this development help them get resources instead of pushing them to another area of the city/neighborhood? Add a concrete skateboard/skate/bmx/scooter park into the open space planning. These are popular activities for many local kids in this area, regardless of income level. Getting themselves to the one skatepark in Alexandria or Arlington is quite hard and encourages them to skate in public areas not meant for or not friendly or not safe for such activities. An idea for location could be the park at the intersection of Reed and Commonwealth which does not have much use or features currently. More direct community outreach on proposed structures and design and intended use of parks and open space. This would allow for more ideas and needs of the community to be known instead of assumed. Like a skate park and more adult physical fitness structures.	The Plan recommends an increase of 4 acres of new ground level public open space in the neighborhood positioned for access from all neighborhood areas within a short walking distance. This increase in open space creates a more complete and connected open space system, totaling more than 55.1 acres in the Plan area. The open space network will include a mixture of active, passive, natural, educational, physical fitness, cultural, and social elements for people of all ages and abilities, and will include amenities that enhance usability and accessory structures that support recreational uses and programming consistent with the intent of the Plan to enhance park users' experience, subject to approvals through the development review process.
3	10/4/2021	Great ideas, needs to require community input on ideas before implementation.	Thank you for your comment. Implementation of Plan recommendations for open space will include extensive community outreach and input before final designs are determined as each development projects proceeds through the City's development review process.
4	10/4/2021	appreciate the focus on green space and urban pavilions. I am happy with what is proposed in this document and hope that the city is able to hold developers to these promises	Thank you for your comment. Plan recommendations for open space are contingent upon the redevelopment of a property at which time the City will work with the applicant to ensure the implementation of Plan.
5	9/24/2021	I'm not sure how a park can be established at russel road and mount vernon - where presidential greens is. That intersection is tiny and there isn't room for a park.	If the property owner of the Presidential Greens site opts to redevelop in the future, the integration of a park on that site is required per the Plan. The site potentially would be redesigned and as part of the development review process the City would work with the property owner to install a park as recommended by the Plan.
6	9/22/2021	Parks, gardens and other public open space are vital. They facilitate social capital accretion and can help with climate adaptation challenges the community faces (e.g., storm water, urban heat island)	The Plan recommended increase of 4 acres of open space creates a more complete and connected open space system, totaling more than 55.1 acres in the Plan area. The open space network will include a mixture of active, passive, natural, educational, physical fitness, cultural, and social elements for people of all ages and abilities, and will include amenities that enhance usability and accessory structures that support recreational uses and programming consistent with the intent of the Plan to enhance park users' experience.

#	Date	3. Provide your feedback on the GATHER + PLAY recommendations. Please be sure to reference page and figure numbers where appropriate.	Staff Response
7	9/21/2021	The plan falls short on highlighting safe transport options for pedestrians and cyclists.	See Staff Reponse to Question #6.

#	Date	4. Provide your feedback on the LAND USE recommendations. Please be sure to reference page and figure numbers where appropriate.	Staff Response
1	10/4/2021	<p>Land Use, Retail #54: I am concerned that the corner of Mt. Vernon and Glebe is not designated as retail. Currently, this intersection is home to a bustling grocer (Food Star) used by many Arlandria residents, as well as several other store fronts. I fear that by omitting a retail designation for this area of land, the city is giving developers and open invitation to replace needed community resources and jobs with residential developments not beholden to any retail requirements. #56: Lobby space should be prohibited in all developments built in the retail focus areas. Retail is what creates character and inclusivity in communities. By allowing developers to use prior retail space for residential lobbies, the city is encouraging a net loss of retail (and along with it jobs that currently employ many Arlandria residents). Further, the message that ground floor lobbies convey is one of exclusivity, leaving pedestrians on the outside looking in. If you want to see what this looks like, walk a mile down the road to all the new residential developments in Potomac Yard. The neighborhood lacks all character and vibrancy and maintains an air of elitism. Ground floor lobby space in designated retail areas is the antithesis of the spirit of Arlandria. I want our community to be a vibrant destination for people from all over the surrounding area and to reflect the people who live here. Please reconsider allowing residential lobbies in ground floor retail focus areas. If you give developers an inch here, I fear that they will take a mile and sterilize the entire Arlandria section of Mt. Vernon Ave.</p>	<p>The Plan supports a continued variety of retail and service uses that meet the needs of residents and that are within walking distance. Integral to the future success of retail will be concentrating it in the retail focus area framing Mount Vernon Avenue as shown in the Plan. Clustering the retail area will ensure a critical mass of people during the day and evening and throughout the week, which will sustain these businesses. Retail can continue to exist beyond the retail focus area.</p> <p>The land use recommendation for the Food Star site is commercial, allowing its continued operation. If the property owner elects to redevelop in the future, added density may be allowed for the integration of affordable housing.</p> <p>Residential lobby space is discouraged in the Plan but permitted in limited amount in retail focus area frontage. The intent is to activate the retail focus area through a mix of uses.</p>
2	10/4/2021	<p>Zoning 53 - much higher percentage of affordable housing units are needed. More two bedroom and three bedrooms should be required as developers plan on the vast majority of units to be studio or one bedrooms. These unit sizes discriminate against families and encourage transient renters who have no long term investment or interest in the community. Retail 56 Lobbies need to be sized down to the maximum extent possible so that more space can serve the community as retail like it is now. Retail 59 - providing monetary and service support for existing businesses is a must. They must also have priority for being able to inhabit space in their current locations.</p>	<p>The Plan recognizes the importance of providing a range of unit types to support families and reduce sharing of housing and recommends larger unit sizes as feasible. In addition, the primary source of competitive equity (9% Low Income Housing Tax Credit Program) for affordable housing projects directly incentivizes the construction of 2+ bedroom units in the State of Virginia. For example, it is anticipated that more than 50% of the proposed AHDC project in Arlandria (www.housingalexandria.org/arlandria) will comprise 2-3 bedroom units; in addition, more than 50% of the one-bedroom units will feature flexible den space. The City does not have the legal authority to regulate unit size or housing tenure (rental vs ownership) for market rate units within private development. However, for set-aside committed affordable units, in coordination with the community, staff can review on a case by case basis if it is desirable to secure larger unit sizes with more bedrooms even if it results in a fewer number of units (of equivalent monetary value).</p> <p>The City's current policy in Arlandria (absent the proposed Plan) is to require 8% of the increase in floor area above existing zoning be provided as affordable housing units at 60% Area Median Income (AMI). For the Plan, the City conducted a localized economic analysis to prioritize affordable housing as the primary community benefit and maximize its production through market-rate development without triggering City subsidy. Based on this analysis, the required percentage is 10% of the increase above existing zoning as affordable housing (5% at 40% AMI and 5% at 50% AMI). It is noted that the value of providing one 1-bedroom unit at 40% AMI in Arlandria is estimated to be \$280,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$220,000. The value of providing one 2-bedroom unit at 40% AMI in Arlandria is estimated to be \$425,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$355,000.</p> <p>Residential lobby space is discouraged in the Plan but permitted in limited amount in retail focus area frontage. The intent is to activate the retail focus area through a mix of uses.</p>
3	10/4/2021	<p>More ground floor retail would be great.</p>	<p>Thank you for your comment. The Plan calls for continuing to have a variety of retail and service uses that meet the needs of residents within walking distance. Integral to the future success of retail will be concentrating it in the retail focus area framing Mount Vernon Avenue as shown in the Plan. Clustering the retail area will ensure a critical mass of people during the day and evening and throughout the week.</p>
4	10/4/2021	<p>See above comments in HOUSING FOR ALL section; also applicable to LAND USE recommendations.</p>	
5	10/4/2021	<p>love the opportunity to increase the retail presence on this part of Mt. Vernon. Please keep Mom's Organic Market!</p>	<p>The Plan calls for continuing to have a variety of retail and service uses that meet the needs of residents within walking distance. Integral to the future success of retail will be concentrating it in the retail focus area framing Mount Vernon Avenue as shown in the Plan. Clustering the retail area will ensure a critical mass of people during the day and evening and throughout the week. The property owner has not indicated any plans to relocate MOM's.</p>

#	Date	4. Provide your feedback on the LAND USE recommendations. Please be sure to reference page and figure numbers where appropriate.	Staff Response
6	9/22/2021	More green and open spaces!	The Plan recommended increase of 4 acres of open space creates a more complete and connected open space system, totaling more than 55.1 acres in the Plan area. The open space network will include a mixture of active, passive, natural, educational, physical fitness, cultural, and social elements for people of all ages and abilities, and will include amenities that enhance usability and accessory structures that support recreational uses and programming consistent with the intent of the Plan to enhance park users' experience.
7	9/21/2021	The plan falls short on highlighting safe transport options for pedestrians and cyclists.	See Staff Reponse to Question #6.

#	Date	5. Provide your feedback on the URBAN DESIGN recommendations. Please be sure to reference page and figure numbers where appropriate.	Staff Response
1	10/4/2021	Culture and History #67 and #68 Encourage the use of local Arlandria artists in all public art	The Plan recommends integrating cultural history interpretation into parks/open spaces, buildings, and streetscape through murals or other public art, historical markers, signage, paving, building materials, paint colors, or any other interpretive elements that highlight the area's unique history and culture. In open space, historic interpretation and public art can take various forms and dimensions and can be functional, as play or recreational equipment, or purely aesthetic. The City's public art process will follow the approved Public Art Implementation Plan and Policy which includes involving the community in and throughout the process.
2	10/4/2021	Line 71 states " Maintain, to the greatest extent feasible, the existing heights and facades of the neighborhood core" This is simply not possible with the irresponsible allowance of 50' to 90' buildings being proposed. This will turn Mt Vernon into a tunnel of buildings that in no way matches the current look/feel of the neighborhood. Line 69 The extremely small amount of affordable housing required for new development is irresponsible. For projects of 25 or more units, more affordable housing should be required per number of units. It is well known after a public meeting with developers, they plan on taking full advantage of this low percentage of required affordable housing to add more floors and units. In addition to increase profit they are making the units smaller. This not only hurts the opportunity these once in a lifetime projects present for low income families it is discriminatory. More increased requirements need to be made to greatly increase the number of affordable housing units and number of 2 bedroom or even three bedroom units. This would allow for families to live here not just young singles who will have no long term investment in the community. Parking Parking in this area is already a problem without adding hundreds of units to this relatively small area. I live in an adjoining neighborhood (with no dedicated parking or driveways) and already have cars consistently parking in it from building units that don't provide enough parking. For years residents of Chirilagua have relied on street parking, parking in neighborhoods, public parking lots, and parking in shopping areas due to the low number of residential parking space. New development must require a minimum of one dedicated off street parking space for single family residence (town home). Multi unit developers must be required to provide parking for a minimum of 3/4 of the expected number of occupants on site. Pickup and drops offs should not be allowed on mt Vernon due to the traffic congestion. In addition, free public parking areas should be made to ensure people driving from outside the community to shop do not avoid it due to parking issues.	<p>The Plan will grant additional height above what is permitted under existing zoning in exchange for committed affordable housing. Increases in height for other uses will not be permitted. The Plan-recommended additional height to incentivize deeply affordable housing accomplishes multiple goals. It expands housing affordability in the neighborhood and is intended to still maintain the feel of this walkable urban village. The Plan recommends that buildings will be no taller than mid-rise multifamily buildings and will also likely include a diversity of housing types at a smaller scale.</p> <p>In order to maintain the urban character of different buildings' bulk and heights on the Avenue, the Plan recommends that new development include a variety of building heights for each redevelopment site with emphasis on avoiding abrupt height transitions between taller and shorter buildings. At the heart of the retail focus area, the Plan recommends maintaining to the greatest extent feasible, the existing heights and facades of the commercial buildings.</p> <p>The Plan recognizes the importance of providing a range of unit types to support families and reduce sharing of housing and recommends larger unit sizes as feasible. In addition, the primary source of competitive equity (9% Low Income Housing Tax Credit Program) for affordable housing projects directly incentivizes the construction of 2+ bedroom units in the State of Virginia. For example, it is anticipated that more than 50% of the proposed AHDC project in Arlandria (www.housingalexandria.org/arlandria) will comprise 2-3 bedroom units; in addition, more than 50% of the one-bedroom units will feature flexible den space. The City does not have the legal authority to regulate unit size or housing tenure (rental vs ownership) for market rate units within private development. However, for set-aside committed affordable units, in coordination with the community, staff can review on a case by case basis if it is desirable to secure larger unit sizes with more bedrooms even if it results in a fewer number of units (of equivalent monetary value).</p> <p>The City's current policy in Arlandria (absent the proposed Plan) is to require 8% of the increase in floor area above existing zoning be provided as affordable housing units at 60% Area Median Income (AMI). For the Plan, the City conducted a localized economic analysis to prioritize affordable housing as the primary community benefit and maximize its production through market-rate development without triggering City subsidy. Based on this analysis, the required percentage is 10% of the increase above existing zoning as affordable housing (5% at 40% AMI and 5% at 50% AMI). It is noted that the value of providing one 1-bedroom unit at 40% AMI in Arlandria is estimated to be \$280,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$220,000. The value of providing one 2-bedroom unit at 40% AMI in Arlandria is estimated to be \$425,000 over 40 years; the value of providing such a unit at 50% AMI is estimated to be \$355,000.</p>
3	10/4/2021	After reviewing page 85 of the draft maps, I'm disappointed to see no attention paid to the intersection of Edison and Reed for safety. There are several issues in the area: it can be very difficult for drivers turning from Edison to Reed to see oncoming traffic. This means that cars need to pull across the crosswalk to get adequate visibility, which isn't ideal for pedestrians. Additionally, many drivers drive too quickly on Edison Street into the neighborhood.	<p>The Plan recommends safety treatments and further studies to help achieve the City's Vision Zero commitment of eliminating serious crashes by 2028. The Plan recommends major and minor safety improvements, including but are not limited to high-visibility crosswalks, new or improved pedestrian signals, leading pedestrian intervals (LPIs), curb extensions, pedestrian hybrid beacons or HAWK signals, safe bike connections, or full intersection redesigns.</p> <p>In addition, a planned and funded future multimodal safety and feasibility study on West Glebe Road and Mt Vernon Avenue will help determine how safety can be improved for all street users. The future study will include a public process to ensure the community has an opportunity to provide feedback on this important topic.</p>
4	10/4/2021	Building height is horrible. I find Figure 4B to be surprising and unacceptable. A diverse set of people have moved into this area	The Plan will grant additional height above what is permitted under existing zoning in exchange for committed affordable housing. Increases in height for other uses will not be permitted.
5	10/4/2021	10 stories is too much for this neighborhood. Part of the appeal of this area is that it is not surrounded by large structures. Too much. 5 stories was already pushing it.	The Plan will grant additional height above that permitted under existing zoning in exchange for committed affordable housing. Increases in height for other uses will not be permitted.
6	9/22/2021	New developments should be aesthetically pleasing and well integrated into environment. Green roofs are very attractive and beneficial! Space for mature trees would be great!	<p>The Plan recommends streetscape improvements both adjacent to development sites and in areas where wider sidewalks will allow for better growing conditions for street trees. Additionally, the Plan's new streets, pedestrian and bike connections, and open spaces will allow for a significant increase in the tree canopy. The Plan also recommends increasing/replacing tree canopy in areas where trees are not healthy or where there is not a continuous street canopy along the sidewalks.</p> <p>In order to achieve the many benefits of enhanced tree canopy for people walking in the neighborhood and a more sustainable and resilient environmental future, the Plan recommends increasing the neighborhood's overall tree canopy from 19% (current) to a minimum of 25%. In addition to tree canopy coverage improvements in open space and public right of way, the Plan recommends that development sites meet or exceed the Landscape Guidelines and Zoning Ordinance standards for the provision of tree canopy (or crown) coverage.</p>
7	9/21/2021	The plan falls short on highlighting safe transport options for pedestrians and cyclists.	See Staff Reponse to Question #6.

#	Date	6. Provide your feedback on the SAFE ACCESS recommendations. Please be sure to reference page and figure numbers where appropriate.	Staff Response
1	10/4/2021	Figure 6 and 7: Omit the proposed continuance of Dale St. through to Commonwealth. The proximity is too close to the school and rec, and kids' safety will be at risk. On a typical school morning, Dale St. is teeming with children walking to school - a safe walk thanks largely due to the fact that Dale dead ends at the rec center. A through road would promote pass through detours off Glebe, create more car traffic in the Hume Springs neighborhood, and increase the risk of a pedestrian being struck, especially a child.	The intent of the illustrative graphic is to indicate a potential multimodal connection to Commonwealth Avenue; however, the configuration is not determined by this Plan. Multiple options exist for the design and location of a future connection and the community will be included in any future planning and the safety of pedestrians and cyclists will be a priority.
2	10/4/2021	6. SAFE ACCESS New residential projects must be required to offer free secure bicycle parking (or car alternative storages) for every resident/unit. Ideally out of public view for smaller development and required for larger development. This encourages residents to use car alternatives by not having to worry about the security of the items and storage taking up storage space in their residence. Street paving and repair is needed intelligent traffic and pedestrian lights need to be installed to adjust to changing traffic patterns during the day and night. The increase in shopping and location of the proposed large residential buildings will greatly increase traffic	The City has Bicycle Parking Standards developed based on bicycle parking demand that include requiring bicycle parking facilities in new development. See alexandriava.gov/BicycleParking The Plan recommends safety treatments and further studies to help achieve the City's Vision Zero commitment of eliminating serious crashes by 2028. Tthe Plan recommends major and minor safety improvements including but are not limited to high-visibility crosswalks, new or improved pedestrian signals, leading pedestrian intervals (LPIs), curb extensions, pedestrian hybrid beacons or HAWK signals, safe bike connections, or full intersection redesigns. In addition, a planned and funded future multimodal safety and feasibility study on West Glebe Road and Mt Vernon Avenue will help determine how safety can be improved for all street users. The future study will include a public process to ensure the community has an opportunity to provide feedback on this important topic.
3	10/4/2021	Good start. Needs to have more about linking access from this area to the new metro station and doing more around promoting other forms of transportation outside of cars. However, may also want to include access to things like Zipcar to keep car ownership down.	Given the high rate of transit use and lower vehicle ownership rates in the neighborhood, safe and convenient access for people walking, biking, and accessing transit is a matter of equity that the Plan seeks to address. The Plan recommends safety treatments and further studies to help achieve the City's Vision Zero commitment of eliminating serious crashes by 2028. The Plan recommends major and minor safety improvements including but are not limited to high-visibility crosswalks, new or improved pedestrian signals, leading pedestrian intervals (LPIs), curb extensions, pedestrian hybrid beacons or HAWK signals, safe bike connections, or full intersection redesigns. In addition, a planned and funded future multimodal safety and feasibility study on West Glebe Road and Mt Vernon Avenue will help determine how safety can be improved for all street users. The future study will include a public process to ensure the community has an opportunity to provide feedback on this important topic.
4	9/29/2021	Thanks for prioritizing pedestrian and bicycle safety and convenient travel by these modes in the neighborhood. Plan needs to identify a mobility hub location(s) for the neighborhood. This is a strategy in the AMP.	Once the AMP is adopted in November, staff will be working to implement the priorities in the plan, including planning for mobility hubs. The Bike Ped Plan (2016) proposed a bikeshare station in Arlandria on West Glebe Road, and staff is working to determine a funding source for the station. Additionally, there are currently plans for dockless mobility parking corrals in Arlandria.
5	9/21/2021	The plan falls short on highlighting safe transport options for pedestrians and cyclists.	The Plan recommends safety treatments and further studies to help achieve the City's Vision Zero commitment of eliminating serious crashes by 2028. Tthe Plan recommends major and minor safety improvements including but are not limited to high-visibility crosswalks, new or improved pedestrian signals, leading pedestrian intervals (LPIs), curb extensions, pedestrian hybrid beacons or HAWK signals, safe bike connections, or full intersection redesigns. In addition, a planned and funded future multimodal safety and feasibility study on West Glebe Road and Mt Vernon Avenue will help determine how safety can be improved for all street users. The future study will include a public process to ensure the community has an opportunity to provide feedback on this important topic.