



**Alexandria West Community Planning**  
Meeting 4 Questions and Answers – Online and In-Person  
Wednesday, June 28, 2023

**Please Note: All meeting materials, including the webinar video recording, interpreted recordings, and Q&A, are available on the project website at [alexandriava.gov/AlexandriaWest](http://alexandriava.gov/AlexandriaWest)**

**Green Questions were asked in person, black questions were asked online.**

### Housing Affordability

1. **If there is development in existing units, where families are living in – what will the City do to prevent displacement?**

Answered live by Jeff Farner, Deputy Director of Planning and Zoning: At a future meeting we are going to be prioritizing this for discussion and will be focusing on strategies, including land use tools, tenant assistance policies, and other resources, to minimize and mitigate the impacts of any potential future redevelopment on existing tenants, including displacement.

2. **With all this development going on, how can we be guaranteed that families won't be displaced?**

Answered live by Jeff Farner: We have heard this theme consistently and one of the things that we are talking about is what are the land use and housing affordability strategies to employ to address that. We've heard you, we've been talking a lot about that, and we think we have some tools and existing strategies to accomplish this that we will discuss at a future meeting.

3. **Why affordable housing rent gets higher?**

Answered live by Helen McIlvaine, Director of the Office of Housing: I know for many people in this room this is the most important question. We live in the state of Virginia and there's no rent control as there is in many other cities and states in the US. It's something I think you notice – one of the comments was seeking legislative authority from the General Assembly for opportunities to look at ways locally that we can get our arms around local issues of concern, and empower tenants in assisting them in rebalancing that relationship.

The issue is that without government intervention, typically by the City investing to create committed affordable housing units, we can't exercise control over where rent goes. They are driven by what is happening in the market and by what people can afford to pay. So while you may feel that rent increases or increases in your utilities are driving you out, we all have neighbors that can afford to pay more. To some extent the demand for housing is driving where the rents and the other fees end up going. Most apartment complexes in the city use a dynamic pricing model. You will see rents go up to what the market can bear and then they moderate.

Every year my office does a study to figure out where the rents have gone over the last few years. Last year after the pandemic we saw a big spike. Because after having to hold prices even for a while, buildings that had not been able to increase rents were able to raise it and they went up a lot.



We will have more information about this at a future meeting. Rents track the demand of the market place.

4. **Do you know how many affordable units will be in this plan?**

Answered live by Jeff Farner: The short answer is not yet– that’s something that we’re still working on through this process. We are hoping to address that through this process with you. Our goal is that there will be more units than there are today” – there are Market rate units that are there today, so our goal is to look at Market Rate units but to also get some Committed Units, i.e. that they have to be affordable for a specific timeframe.

5. **What is a multifamily building?**

Alexandria's Zoning Ordinance defines a Multifamily building as having three or more dwelling units on a single lot or parcel.

6. **Are there ways that we can expand and utilize Section 8 housing?**

Answered live by Helen McIlvaine: Typically when we talk about Section 8, which we now call the Housing Choice Voucher Program, it’s an actual voucher that you have that subsidizes a portion of your rent so that you can pay rent based on your income, household size, and some other factors. Thanks to a change in Virginia law in 2020, you can use your voucher at any property in the state so long as you meet other eligibility requirements. That voucher acts like additional income to you when you’re applying to a unit. If you have problems using your voucher you can call our office at 703.746.4990 or visit our [webpage](#). We have a Landlord/Tenant Services Division and they’re glad to make sure you get help. The number of Housing Choice Vouchers cannot be increased through City action; these rental subsidies are funded by the federal government.

If you are really looking for what we call a **Committed Affordable Unit**, we have worked with developers who have provided them as part of the development process. We also work with nonprofit developers who put together all-affordable properties so all the rents are below where the fair market rent is because the City has invested to make them so. We’re glad to provide information about this to you and we have a list of affordable rental opportunities on our [webpage](#). We can also help you in your search. Typically rents in committed affordable units are capped at a specific price that is based on the Area Median Income. There are a number of properties like that in this area, which we started to build as part of the Beauregard Small Area Plan. That didn’t really work out the way we thought it would because we expected to have more development sooner here. It’s taken a long time.

In Alexandria West the city worked with several partners to develop affordable units: there's a project called the Nexus and another called the Spire which have affordable units. Saint James Plaza is another. We also have an important partnership with Southern Towers who is providing 105 committed affordable units. Those units are within those buildings and have rents that are affordable. That application is online in [English](#), [Spanish](#), and [Amharic](#). You can also call our office – Virginia Patton is the lead in that. We’re glad to help you find something that is more affordable to you.

Lastly, one of the things we hear about a lot is how much utilities have gone up in the area. In affordable housing everything, including utilities, has to be included in the rent.



## Open Space + Parks

### 1. Are there going to be more dog parks?

Answered live by Jeff Farner: I think the short answer to that is yes. We have some park staff here and it comes up in all of our projects.

### 2. Why has there been such a delay in repairing Holmes Run?

Answered live by Ryan Knight, Division Chief, Transportation Engineering: I haven't been heavily involved so I'm not sure. I know there has been some delay in that but I don't know what the main issue was.

## Transportation

### 1. What is a "proposed bike connection"? It is NOT safe to ride on N Beauregard as it is designed now. Does the bike connection include a dedicated/combined pedestrian/bicycle path?

Answered live by Ryan Knight: Bike connection is anything that a bicyclist or somebody on a bike could utilize. That could mean a shared road, a dedicated bike facility like a lane or a shared use path or a cycle track. We have measures that we like to see to determine what's appropriate on each street. If it's a major street with major traffic obviously it's not comfortable to ride a bike on a shared lane. So, we would have a dedicated facility on a major roadway.

Additional answer: A Bike connection is anything that somebody on a bike, scooter, or other micro-mobility device could utilize. That could mean a shared road, a dedicated facility like a lane or a shared use path or a cycle track, or a combination of the two. Every street is different, so that is why we have a variety of options when it comes to bicycle facilities. For example, if it's a major thoroughfare then asking people on bicycle to ride in a shared street condition is neither safe nor comfortable. Instead, we would opt for a protected bike lane or a shared use path that provides physical separate from motorists on a major roadway. You can learn more about the types of facilities we plan for in Chapter 4 of the [Complete Streets Guidelines](#).

### 2. Is there a plan to improve safety for cyclists/pedestrians trying to cross King on the north (TGI Fridays) side of the intersection from the trail along Walter Reed?

The King Street and N Beauregard Street Intersection Improvement project is slated to begin construction in Spring of 2024. The intersection improvement project will improve the intersection operation, add lanes, and improve the pedestrian and cyclist experience with better operation and improved facilities such as high visibility crosswalks crossing all legs of the intersection, including the north side, and wider sidewalks. The project is slated to be complete in Summer 2026. Once the project is complete, crossing the intersection as a pedestrian and cyclists will be safer and more comfortable.

### 3. I requested a crosswalk across Braddock Rd linking the two Newport Village properties: (1) it is a school bus drop off/pick up location, (2) residents walk across the street to the rental office and/or swimming pool, (3) the Newport Village maintenance team drives small carts



back and forth across the street to service requests. The request was denied: “Because of the roadway width, number of lanes, and vehicle volumes on Braddock Rd, crosswalk markings alone aren't sufficient for ensuring a reasonably safe pedestrian crossing. Such a crossing would require additional treatments like flashing pedestrian beacons or pedestrian signals, which can be quite costly and typically require some additional analysis and design to ensure appropriate placement relative to demand along the corridor. \*I don't agree with this. I have seen several roads in Alexandria with crosswalks only to warn drivers that people might be crossing.”

Marked crosswalks at uncontrolled locations must be carefully considered and designed to ensure that pedestrian safety concerns are reduced. Crosswalks should not be installed on streets with four or more travel lanes unless supplemented with additional measures such as shortening crossing distance or providing active warning devices that enhances driver awareness. These devices may include flashing pedestrian signage or dedicated pedestrian signals. While there may be examples of crosswalks within Alexandria that aren't consistent with the aforementioned condition, any new crosswalk would follow this guidance. We will continue to evaluate locations to determine if crosswalks and additional measures are appropriate at any location within the study area.

**4. Will the Transitway community engagement process be similar to how Duke in Motion was conducted? Or something different?**

The West End Transitway, which is currently in the design phase, is much further along in the planning process than the Duke Street in Motion project. Prior to starting the design, the City completed the Alternative Analysis and Environmental. Through this process, the City gathered input through various public meetings and focus groups. Given the stage of the project at this point, the need for community engagement is less, however the City will still involve community stakeholders throughout the design process. We encourage anyone that is interested to visit the project webpage (<https://www.alexandriava.gov/transportation-planning/west-end-transitway>) for more information and planned community information meetings.

**5. Why when I take a DASH bus to Old Town, why is it so difficult to catch a DASH bus back to Alexandria West?**

Answered live by Ryan Knight: DASH is continuing to improve their routing, improving rider experience. It's all about the timing and the reliability for DASH. They are improving on it. If you have specific issues or concerns I'm than happy to pass those along to our DASH team who can see if they can address that.

Additional Answer: DASH is continuously working towards providing better service for its user. In the Fall of 2021, DASH implemented their new network, which includes major route and service changes. The purpose of the change was to meet current and future transit ridership demand and encourage more people to use transit for more trips at more times of the day by provide access to high-frequency services with buses running every 15 minutes. We encourage you to visit the DASH webpage (<https://www.dashbus.com/contactus/>) to submit your feedback and see if the service could be improved.

**6. Who do we contact with suggestions on road improvements for better traffic movement?**



Answered live by Ryan Knight: you're looking at him! My team helps evaluate the traffic movement throughout the City. I'm happy to speak with you after the meeting if you have traffic concerns, but I also encourage you to use our 311 ticket. Chances are either I will, or a member of my team, will answer that ticket and get back to you.

Additional Answer: The Transportation Engineering Division is the team that is responsible for traffic mitigation. The best way to provide feedback or concerns is through our 311 Service Request (<https://www.alexandriava.gov/Alex311>). Once a ticket is submitted, a Transportation Engineering staff will either respond to the ticket or contact you for more information.

**7. I estimate about 1,500 new residential units in this area – w/ 1 car per unit on average. How will the roads accommodate this increased traffic when we are already at capacity?**

Answered live by Jeff Farner: One of the things that we as staff have to do when we're doing a Small Area Plan is make sure that the infrastructure is in place to accommodate what is being planned. That's streets, bike connections, parks, housing, all of the above. That is one of our charges as we think about this plan.

Answered live by Ryan Knight: We have certain methodologies to use to determine if the network is/will be over capacity. One of the things that I want to point out is that an increase in residents in a area doesn't always mean an increase in cars. Some of the things that we're doing is to encourage people to take other modes of transportation. So we're providing the infrastructure and making it safer for all road users. For us to say that all these new residents won't be in their cars we would have to provide the infrastructure that will facilitate that.

Additional Answer: The number of car trips for new residential developments is determined using the Institute of Transportation Engineering's Trip Generation Manual. This is a commonly used best practice. Per the Trip Generation Manual, added residential units do not always equate to added vehicles on the road. Many factors may influence how someone makes a trip, including the type of residential unit, the location of adjacent/nearby land uses (i.e., commercial retail), proximity to transit facilities, bike infrastructure, regional connection, and parking. During the Alex West Small Area Plan, we will evaluate the future conditions scenarios of development and determine the impacts to the network. If added trips impact the network, the City will work towards identifying mitigation measures and provide the appropriate infrastructure to accommodate such growth.

**8. You used the term "severe crashes" without defining it. What specific outcomes are you tracking and measuring in terms of collisions?**

Answered live by Ryan Knight: Severe Crashes means that it resulted in a severe injury, which means that the individual was transported to the hospital.

**9. What do you mean Safe Routes to School – bus or walking?**

Answered live by Ryan Knight: Safe Routes to School focuses on walking or biking to school. We try to improve the infrastructure in and around the school to ensure that students can walk safely to and from school. This includes improving and widening sidewalks, infrastructure that enables safe



crossings, working with the School District to determine where it is appropriate to have crossing guards.

**10. How will roads already full of heavy traffic accommodate increased density?**

Answered live by Ryan Knight: What we focus on is some of the higher density intersections. We have methodologies and analyses to use to determine 1) how it's operating now and 2) what it's going to be in the future. So, with higher density we're well aware of the street network and the capacity that it has and we'll be planning an analysis to better understand that. I'm happy to talk about Level of Service, Delay and Queuing at intersections after.

Additional Answer: The Transportation Analysis through this effort will identify intersections that currently experience high delays and back-ups. From that, we can determine which intersections would most likely need additional traffic mitigation measures with any changes to the land use. Currently, the City has projects in the pipeline which are aimed at improving operations at identified intersections. Furthermore, the Seminary Road and N Beauregard Studies will identify opportunities to improve the operations at and around these intersection. In addition, the King Street and N. Beauregard Improvement Projects will redesign the intersection to improve operations and safety. Any other intersection or road segment within the study area that experiences heavy congestion would be identified and the City could develop a plan of action. In addition, the plan is also assessing improved connections throughout AlexWest, so that traffic does not have to be on major streets for shorter distances. Finally, with an emphasis on bike/ped connections, some potential new trips can be made without driving.

**11. Any plans to reorganize /restructure the traffic light on Echols/Seminary to ease the left turn traffic?**

There are no current plans to make any changes to the Seminary Road and Echols Avenue intersection at this time. However, the City is evaluating the Seminary Road segment between N. Beauregard Road to the city limits to determine if any safety measures could be implemented. This could be an opportunity to make any changes to the Seminary Road and Echols Avenue intersection. Once this evaluation is complete, we will engage the community to share the results and our recommended path forward.

**12. Is there a plan to improve safety for cyclists/pedestrians trying to cross King on the north (TGI Fridays) side of the intersection along Walter Reed?**

See response to #2 above

**13. The regular speed limit on Beauregard and Seminary Road is 25 MPH. But the speed limit suddenly drops to 15 MPH at Hammond Middle School. That is causing accidents as cars suddenly braking. Can the speed limit change to 20 MPH?**

The speed limit reduces because of the School Zone in front of Francis Hammond. There have been numerous complaints about unsafe conditions for middle school students walking and biking, primarily from drivers speeding. There are no plans to adjust the School Speed Limit at this time. However, the City is evaluating the Seminary Road segment in front of the school to determine if additional travel safety measures are appropriate. Once the safety mitigation



measures are identified, we will determine a plan of action to implement. We will continue to engage the community throughout this process.

**14. What is transportation west planning initiative? Was a bullet point on a slide.**

Answered live by Ryan Knight: [The West End Transitway](#) is a bus facility improvement all the way from South Van Dorn to North Van Dorn, cuts to Sanger Ave, and then goes up to Beauregard Street to King Street. The WET would include infrastructure that would enable bus priority at some intersections, dedicated bus lands, and improved shelters as well. We're in the middle stages of design for this project. We're hoping to finish this later on in 2024. There will be plenty of opportunity to engage with this project on a separate occasion.

Additional Answer: The name of the initiative is "The West End Transitway" and it is a project which aims to provide high-capacity transit service using both dedicated and shared lanes throughout the network. With these improvements, and others such as transit signal priority, bus service will become more reliable and travel times should be reduced throughout the network. This project also includes state-of-the-art bus facility's such as stations that will include amenities for riders. For more information, visit the project webpage (<https://www.alexandriava.gov/transportation-planning/west-end-transitway>).

**15. Has the city considered public/private partnerships to achieve public transportation goals?**

Answered live by Ryan Knight: Yes, we have considered this. We have an office that focuses on [Public-Private Partnerships](#). We're always looking for new opportunities to improve the City's goals in general. I will say that as far as transportation is concerned, we work with DASH and other entities to encourage public transportation, but we're constantly looking for opportunities to partner with our private partners.

Additional Answer: The City has a Public-Private Partnership Program that allows for greater private sector participation in delivery of public sector projects, services, and infrastructure. While there is not a current public transportation project through this program, the City always looks for opportunities for private involvement in improving our services. Through the redevelopment process, often times developers make contributions or provide a plan of action through our Transportation Management Plan or GO Alex Program. For more information, visit our Public-Private Partnerships webpage (<https://www.alexandriava.gov/P3>) and our GO Alex webpage (<https://www.alexandriava.gov/GOAlex>)

**16. Did you say that one option was an Ellipse at the intersection of Beauregard and Seminary? If so, why is that being considered**

Answered live by Ryan Knight: Back in 2012 in the Small Area Plan effort, the analysis for the transportation showed that the ellipse design was preferred (which, if you don't know, is like a roundabout on steroids. It's really confusing to deal with). We're evaluating that to see if it's the right design for the road given our new way of thinking and our challenges that we have there. As of



right now it's been approved but again, we're reevaluating that to make sure that it's the right design and to look at alternatives that would be better for the intersection.

Additional Answer: In 2012, the Beauregard Corridor Plan Traffic Impact Analysis was prepared to analyze the transportation impacts associated with proposed development in the Beauregard planning area. The study identified transportation improvements necessary to sustain future developments and projected population growth. Including the Ellipse design within the North Beauregard and Seminary Road intersection.

However, due to updated travel behaviors, the City is reevaluating the Ellipse design concept and explore other alternatives to address existing and projected traffic conditions within the study area. **The Study is ongoing and we will share the results and recommendations in Fall 2023.**

## Property Specific

### Morgan Properties

**1. Is it fair that developers such as Morgan Properties get bonus density if they mistreat tenants:**

- **Bad maintenance / pest infestation**
- **Bad customer service**
- **Unwilling to meet w/residents collectively**
- **Arbitrary fees such as obligated Xfinity charges**

Answered live by Helen McIlvaine: If you are a renter and you have an issues that is not resolved by the property owner in an acceptable and reasonable time, you are welcome to contact Andrea Skates in our Code Administration office. We also have a text number: . We're glad to hear from you and work with the property owner. I want to share these other resources for people with unresolved issues – we will work with the on site staff to try to get them resolved.

Answered live by representatives from Morgan Properties: We have people from operations here and there are always people available to work on any specific problem. We have been actively engaged with City staff on the pest and code issues. We are aware of them and taking steps to address them and are in constant communication with the City team. For the Bonus Density: The city has a number of bonus density tools. At a high level, it offers additional density to a developer but in exchange for a community good. That could be committed affordable units, open space, transportation improvements, something like that. Ideally it's a win-win situation where the developer gets more density and in exchange the development is nicer and brings more benefit to the community.

### Southern Towers

- 1. I really don't like how they deferred questions to the building managers in Southern Towers. The managers are not helpful and this company is taking advantage of poor immigrants and other low income people. Please share that. The parking lots are not as important... These people are not really concerned. about the building conditions ESPECIALLY Rodents and Roaches. I had the worst experience living in there in 2017/18 and CIM seems worse.. These people are Just wanting to earn money...I wish I could be there in person... to speak. Please**



**pass this information along... I am speaking for the people who are not speaking for themselves....**

Answered live by Jeff Farner: We have heard the issue about rodents before, which is one of the reasons why we have somebody from our Code Enforcement team here. They are working on that – Carrie Beach (Division Chief, Neighborhood Planning and Community Development) pointed out that there is a process for this and I hope that at one of our upcoming meetings we can give you a status update on this work.

Answered live by representatives from CIM: Since we purchased this building we've responded to over 40,000 maintenance requests. We're available and want to respond to things. The flyer up here has the management contact information. We have five different management offices on the site with staff in those offices who can take down requests. We want to know about it and make the repairs. We purchased the property three years ago that had deferred maintenance from the prior owners. COVID impacted our ability to get in to the building and individual units to make repairs. We're now working on a multimillion dollar plan to rehab the building systems and common spaces. We'll continue working on it until we get through it.

**2. As part of the southern towers development will there be an effort to reconnect the Stonegate community to southern towers? Right now there is a fence that greatly reduces mobility between what should be a more integrated neighborhood.**

Answered live by representatives from CIM: One of the reasons we're here is that one on Southern Towers it's odd that we have direct access from 395 into the site, and exit off Seminary, and an exit in the corner. I'm not aware of a site that is as big as this that only has three ways in and out. So, it is a challenge. That has to be worked out with Ryan and his team. Basically we'll work with him and you to figure out what the road network should be. That's probably one of the biggest logistical challenges for this site: you're bordered by a highway, ownership homes to the back, then Goodwin House on the other side. We don't have answers to that but we will work with you to come up with and test ideas about how traffic gets in and out of that site.

**3. Southern Towers has been known for its affordability which included utilities. Now we have to pay for utilities and that is not affordable – also how can you raise rent up to 20-30% increase?**

Answered live by representatives from CIM: I think that there are a lot of narratives going on now in terms of rent increases. In the topic of the make up and the affordability of southern towers: At not point during our plan is it our plan to change the demographic of southern towers. Right now southern towers represents a pretty substantial discount on the market rents in the neighborhood. Through the redevelopment and the future ownership we have not plans of changing or retenting or any of that. The goal is to keep the metric of affordability that is currently on the site.

We have management here (Alexis), she's the lead contact for CIM and for tenant relations in Southern Towers. There are a lot of questions to have and a lot of answers to give. We will have a Southern Towers-specific meeting – this is not the only venue you will have to talk to us. We will have one as property owners just about Southern Towers and the entire two hours will just be about that.



Regarding rent increases our first response is that we haven't raised rent 20 or 30%. Individual tenants will have to talk to Alexis and her team about how their rents may have changed. We aren't here to tell you that rent hasn't changed because it has: time goes by, and rent changes. It is not CIM's business plan to change rents dramatically from what they are. Our business plan is to make the homes you live in better as fast as we can so that you all have a place to live in and we have a good place to rent to you. So, that is the plan.

**4. Senators Warner and Kaine sent a letter to CIM expressing concern about company's actions at Southern Towers. Why should CIM be trusted in this development when the federal government is clearly concerned about the way you conduct business?**

Answered live by representatives from CIM: There is now doubt that there is a ton of work to do at Southern Towers – no doubt about it. The property is 60 years old and needs 10s of millions of dollars' worth of work. So the response to that is that we have a corporate plan to remediate and deal with these issues. A lot of those units are old and they need to be updated.

**5. Tenants have consistently informed you of the main stance and the mold issues that are prevalent in ST. What are you here to fulfill about redevelopment when you haven't even fixed the current issue on the property?**

Answered live by representatives from CIM: you should be concerned, that's why you're here, it's your home and your neighborhood. Our job and obligation to you is to explain what we're doing. We have no plans, there's no backpocket plan with master plans and roads. We have to come up with that plan working over the next year. The driver of this all is the City's BRT construction on our property – we think that's a good thing to have on our property. When you do that you need to build a road to get there. When you build a road you have to move parking in. I promise you at our upcoming meetings we'll show you ideas of how this process evolves. And that is going to be the effort that we have to work with you over the next year as we go from an idea of a bus station to what it looks like and what it feels like. Our commitment here is that we aren't demolishing any units and southern towers stays as it is with all the improvements we talked about in the prior slide. There's a lot of work to do and I know that's not all the answers but it's a commitment that we will be here over the evolution so that when that question gets asked we'll point to a slide, walk through the benefits, see what's changing and why and understand whether it's beneficial to you all and the City.

**6. What are you planning on doing with Southern Towers parking lot – we do not want to lose space nor do we want to have to start paying for parking – best idea is to leave Southern Towers parking alone – on get rid of pango!**

Answered live by representatives from CIM: We understand that the parking lots are a challenge. We have to come up with a plan, working with all of you, that will put a map up on the screen and we all say "that road makes sense", "that soccer field makes sense", "that BRT station makes sense", "that green space makes sense." That is our effort over the next year. We don't have anything yet because we haven't started that yet. We wanted to make sure we did not want to get ahead of the City's process or you all. But our next year together will go from a concept to an actual plan where you all and City Council can make a decision about whether that upzoning is actually worth it.



**7. Since CIM bought Southern Towers in 2020, they have engaged in predatory actions that are resulting in the displacement of residents. Why should we trust you to operate in the best interest of our community during redevelopment?**

Answered live by representatives from CIM: My response is that all I can do as me, the zoning attorney, is that when I come to you and say “we’ll come back to you with a meeting about roads” I have to actually come back and show you a meeting on roads. We have to come back and talk to everybody about the development principles. We put in writing: go to the website, download this thing we talked about, look at all the improvements we’re making, we said we would do these things, they’re on a list, and hold us to it. That is out in the community. CIM has owned the property for a few years, there was tons of deferred maintenance, we need to work through those issues and have a good dialogue with property management about individual tenants. We’re committed to do that, Alexis’s hours are up here at the front, and any individual person we’re happy to talk to how we can best service them in a good quality building.

I think that there are a lot of narratives that are going around about displacement; the City has put out some information regarding specific numbers, and I think that this is probably a conversation we would be willing to have with individual tenants but this is probably not the forum for this conversation.

**8. [one meeting attendee asked questions relating to the maintenance issues live during the meeting – audio was hard to hear from him because he was not mic’ed. Responses below are to his questions]**

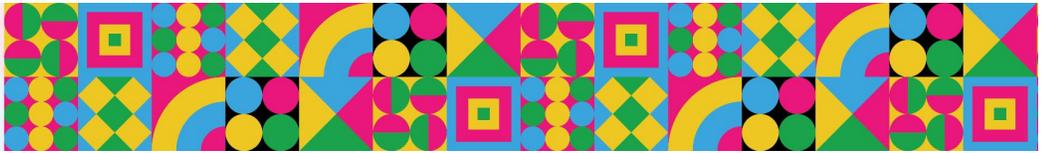
Answered live by representatives from CIM: I agree that broken elevators re a problem and we are working through fixing them. When we purchased the building the elevators were outdated so we are working through the buildings now updating them as we go. That’s certainly something that we’re working to address. I don’t disagree with you: we’re working to update systemic issues in the building that we inherited when we bought it and that’s what we’re working through now.

We can appreciate all of your issues and we thank you for bringing them to this forum, however this is a planning meeting that is discussing something different. We will continue to have conversations individually with residents at the site. All of our contact information is here, we have websites, we have resident portals, there are many avenues for residents to contact us for those issues. We are truly committed to making sure that the property is a place that everybody who lives there now and any future residents are proud to call home. We just want to make sure we’re staying on target and on task for the meeting tonight.

### Property General

**1. If Morgan Properties and Southern Towers haven’t redeveloped since 2012 – even though existing zoning allows much more density – why redevelop now? What changed? Do they anticipate the City increasing development options for them in this process?**

Answered live by representatives from Morgan Properties: For now, we’re just participating in the process and understanding what the plan and shared vision for the site may be. Right now we’re just doing our due diligence to understand what the CDD makes available to the property. In terms of what is in the CDD that would be a question for the folks who participated in creating it before. At this point, we’re just trying to get a handle on understanding what the CDD allows and looking at



whether that is a long term benefit for us and the residents. Understanding how we can use that to make a better property for all of the residents we have at the Mark Center. It's supposed to be a positive thing that we're improving the property for everybody. That's what we're looking to do.

Answered live by representatives from Hekemian and CIM: I'm going to repeat some of the same things that Morgan discussed but I'll add on and want to be very brief. Hekemian is not changing anything. Monday properties is converting from office to residential. Southern Towers is much like Morgan. CIM bought it right before COVID in 2020, so they were not part of the original entitlement. I hope that we can all agree that improving the bus station there is a priority. What the developer upzones after that is up to you all and ultimately City Council. Is what they're getting worth it for the extra density. That's our next year of work together I think we can do a better job than the 2012 plan and that's what Jason and I are committed here to do, working with the City and you all over the next year.

**2. Are the building developers paying for some of the road changes + construction or do the City taxpayers have to pay for all of it?**

Answered live by Jeff Farner: One of the things we do during the planning process is to make sure that adequate infrastructure can be accommodated in new development projects. So to the extent that new development is creating an impact it's the responsibility of the developers to mitigate that impact. It's going to be new parks, new streets, new bike connections, all the things that we've talked about. Hopefully as this process moves forward we can get more specific about what that looks like and how it will be implemented.

**3. If developers expect to redevelop buildings, how will they improve conditions – currently widespread health and safety issues – for current tenants now?**

Answered live by representatives from Morgan Properties: I think any development process includes not just an apartment – we're talking about creating better connectivity between properties, better bike paths, better transportation. So, there are a whole slew of benefits that go in to when you're talking about a development. And that's the stuff that Morgan Properties right now is looking at is how we can improve the lives, and that includes safety and better transportation, and all those other components, when we look at what the future development would be. So at this point we're looking at what the options are. We don't have a plan to be able to hand you right now so we can't tell you exactly what that is, but we are committed over the next year to find out what the best possible development is that works for both the residents and the owners. Inherent in development is bettering the building and creating a better environment and living space for the residents.

## Miscellaneous

**1. Today is a religious holiday – Eid. Why did the City pick today to hold a meeting, when community members are at home celebrating?**

Answered live by Carrie Beach: The honest answer is that this was a mistake and I apologize. We try our best to avoid religious holidays whenever we can – it's tricky to schedule around those but this was a mistake and I apologize.

**2. Have you started writing the plan based on the community input?**



Answered live by Jeff Farner: I really hope that what you're seeing tonight is a reflection of what we heard from all of you. That is not to say that we aren't going to have to balance these objectives, because we will. My goal is that when we get to that point we can balance it together. This is our city, our community, and figuring out how we work together to solve these challenges is important.

### 3. Will there be opportunities for small businesses in your plan for building space?

Answered live by Jeff Farner: I will say that from the City's perspective: yes. One of the things we want to come out of this plan is to make sure that there are amenities in the community that serve the community. That is something that needs to be part of this process and part of this plan.

### 4. As crime in the area has increased dramatically, how will Alexandria address crime w/ a denser population?

Answered live by Jeff Farner: So one of the things that we've been doing – and many of you know this – we've been working with our police department to 1) have conversations with the community and thinking about how we design spaces to be safe and how they're defensible. It involves lots of things, it involves how buildings are oriented, it involves lighting, signage, making sure spaces are safe. I hope that we as a community get to have a conversation about safety. It's one of the things we talk a lot about as we think about new buildings, new projects, and new parks.

## Statements from Participants

1. Southern Towers is a slum.. Former resident
2. The Southern Towers 30 acres of parking lot drainage was handled by the Winkler family in the 80s if not before by creating a stormwater management system including sequential drainage holding ponds down into the old Winkler/new Morgan properties. Please mention the value of the wooded area still left after BRAC 133 took some for development.....
3. Roads being repaved on many Alexandria streets
4. Indeed! The ellipse was truly a circle design on steroids! A good description! I was involved in the 2012 planning and it seemed quite a stretch as a solution! Worth reviewing and looking at various options.
5. UDR (which has also been known over the years as United Dominion Realty Trust® and United Dominion Residential Communities)
6. Yes. please consider road improvements.. Sad to see Southern Towers go downhill over the years.. Great location Terrible landlords
7. I appreciate this... Many of these people don't speak up for themselves ,, They are poor immigrants
8. We can't afford to live in Southern Towers the cost of living is too high
9. Please provide amenities – retail, grocery stores, restaurants, coffee shop, community centers etc.
10. I want to state that I am COMPLETELY AGAINST the Monday Properties proposed redevelopment of the medical office park at Beauregard! The doctors offices are NEEDED
11. Affordable housing
12. Section aid (we need more section aid for seniors), affordable housing
13. We are low income tenants so we need fair rent payment
14. There should be designated dog/pet facilities in buildings for weather conditions



15. Plan without practice not good, we need fair house rent
16. A speed behind in Seminary after the Hammond Middle School
17. Our urgent question is that one the house rent should not be increased every year.
18. Duke Street in Motion

## Meeting Materials and Information

**Note, all meeting information, recordings, and Q&As will be posted online on the project webpage:**  
<https://www.alexandriava.gov/AlexandriaWest>

1. Will the questions/answers be posted on line and will the on line participants be able to register questions/concerns on the various developer presentations?
2. There are slides being presented which are not in the posted slide deck. Will the slide deck online be updated after the meeting?
3. will this meeting recording be made available to the public for future reference?
4. Can you send the link to the documents prepared for tonight? I couldn't find them on the webpage. Thank you

## Tech/Audio/Meeting Issues and Questions

- Chat is disabled
- Chat is disabled. Using English.
- Chat is disabled. I'm listening in English.
- Chat is disabled. Cannot put in our language.
- Hi, not a question but a heads up. The chat has been disabled, so I don't think zoom attendees can insert their preferred language
- English
- Listening in English
- English
- Cannot hear the questions....can people speak from a microphone or have the staff repeat the questions.. this is useless for those on line.
- English
- Listening in English
- Christian and Patrick...can zoom participants be allowed to ask questions orally by raising their hands, or can only written questions be submitted via the q&a?
- Oops capital improvements