

Beauregard Small Area Plan - Compiled Public Comments and City Response (As of December 9, 2011)

No.	Comment	Response
Transportation / Traffic		
1	Do the tables on page 31 of the Traffic Analysis report include development beyond the five developers? In Table 16 (2020 conditions - net increase over Existing conditions), is the office space high because it includes BRAC development? Shouldn't the BRAC development be considered existing conditions?	Table 16, the 2020 development (net increase over existing) includes the 1.7m sq. ft. of development associated with the BRAC facility. Table 7 (2035 without development) also includes the BRAC facility. The BRAC facility was not open at the time that the traffic analysis was prepared, but because it was an approved development, it was assumed to be a 2035 baseline (No Development) condition.
2	On page 3 of the Traffic Analysis Report, where it says "Traffic data for some intersections were obtained from the Mark Center (BRAC 133) Transportation Study dated November 2, 2009" - is that the DOD study that the DOD IG said was materially flawed?	City staff has reviewed the counts taken for this study and has compared them to other counts taken in the area. The traffic counts are adequate for the analysis.
3	(1) On page 12 of the Traffic Analysis Report, It says it takes 67 seconds to get from North Morgan to Sanger (on Beauregard) in the AM peak. I assume that looks only at cars headed straight through both intersections? (2) Does it take into account (average) that some cars "get the light" (green) and others don't (red)? (3) Is a car considered "there" (i.e. does the stopwatch stop) whether or not it can proceed (green) or not (red) when it arrives at Sanger. (4) A key concern of those coming from North Morgan is the length of time it takes to get/turn from North Morgan onto northbound Beauregard. Is that issue addressed somehow, somewhere?	(1) The travel time runs began on Beauregard itself (not from side streets). A total of 3 travel time runs were done on Beauregard per direction per peak, three runs on Van Dorn per direction per peak, and seven runs on Seminary per direction per peak. (AM, Midday, and PM peaks were driven). For each corridor, the runs were averaged to develop the average that is shown in the report. (2) Each run travel time includes the total time, which includes the time that a vehicle is stopped at a light, or has the green to continue through. (3) All vehicles are counted, whether they stop or don't stop. (4) Travel times were not calculated from vehicles exiting side streets, and turning on to Beauregard.
4	I was dismayed with the length of the traffic study. 925 pages is some document. I doubt that I would be able to read and digest this 'tome' in two years. I assume that would be a more concise rendition of the 925 page document and much more citizen friendly.	The analysis and summary results portion of the traffic study is contained within the the first 66 pages of the report. The remainder of the report are appendices containing the traffic model results. Staff will separate the two portions and replace the previous version on the project webpage. Additionally, staff is preparing a summary of findings and recommendations which will be included in the small area plan document.
5	I am very very concerned about the lack of information regarding pedestrian connection between the west and east sides of I-395 since there are areas in the SAP that are on the east side of I-395. I find what is presently available for pedestrians in need of improvement. I would like to see a continuation of the sidewalk running along the south side of Seminary Rd. in front of Hammond Middle School continue directly across the bridge to the Mark Center Transit stop. This may entail pedestrian overpasses to ensure safety. People already walk on this side in very unsafe conditions. Everyone wants to walk the shortest most direct route.	Some pedestrian improvements are planned on the south side of Seminary Road adjacent to Hammond Middle School and Home Properties, and improved connectivity at the intersection of Seminary Road at Library Lane. Designers have concluded that there is no room for a sidewalk on the south side of Seminary Road between Mark Center Drive and Kenmore Avenue. On the north side of Seminary, the terminus of the pedestrian ramps will be reconstructed to meet Americans with Disabilities Act (ADA) requirements and may be widened.
6	On page 44 of the Traffic Analysis Report, under Section VII (Conclusions), why does the last sentence say no roadway improvements are being suggested for traffic impact mitigation? Does this mean that no additional transportation improvements will ever be made?	The findings show that as part of this analysis, no additional transportation improvements are needed beyond those already assumed as being needed for each scenario. In addition, as individual DSUP applications are made, additional traffic analysis would be needed at that time, which may result in some changes to the improvements needed.

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7	<p>The traffic studies in the Impact Analysis predict that traffic operations in the 2035 "full development" scenario will be much better than in the 2035 "baseline" (no development other than BRAC) scenario. The takeaway, then, is that the traffic improvements that the developers are proposing will do more than compensate for future problems without development in the Beauregard corridor. But the traffic model somehow is predicting that in 2035, with no developments other than BRAC between 2010 and 2035, there will be about 3% more traffic in the corridor compared to a scenario in 2020 where developers have built more than 4 million additional square feet of space between 2012 and 2020. (To rephrase: something in the next 25 years will naturally increase traffic in the corridor by an amount greater than building 4 million sq. ft.</p>	<p>There are some key reasons why traffic operations perform better under the 2035 Development scenario, as compared to 2035 No Build (Baseline). The transportation enhancements, including the ellipse result in considerable improvements to the traffic operations. In addition, much of the regional traffic that was using the local streets in the baseline condition shift to other roadways outside the study area in the 2035 Development scenario. The provision of the transitway encourages a shift of commutes associated with the new development to transit. Finally, the mixture of land uses, and improved connectivity within the proposed development encourage people to walk or bike between uses, or use the system of parallel streets provided with the new development.</p>
8	<p>The 2020 partial development scenario (again, more than 4 million sq. ft of additional space) assumes that the dedicated bus transitway lanes are fully operational by 2020. And by "fully operational", I mean that funding has been provided and road changes have been made to the Van Dorn/Landmark portion of Corridor C, as well as to the Beauregard portion - because implementing just half of Corridor C isn't going to provide the benefits built into the 2020 model. But the Beauregard developers have little influence on the pace of development within the Van Dorn/Landmark small area plan, and it is presumably the developers there - not the City - who are going to provide much/most/all of the funding for Corridor C implementation in their area. In short, this assumption in the model is somewhat heroic.</p>	<p>The transitway will be funded through developer contributions (from both the Beauregard development and Landmark redevelopment), as well as with funds already included in the City's 10-year Capital Improvement Program (CIP). The City will likely be seeking additional funding sources through federal grants. It is assumed that the transitway construction will occur through a phased approach, where some sections may not include the full dedicated roadway during an interim period, but other improvements such as transit signal priority and queue jumps would be used to improve mobility through the transitway corridor.</p>
9	<p>The Impact Analysis gives a snapshot of the Beauregard corridor in 2020 (partial development) and 2035 (close to full development). What it doesn't show is traffic operations in the interim years (2012 through 2019, 2021 through 2034), when transit improvements are being made (disrupting traffic), and when various developments are finished, generating traffic demand, but not all traffic improvements are in place. In short, having two good years (according to the model) doesn't mean that development and traffic improvements during the interim years are well matched, or that traffic operations during the interim years will be similar to the two endpoints discussed in the document.</p>	<p>Traffic studies typically include a full buildout (horizon) year, in this case, the year 2035, and an interim year. The interim year of 2020 was used for this study to identify which transportation improvements would be needed approximately mid-way through the full building phase. The City believes that the 10-year examination (from today) is adequate to identify those improvements that would need to be constructed early on, and many of those identified improvements have been anticipated prior to 2020.</p>
10	<p>The robustness of the traffic solutions proposed by developers has not been demonstrated by the scenarios shown in Impact Analysis. If traffic is (say) 5 percent higher in 2035 than what the model says it will be, it's unclear whether there be relatively little worsening of conditions, or if there will be cascading failures among intersections that will lead to a great deal of stop-and-go traffic.</p>	<p>With the proposed transportation enhancements, the transportation facilities in the area will operate at adequate levels of service. Furthermore, most of the intersections will operate at levels of service better than the conditions anticipated for the 2035 No Development condition.</p>

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11	The developers are proposing more than a billion dollars of new development, together with traffic improvements costing hundreds of millions of dollars. Given all that is at stake, it is questionable whether limiting traffic analysis to only four scenarios (in this document) provides sufficient information to make good decisions (as, for example, what would traffic conditions look like in 2020 if buses were running on non-dedicated lanes in the Van Dorn/Landmark portion of Corridor C).	The comprehensive level of analysis conducted for this project is adequate to assess the planned levels of development.
12	Will or could the on-street parking spaces proposed along Beauregard near the Town Center, and near Sanger, be converted to a travel lane in the future?	While the parking area will be within the right-of-way, it will not be converted to a travel lane. The current planned configuration is what was approved by Council. Furthermore, parking locations are only along certain portions of the road, and there would be no benefit to converting them to a travel lane.
13	Why doesn't Table 7 of the Traffic Analysis report show all of the other existing land uses currently in the plan area?	Table 7 is meant to represent the Net Increase in approved land use between existing conditions, and the 2035 No Development (baseline).
14	Why is a Small Area Plan needed for the Beauregard area? Can the community get the same amenities under the current plan, through the Special Use Permit process?	The City Council may deny a Special Use Permit (SUP) within its sound discretion. However, that discretion is not unfettered. Amenities demanded by an SUP may not be arbitrary and capricious. There must be a nexus between the amenities demanded and the impact of the development. In order to ensure that the amenities demanded by an SUP will not be considered arbitrary or capricious, the amenities should be the product of previous planning and analysis reflected in a small area plan. In short, the community cannot get the same amenities provided in the proposed small area plan by simply demanding them under the current plan through the SUP process.
15	Was the expansion of the Northern Virginia Community College included in the traffic model?	Yes. The additional land use for the buildout of the college was assumed in the regional model.
16	When Kenmore Road is realigned to Library Lane, will Kenmore Road still stay? Will Library Lane be extended north of Seminary Road?	Yes, however at the intersection with Seminary Road, Library Lane will operate as a right in/right out on the north and south sides of Seminary Road. Library Lane will operate as it does today north of Seminary Road.
17	How were the periods that the traffic counts were used selected?	Traffic counts are typically conducted for a two hour period during the morning (7 to 9am) and afternoon peaks (4 to 6pm), and the one hour period used for the analysis falls within the two hour period that the counts were collected.
18	How will local buses use Beauregard, and what will be their impact to local traffic?	Prior to the opening of the transitway, a service plan will be developed for the local transit routes to determine their future routing and impacts. Some local buses may still use the general purpose lane to provide local access.
19	While it is important to plan for bicyclists, planning for pedestrians should come first.	Comment noted. The plan anticipates significant improvements for pedestrians throughout the plan area.
20	What mode split does the traffic model assume, related to the percentage of people using transit?	The mode splits by Traffic Analysis Zone (TAZ) vary, but the highest daily transit mode percentage of 16% was seen at Southern Towers. Along Beauregard Street, there was a reduction of general purpose volumes of up to 20% during the peak periods after the transitway was modeled.

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21	How many traffic studies have been conducted for the Beauregard corridor area in the past several years? Do they all reach the same conclusions?	A number of studies have been conducted for the same area, related to the BRAC facility. Some of the conclusions have been similar, however, because the studies each involved various horizon years, and assumptions, the conclusions are not all similar. However, the information from previous studies was used as base information for the existing traffic study.
22	What percentage of the full development will be in place at the time that most of the transportation improvements are assumed to be constructed?	The current phasing plan assumes that most of the major transportation investments would be in place at approximately 25 percent of full buildout.
23	Why is the ellipse considered an "amenity"?	The need for the ellipse is not caused by any one specific development, but is tied to the culmination of impacts from all of the developments, and therefore considered an amenity for developer contributions. While the ellipse significantly improves traffic operations for the Development Scenario, it also has other important benefits including an improved pedestrian/bicycle environment, and improves the aesthetics within the area of the intersection of Beauregard at Seminary.
24	In the regional travel demand model, what type of traffic assignment was assumed? Was it constrained or unconstrained?	The regional demand model was run in the constrained mode, and there were 6 iterations in the assignment process.
25	At Seminary / I-395, the signal at Mark Center and Seminary is within the functional area of I-395 and was a mistake. Putting a signal at Library Lane will be within the functional area, and will be a similar mistake.	There is currently a signal at the intersection of Seminary Road and Library Lane with full access at all four approaches. The plan realigns existing Kenmore to Library Lane, outside of the limited access area of I-395.
26	It appears that no consideration was given to the traffic light controls to be provided to the dedicated busses on the BTC. The traffic study seems to be flawed in that the disruption of auto traffic caused by the dedicated busses crossing the auto lanes at a minimum of five intersections and the traffic movement at the remaining intersections being disrupted by the signals being changed to accommodate the bus movement. was not factored into the study	Yes, the traffic model did include the transitway and all of the necessary signal phases to operate the transitway.
27	(1) Where are the buses (non BRT) stopping along Beauregard? In the right hand moving lane? That would effectively reduce the number of lanes as everyone would be jockeying into the left lane to get around a bus they anticipate stopping ahead of them. How would that improve traffic flow on Beauregard? (2) My question assumes that we will still have non-BRT buses running the length of Beauregard (and Van Dorn) serving our neighborhoods. Is that assumption safe? (3) Corridor C focuses on the south end of Van Dorn, the north end of Beauregard, and the connector Sanger Ave. Since both streets extend beyond these segments, what happens at those transition points? Would the City please provide a schematic?	(1) A service plan will be conducted prior to the implementation of the transitway which will determine future routing and where bus pullouts may be needed. If future local bus service continues to use the outside lanes, the future right-of-way will be adequate to allow for bus pullouts where necessary. (2) Yes, it is still assumed that local transit service (non-BRT) will continue to serve the neighborhoods adjacent Beauregard and Van Dorn Streets. (3) On Van Dorn Street, south of Sanger Avenue, the transitway will operate in a dedicated transitway and continue to the Van Dorn Metrorail station. On Beauregard Street, north of Seminary Road, transit will operate on dedicated transit lanes, but transition to the general purpose lanes prior to the King Street intersection. Transit Signal Priority will be used at those signalized intersections that are not served by a dedicated transitway, to improve transit mobility through the intersection.

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28	For the multi-use trail on Beauregard, consider changing the texture to indicate which area is for walking and which area is for biking. It may be safer to have pedestrians walking primarily in the areas near the buildings. Bikers need to be educated on the importance of deferring to pedestrians and to slow their pace when among people. We should get input from bikers, particularly commuters.	The design of the multi-use trails will be addressed as part of the future Urban Design guidelines. The City has conducted some outreach with the bicycling community on the proposed bicycle network and will continue to provide outreach.
29	Are there flexcar stations in Alexandria, and how are they working? Does the City agree that efforts to remove cars from our streets this way is a good policy?	Yes, there are multiple locations throughout Alexandria where Car share (zipcar) is available. The City's Local Motion program promotes and encourages the use of alternative means of travel than the single occupant vehicle, including biking, car share, walking and using transit. The car share program has been very successful. Both City and national surveys have indicated a significant reduction in vehicles per households for those joining the program.
30	Would the City consider providing parking on Beauregard on the road lanes themselves? This could be done during non-rush hours and at night. And would hopefully provide additional parking that may be needed.	Currently parking is being proposed on Beauregard adjacent to the Town Center, and near Sanger Avenue.
31	(1) What is the number of parking spaces that are currently required per unit? (2) What is the number of parking spaces required per unit if we have adequate mass transit? This is an amenities and priority question because building parking spaces are expensive and parking needs to be considered as part of the cost to developers.	(1) The current required parking required by the zoning ordinance ranges from 1.3 spaces per unit to 2.25 spaces per unit, based on bedroom size. All of the parking ratios being developed will be included in the draft Small Area Plan. (2) Parking ratios are being phased into pre and post transit scenarios.
32	(1) How would parking at the hotels be handled? Underground or above ground parking garages? (2) How many vehicles are estimated per hotel and how many parking spaces will be provided? (3) What is the total number of additional cars you expect if you go to full build out with the 4 hotels and all the additional units?	(1) Parking at the hotels will generally be accommodated through below grade parking garages, however a portion may be above grade, which will be screened. (2) The estimated number of PM peak hour trips (inbound/outbound) for hotels of this size are approximately 85 each (Hekemian, Duke, Southern Towers). (3) The comparison of the number of trips associated with the development as compared to existing conditions (Pre-BRAC) is shown in Table 24 of the Traffic Analysis report.
33	What is the current number of cars you accommodate in your parking lots by each developer and in the aggregate? How many additional parking spaces are necessary for each developer for guest parking. And what is the aggregate number of guest parking spaces for the small area plan.	Referred to developers for response.
34	What are the parking sticker requirements now for each unit for each developer property?	The majority of the development is located in District 12 which follows the requirements set forth in the district 12 Daytime Parking Ordinance.
35	What is the total number of cars at each current property and what number of cars currently park in the streets without a parking permit?	Referred to developers for response.

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36	What is the total number of cars that have both current parking on site and additional parking that occurs on the street? A survey maybe necessary to determine the additional parking in the street and the accuracy of the number of cars people actually have per unit.	Referred to developers for response.
37	What is the current total number of cars and what is the projected number of cars for each property at full build out both for each property complex and in the aggregate?	Referred to developers for response.
38	Have these numbers been added to the total number of cars you project will be using corridor C for your traffic studies?	The traffic analysis conducted for the Transitway study and the analysis done for the Beauregard Small Area Plan were done in coordination, and both studies assume the addition of a dedicated transitway.
39	Ask each developer what are the rules for parking by commercial vehicles e.g. cabs and vans and trucks whether they have permanent signage or not? Are they allowed to park in the inside lots currently? If they are not why not? Would they be amenable to having these commercial vehicles park in their inside lots in future? We would like each developer to answer these questions	Referred to developers for response.
40	Would all of the developers agree to work together to provide a place where tenants can, perform light maintenance tasks such as changing a tire, changing oil, putting on new wiper blades, etc and a place to wash, vacuum and polish cars? Such a place is currently in use at Park Fairfax and all tenants have a key card to the area. They could be consulted re the cost and maintenance of such	Referred to developers for response.
41	Has the City approached the State and Federal Government about finding funds for the Ellipse? Would the City approach Moran and Warner about an earmark for the Ellipse?	The City did request that the Federal and State governments address the transportation issues in this area. As a result, the Federal government is providing \$20 million for implementation of short and mid term improvements in the vicinity of I-395 at Seminary Road. Additionally, the State government is contributing \$80 million for the construction of a HOV/Transit ramp between the HOV/Transit lanes on I-395 and Seminary Road.
42	What is the dollar amount of the value of the right away of each of proffers being given to the City now by each developer?	Referred to developers for response.
43	What is the total width of the necessary right-of-way along each stretch of the properties along Seminary, Beauregard and Van Dorn that is being given to the City? Please provide a map with dimensions have the right-of-way and the Corridor C roadbed?	The City is preparing street cross-sections that depict the required right-of-way. These cross-sections will be provided as part of the Small Area Plan.
44	What legal protection do we as citizens have that we will be informed, and have a voice in any potential widening of these roads?	The individual DSUP for each development will include an opportunity for public input.
45	What are our rights? Please provide the exact legal language and any hearing procedures, if any, that will apply in future if roads are proposed to be widened.	All citizens have the right to voice their concerns as part of any public outreach process as part of the project.

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46	What is the width of the proposed roadbed and necessary right of way along the rest of Corridor C and what amount of money and or proffers will be necessary to build the lower part of the proposed corridor C route?	The width and necessary right-of-way associated with the portions of Corridor C outside the Beauregard Small Area Plan will vary by section. The City is in the process of identifying the anticipated needs and refined cost estimates. It is expected that developer contributions will be provided for some portions, especially related to the redevelopment of the Landmark mall area.
47	What guarantees will the City provide that they will agree not to widen Van Dorn from Sanger on up to Seminary? Although this is not technically on the Beauregard Small Area Plan all of these decisions are interconnected in the minds of residents?	The transitway alignment approved by the City Council does not impact Van Dorn Street north of Sanger Avenue, and therefore, no widening associated with the transitway project will occur on this portion of Van Dorn Street.
48	If the current proposed road bed and provision for the necessary street widening of Beauregard transit and bus shelters at stops prove too expensive to allow for all of the transit and other amenities we would all like what alternative plans are being considered?	It is expected that the City's current funding for the transitway project included in the Capital Improvement Program, and the developer contributions will be adequate to fund the capital improvements on Beauregard Street. Sections of the transitway outside the Beauregard Small Area Plan are partially funded, and the City will be seeking additional funding.
49	What would be the cost of the transit if we were just to have a system of regular buses that travel in current lanes with increased travel throughout the day and the use of Circulator buses making a circular route serving Beauregard, Little River, Van Dorn up to the Van Dorn Station and down Van Dorn, up to Seminary and then Beauregard again. Such Circulator buses have been very popular, and efficient in DC during the day. Basically would it be less costly and provide more balance for all priorities if we research the cost of this alternative as part of the mass transit solution?	The City Council determined that dedicated transit was the option needed along Corridor C to serve the future transportation needs along the corridor. The Transitway Corridor Feasibility Study examined an alternative (known as the Baseline Alt. B) that included increased frequencies of transit using existing lanes. The planning level capital cost estimate for this alternative was \$15 million, the fleet cost estimate (over a 25 year period) was \$24 million, and the 25 year operating cost estimate was \$67 million. The analysis did not include costs associated with circulators feeding to the primary route. Analysis of circulators will be done as part of the service planning done prior to implementation of the transitway.
51	Are plain vanilla buses, or gas powered buses vs. BRT buses less likely to be funded than BRTs and do they have lower or higher acquisition and life cycle costs?	Standard buses have the potential to have a lower initial purchase cost than a BRT vehicle; however, with some vehicle manufacturers, the difference in cost between BRT and standard vehicles of the same size with similar powertrains, general vehicle configurations, and technology packages may be minimal. There is not definitive evidence that it is more difficult to procure standard vehicles when compared to the procurement of BRT vehicles. In terms of lifecycle cost, BRT would have a nominally higher lifecycle cost than standard buses.
52	What would be the consequences for maintenance costs? Are BRTs less costly to maintain and operate?	BRT vehicles would have similar to slightly higher maintenance costs than standard buses, depending on the features.
53	Are we more likely to be able to get funding for BRT buses or regular buses?	The ability to get funding would be the same regardless of bus type.
54	Where can one obtain a copy of a plan of the ellipse which shows (in readable, legible size and clarity) what the lane allocations are, and what the traffic control is assumed to be?	Please refer to the attached graphic that shows the configuration of the proposed ellipse.

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Land Use, Urban Design, Community Facilities		
1	How many trees do the developers feel they would have to take down on each of their properties?	Referred to developers for response.
2	How many feet from 395 would the townhouses and buildings on either side of Sanger sit? I am trying to determine how many feet of land with trees will be saved there before the buildings begin?	Referred to developers for response.
3	Put more green space back in the housing area both around the main plaza and in little triangles vest pocket parks and snippets of greenery. That was one of the things people admired about the Slater's Lane area and Cameron Station. Having green space at the edges is good but having more green space inside the housing area is better.	The current approach is that at a minimum each neighborhood will be required to a centrally located park(s). In addition, there will be a ground level open space requirement, which will result in front yards, courtyards and the types of spaces and potentially small pocket parks.
4	Try putting a green roof on some of the interior garages. Aside from the greenery this also soaks up run off water. Note that from Roman times atriums were considered cool and a real draw. You could put small trees and shrubs there.	Staff anticipates a recommendation of the Plan, will be the provision of green roofs for the new buildings, including a minimum percentage of roof-top open space within each neighborhood
5	How about a café or restaurant on the roof of a garage and have part of it be a greenhouse on the roof of the garage. This doesn't have to be right away but roofs should be built so that the buildings structure can handle the weight of the soil and have drainage already installed. Or maybe you would want a swimming pool up there. But plan ahead for the weight and drainage issues	This could be addressed as part of the development review process.
6	Also consider allowing the people on the top floors of buildings to build a Roof Top garden with stairs up to them from their apartment.	Rooftop open spaces and a minimum percentage will be a requirement of the Plan. The Plan will encourage private community gardens.
7	A related issue is people love light so slightly larger windows are welcome and make interior spaces look larger. And if you use glass block in the roofs and floors of the area that connects the garages to the apartments you can create light wells in this area and that opens up the building to more light. It also provides sunlight as a source of light thus reducing energy costs and people think it looks very cool. It also means you can grow plants in interior hallways.	The Plan will recommend green certification of the new buildings. Natural day lighting will be a part of the green building certification evaluation process.
8	If you put some of this kind of glitz into some of the first buildings constructed the whole area will get a reputation as a unique and welcoming green space.	The Plan will have recommendations regarding high quality building design. In addition, the buildings will be subject to future Urban Design Guidelines and design review as part of the development review process.
9	What are the proposed size of the green frontage and back gardens, if any, at the proposed town houses?	The Plan recommends front yards, courtyards etc. however, the specific requirements be addressed as part of the future Urban Design Guidelines that will be part of the future rezoning(s).

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10	<p>What happened to the previously discussed (activities for the Town Center) plans? What kind of amenities are planned for the plaza area and who will pay for them and maintain them? Who will pay for amenities such as fountains, art work, in ground planters, benches stone hardscape etc? Is it the developers, City, or is there an art fund or a requirement that a certain percentage of a buildings cost goes into art as there is in Arlington?</p>	<p>The Plaza is envisioned to be an active urban plaza with programming such as farmers markets and music events. The maintenance will be the responsibility of the developer(s). The parks and open spaces will be subject to public art as part of the development review process or any future City public art policy.</p>
11	<p>Why was the meeting room moved down to the lower area of the fire station or are two such meeting rooms planned?</p>	<p>The community room was located in the proposed fire station to provide a civic – community gathering area for the adjoining neighborhoods. Other community or amenity rooms in other parts of the development (public or private) will be determined as part of the development review process.</p>
12	<p>What is the City's response regarding Satellite City services?</p>	<p>The City will evaluate the possibility of providing City services, likely through the use of technology as part of the community room within the fire station.</p>
Zoning		
1	<p>During his exchange with Mr. Curtis, the City Attorney Mr. Banks stated that there is not unfettered discretion for Council to disapprove a SUP/DSUP; one would have to prove to a judge that such actions were not "arbitrary or capricious". In the course of the discussion, it seemed to me that the 1992 City-wide rezoning was presented as definitive. I was confused then when I read the following in a Washington Post article - "...Robinson negotiated an agreement with the federal government and others in 1981 to give it the right to build hotels and townhouses on its land. In 1992, the entire city was rezoned and those development rights were taken away. Robinson sued to return to the more lucrative zoning. After discussions with the city, it dropped its suit. City Attorney James Banks said that the city's waterfront plan would return the 1981 zoning to Robinson's sites..."</p> <p>This appears to be inconsistent. Could this situation be clarified please?</p>	<p>The waterfront settlement agreements are an extremely unusual situation and not applicable to other locations in the City. The settlement agreements are three-way agreements signed by the federal government, the City of Alexandria, and the landowner – in this case, Robinson Terminal. Robinson Terminal claims the settlement agreement guarantees them the larger amount of development without going through an SUP; the City disagrees and believes the 1992 rezoning, which was part of a comprehensive City-wide effort (which lowered permitted densities on Robinson Terminal and many other properties) is valid as is the requirement for an SUP.</p> <p>Mr. Banks' comment that there is not unfettered discretion for Council to disapprove a SUP/DSUP underscores the fact that the SUP is an important but limited tool in situations where the developer is not asking for more density that the current zone allows. In situations where a developer is requesting higher density, the City has considerably more latitude to require developer contributions (particularly to off-site amenities and facilities, such as fire stations, parks and roadway improvements) as well as changes to proposed development.</p>
2	<p>Would the City please review/clarify what zoning policies/guidelines/restrictions are in place to prevent for example, a Wal-Mart, from being built in the West End?</p>	<p>The future Urban Design Guidelines will address design requirements for larger format stores ex. grocery stores, through design, active uses, windows, signage etc. In addition, the Plan will require mixed use (multiple level buildings). A single story Wal-Mart would not meet the intent or minimum requirements of the Plan. In addition, all redevelopment will require approval of a special use permit.</p>

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Schools		
1	What projections does the City and the School System have for the growth in the number of school age children from now until 2040 and how much additional classroom space is expected to be needed and when?	Referred to Schools for response.
2	What funds are reserved in the capital budget for this growth in school children?	Referred to Schools for response.
Parks / Recreation		
1	Is anything planned to improve the play areas at the John Adams or Ramsay Schools? If so what is the cost and the timing?	These are both school properties, so more information from the schools on their schedule for replacements is needed. The play areas could be replaced in conjunction with other active recreation improvements in the area (i.e., field, etc.).
2	What is the cost of equipment for a Tot Lot?	Current costs for playground replacements average from \$200,000-\$350,000, but are very site specific (engineering, etc. adds to cost).
3	What is the cost of a Rec Field with French Drains and Grass but without a plastic field, lights or bathrooms? What is the dollar cost of each of the elements?	On average, an engineered natural turf field costs \$300,000-\$600,000 to construct; a synthetic field (including lights) typically costs \$1,000,000-\$2,000,000, however, site conditions, including geotechnical, grade, access and existing conditions significantly increase the engineering and construction costs. There is cost savings in annual operational costs using artificial turf. A natural turf maintained in excellent condition can cost about \$15,000 annually while an artificial turf field costs on average \$4,000 annually. Athletic field lights alone range from \$200,000-\$225,000. A new public restroom facilities may range from \$150,000-\$200,000.
4	What is the dollar value that is typically spent on such projects (i.e., plaza areas)?	Costs for high quality plaza/gathering areas range depending on size, amount of hardscape vs. plantings, amenities, furnishings, etc. A smaller area with limited hardscape and infrastructure starts at approximately \$400-500,000. Larger plaza areas with significant amenities cost significantly more.
5	If it is anticipated that this area will be mainly green what steps will be undertaken to see that there is sufficient water? E.g. via rain garden depressions to catch and direct rain, or installation of pipes and automatic watering systems etc? It is an up front cost but it tends to look better and thrive if such things are looked at and planned for ahead of time. In Denver it is so dry that in ground watering is installed at the outset. We have gotten very hot dry summers recently so you either have to have staff that water or automatic in ground systems.	The City's Landscape Guidelines require that all landscape plans include an appropriate and adequate irrigation system.
6	Or is this (irrigation, etc.) something that you typically fund by applying for beautification grants, etc.	Irrigation is required, but Adopt-a-Garden partnerships can help further beautify, enhance and maintain planted areas.

Beauregard Small Area Plan - Compiled Public Comments and City Response (As of December 9, 2011)

No.	Comment	Response
Housing		
1	<p>I was disappointed that affordable housing seems to have such low status in the Plan. If the West End doesn't have affordable housing, we will lose residents with valuable skills and resources. Also many of the jobs being created within the Plan Area are for lower wage employees (hospitality, service sector, construction). If they can't live here, they will need to drive in to work. There is also a need for workforce level housing -- or teachers, dental technicians, car mechanics, people in trades, etc. There are also many older people.</p>	<p>The City is balancing many needs as it plans for Beauregard. Ensuring that there is committed affordable housing in the future is one of the key goals of the Plan. Right now, the rental housing in the Plan area is "market affordable". It could be reduced or eliminated because of the rise in market rents. Preserving the diversity of the resident population is very important for all of the reasons cited in the comment.</p>
2	<p>Don't tear down all of the garden apartments. Keep some and rehab them...this should help keep the cost of providing affordable housing lower. This applies to all of the developers, not just JBG.</p>	<p>So far, the City's focus has been to obtain committed affordable units in the new housing stock that is being developed, however, we also hope to collaborate to preserve some existing units, too. These units will have to be rehabilitated adequately to be functional, safe and efficient affordable housing over the long term. Such rehabilitation is expensive, but there are resources (like low income housing tax credits) that may help.</p>
3	<p>Affordable housing should have a higher priority than the Ellipse. The estimated cost of the Ellipse has grown significantly since the Planning effort began (\$16M to \$29M). Some of this should be made available for affordable housing. Or, our legislators should seek an earmark to build the Ellipse.</p>	<p>The City has many needs to balance, including transportation, infrastructure, a fire station and open space, along with affordable housing. In their negotiations with the City, the developers have agreed that excess or contingency funds that are available once a public amenity has been completed may be applied to fund other amenity items like affordable housing. The Ellipse will be needed early in the redevelopment process. Since the residential development will be phased over many years, it is anticipated that some of the existing market affordable housing will continue to be available. The City is evaluating a phased approach of retention and new affordable units.</p>
4	<p>Will the City pursue philanthropic donations to fund affordable housing in Beauregard?</p>	<p>The City will be an active participant in leveraging a wide range of resources to supplement the public amenity and developer voluntary contribution funds available to pay for affordable housing in Beauregard. Based on the City's estimate of the cost to produce and preserve a unit of affordable rental housing over thirty years, these two sources will only fund 7% of the targeted 10% committed affordable housing goal, so the City will have to secure federal, state, local and private funds to get the rest. Foundation grants (e.g., MacArthur, Enterprise, Federal Home Loan Bank) and private donations, as well as low income housing tax credits, are among the proposed funding sources. In June 2011 the City was awarded a grant from Virginia Housing Development Authority (VHDA) for consulting services to identify potential funding and financing sources to maximize committed affordable housing in the plan area.</p>

Beauregard Small Area Plan - Compiled Public Comments and City Response (As of December 9, 2011)

No.	Comment	Response
5	Other places have developed affordable housing for artists, writers and actors to promote literary and cultural arts. Can this be done here?	The City is aware of some of these communities and will look at this to see if it would be feasible in Alexandria/Beauregard, and/or might make additional resources available for this purpose. The future proposed committed affordable housing will be a resource for any income-eligible person or household, including those working in the creative arts.
6	Substituting more modest interior finishes in the affordable units might achieve costs savings to help produce more units. Also, some units could be finished through sweat equity to make them more affordable.	These types of alternatives can be discussed with the developers to see if they would result in more affordable housing being produced. Typically, affordable set asides are finished just as the market rate units are, so that the units do not become fixed, but any unit in a building can flex to serve as an affordable or market unit as vacancies occur. Also, most developers find that the potential cost differential in providing different interior finishes is not substantial enough to outweigh the efficiencies of providing a standard interior package which can be purchased and installed "in bulk." The sweat equity model, as is used by Habitat, could be considered potentially for affordable ownership units. Since the majority of what is being redeveloped is affordable rental, that is the primary focus of the Plan.
7	What portion of the residences to be developed will be sales/ownership units? What portion will be rental?	Referred to developers for response.
8	How many condos are planned? What percentage of these can be rented before financing and refinancing issues are triggered?	Referred to developers for response.
9	What are the anticipated target prices for the different types of housing product to be developed (e.g., townhomes, condos, apartments)	Referred to developers for response.
10	How many of the people that you expect to qualify for the committed affordable units work in the City?	Since the current residents haven't been surveyed and information provided at the time of initial lease may have changed, this is difficult to ascertain. The City is trying to make some estimates to respond, based on public data available such as the 2010 census data, data from the American Communities Survey (to be released shortly), and car ownership/registration within the garden apartment complexes. Based on anecdotal information available, it appears that many of the residents in the plan area work near their homes, and/or use public transportation to get to their jobs. We will refine this answer as empirical information is available.

Beauregard Small Area Plan - Compiled Public Comments and City Response (As of December 9, 2011)

No.	Comment	Response
Financing / Phasing		
1	What formal agreements currently exist between the City Staff and the developers regarding the issues of density and of so-called "public benefits"? Will those documents be made available to the public (e.g. stakeholders) at the December 12 meeting? If not, why not?	Because the negotiations are ongoing, and because no agreement between the City and the private developers can be executed until after a public process, as well as receiving City Council approval, no written agreement currently exists at this time. While the framework of a potential agreement was outlined to the public at the City's meeting on November 21, more details on the agreement need to be worked out and then memorialized in writing. Such an agreement would likely be included as part of the rezoning process, and not the Small Area Plan process. This is equivalent in contract negotiations to developing and agreeing to a term sheet, and then later writing a detailed contract that conforms to the term sheet.
2	To what extent are the agreements between the City Staff and the developers dependent upon subsequent zoning changes? How do such agreements affect the impartiality of the re-zoning process?	The future agreements (see #1 above) will be part of the rezoning process. These public benefits do not affect the impartiality of the rezoning.
3	Given the agreements, if one or more developers is denied the rezoning does this obviate the entire agreement between City Staff and the developers?	If one or more of the developers is denied the rezoning, then new negotiations would need to start and then the agreements would need to be renegotiated and amended.
4	How are the costs of the so-called public benefits being allocated among the individual developers? My calculation -- made by dividing the total \$139.5 million proposed to be extracted by the additional densities to be allowed -- indicates a cost per additional square foot at \$58.51. Will this be allocated to each developer according to the amount of additional density proposed?	The costs are allocated by the square footage of gross new development (9,681,830 GSF) divided into the \$121.5 million cash contribution (2011 dollars) total (which is derived by taking the \$139.5 million and subtracting \$18.0 million in in-kind land contributions). Each developer would then pay on a square footage basis which will average \$12.55 per square foot in 2011 dollars. The actual square foot amount will vary slightly based on the type of development (residential, retail, office, etc.) and the resulting varying affordable housing element of the developer's contribution. The amount will be adjusted annually by inflation (CPI), and with each developer on a different timetable for development, the nominal amounts will vary by developer, but will not vary on a real dollar basis. The allocation of the per square foot payment is not based on net new development (i.e., new construction square feet less demolition square feet), but on gross square feet of new construction. In the payment structure design, there is not a direct relationship to the amount of additional density proposed above the base allowed existing density and the amount to be paid.
5	Assuming that the costs would be allocated on that basis, since the Hekemian property would be allowed to increase its density by 649,762 square feet, the cost to that developer would appear to be \$38,017,572 or approximately 27.25% of the extracted amounts even though its acreage is roughly only 10% of the total. Is this correct or has some other "rule of thumb" been applied.	No. Hekemian would pay on 758,013 square feet times the \$12.55 per square foot, or about \$9.5 million adjusted upward slightly for affordable housing adjustment based on the ratio of commercial property to residential property.

Beauregard Small Area Plan - Compiled Public Comments and City Response (As of December 9, 2011)

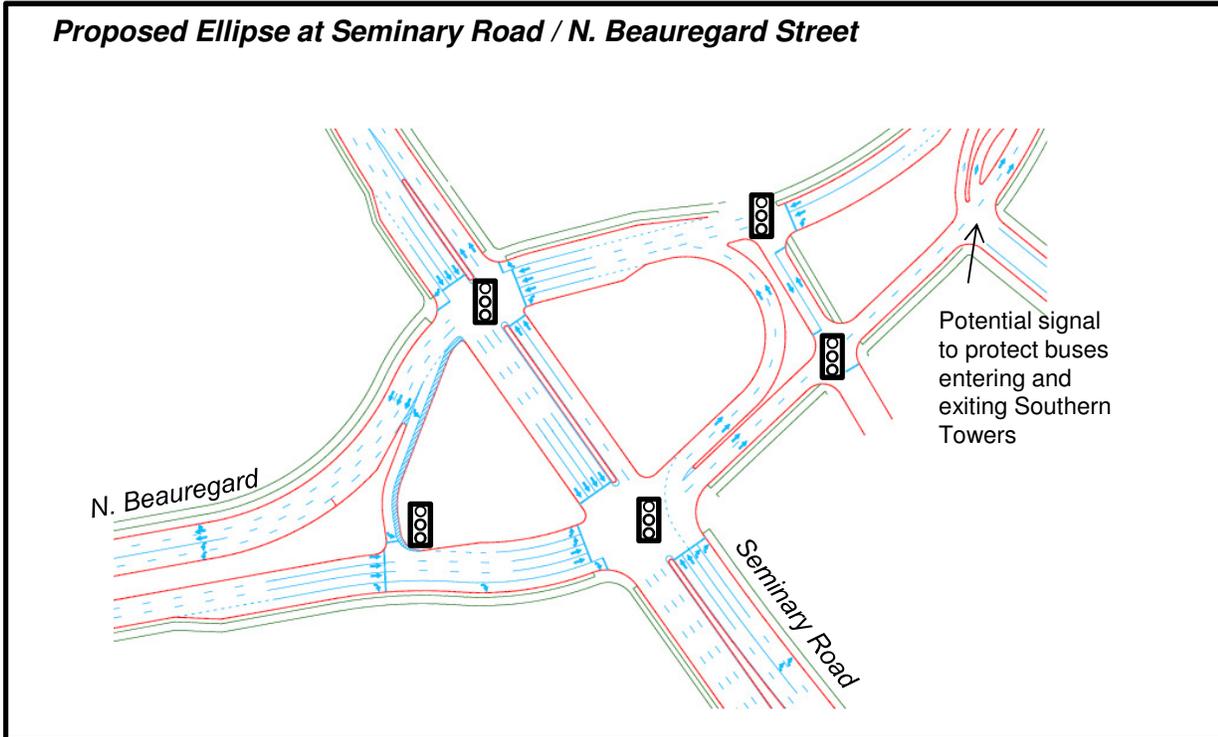
No.	Comment	Response
6	Please turn over all documentation behind the current City Staff calculations on what each developer will be asked to pay re the \$139.5 million "public benefit." If this is not possible, please explain why not.	The calculations on what each developer would pay (subject to the affordable housing adjustment due to type of development) is attached.
7	The presentation at the last City meeting indicated that the benefits the public had been interested in -- chiefly affordable housing on site and additional parkland -- would be postponed until later because the immediate funding was need for turning Beauregard Street into a major arterial and building the ellipse, items which neighborhood stakeholders have opposed. What is the justification for these priorities?	The major transportation improvements were given priority so that they are in place when needed. These are needed to be in place early in the plan before all the developer contributions will be paid, so other public benefits needed to be scheduled later.
8	A fire station on Beauregard is on the benefits list even though it does not appear on the City's CIP list for the current decade. The personnel, etc., costs of the new fire station on Eisenhower Avenue will kick in for FY2012 and are estimated at \$3.5 million annually even before the station opens in 2014. We can assume equal or increased annual O&M costs for a new station. Have the developers agreed to pick up those recurring cost into the future. If not, who will pay for them?	The City, not the developers, would be paying the operating costs of this station. As the Fire Chief has indicated, this station is needed now based on existing call volume and response times, and is not being initiated to meet the call demands generated by the proposed new development.
9	If the answer is that these expenditures will come from the City budget, given current budget constraints and little prospect for improvement in coming years, what budgets will have to be cut to accommodate these additional costs? Or does City Staff assume taxes will have to be increased?	The station operating costs, as are any other new City or Schools costs which are financed by the City's General Fund, would either come from existing resources, general tax base growth due to new development, new development driven tax base revenue growth, or by tax rate increases.
10	What cost-benefit studies have been done by the City on the proposed Beauregard fire station? If such exists, please share them with the stakeholders on Dec. 12.	Decisions to locate fire stations are not based on a traditional cost/benefit analysis, but on a review of the volume of calls and response times, as well as how often we call in Arlington, Fairfax or other jurisdictions to answer City calls. The cost of staffing and operating the Beauregard fire station will be approximately \$3.5 million (in 2011 dollars). This cost would be paid by the City. The developers would not be paying for this operating cost directly, but would indirectly be paying for part of this cost through the payment of property taxes and other City taxes, EMS User Fees paid by residents, visitors, and workers in the new development would also help pay for some of the added EMS costs.

Note: All references to cost are in 2011 dollars

Beauregard Small Area Plan – Compiled Public Comments and City Responses (As of December 9, 2011)

ATTACHMENT 1

Additional Information for Transportation Question # 54



Additional Information for Financing / Phasing Question # 6

Developer	Total New Square Feet	Total Payment (in Millions)
JBG	6,408,309	\$ 80.4
Home	979,744	12.3
Duke Realty	1,135,764	14.2
Hekemian	758,013	9.5
Southern Towers	<u>400,000</u>	<u>5.0</u>
Total	9,681,830	\$121.5^{1,2}

¹May not add due to rounding

²In 2011 dollars