# *Master Plan Amendment #2018-0003*
# *Route 1 South Housing Affordability Strategy*

| Issue:<br>Consideration of a request to amend Southwest Quadrant Chapter of the City's Master Plan | Planning Commission Hearing: | September 4, 2018 |
|---|---|---|
| | City Council Hearing: | September 15, 2018 |
| Staff: *Planning and Zoning:* Karl Moritz, Director; Jeffrey Farner, Deputy Director; Carrie Beach, Division Chief, Jose Ayala, Urban Planner; Katherine Carraway, Urban Planner; Heba ElGawish, Urban Planner; Ashley Labadie, Urban Planner; Richard Lawrence, Urban Planner; *Transportation and Environmental Services:* Yon Lambert, Director; Hillary Orr, Deputy Director; Christopher Ziemann, Division Chief; Ramiro Rios, Transportation Planner; *Recreation, Parks and Cultural Activities:* Jack Browand, Division Chief, Park Planning; *Housing:* Helen McIlvaine, Director; Eric Keeler, Deputy Director; Tamara Jovovic, Housing Planner; Caridad Palerm, Housing Analyst. | | |

**CITY COUNCIL ACTION, SEPTEMBER 15, 2018:** City Council approved the Planning Commission recommendation, with the amendment of the name to South Patrick Street Housing Strategy.

**PLANNING COMMISSION ACTION, SEPTEMBER 4, 2018:** On a motion made by Vice Chairman Macek and seconded by Commissioner Wasowski, the Planning Commission voted to adopt a resolution to recommend approval of Master Plan Amendment #2018-0003. The motion carried on a vote of 6-0, with Commissioner McMahon absent.

On a motion made by Vice Chairman Macek and seconded by Commissioner Wasowski, the Planning Commission voted to approve Master Plan Amendment #2018-0009 with the following amendments:

- change the name to the South Patrick Street Housing Affordability Strategy; and

adopt the staff recommended language for page 3 of the Strategy.

*This Strategy is primarily focused on a core area (Figure 1.1) within the Southwest Quadrant Small Area Plan (SAP) that includes 215 units of committed affordable housing, as well as commercial properties on Route 1 south of Gibbon Street. Although the primary focus was the "core area", development of the Strategy considered a broader planning context and connections within the SAP and to adjoining neighborhoods. The Strategy will be an overlay to the Southwest Quadrant SAP and will only amend those portions of the SAP that are directly addressed in the Strategy. The Strategy provides a 15-year framework that will be implemented in phases. The recommendations were informed by a community engagement process that included a design charrette, multiple community meetings, property owner discussions, targeted outreach to residents, work sessions, pop-ups, open houses, and on-line participation. The community will continue to have opportunities to provide feedback as future redevelopment and the public improvements recommended by this Strategy are brought forward for review. (Additional information about the community engagement process can be found in Appendix A.1).*

The motion carried on a vote of 6-0, with Commissioner McMahon absent.

Discussion:
Commissioner Macek expressed support for the Strategy and that the planning process was appropriately paced given the scope and scale being considered. Additionally, three months were added to address community concern about the pace of the process. Pertaining to traffic, Commissioner Macek stated that the traffic issues are a result of regional through-traffic will likely not change and the incremental increase resulting from the additional density would not be very substantial. Commission Macek also highlighted the proactive approach afforded by the Strategy and discussed additional benefits that come with the Strategy such as the improved open space and the flexibility for neighborhood retail in the area. Commissioner Macek requested to add the proposed staff language to page 3 of the Strategy that references the broader analysis beyond the core area in the Strategy. Additionally, Commissioner Macek suggested changing the name to the South Patrick Street Housing Affordability Strategy to be more specific to the area of the City and emphasize the neighborhood nature of the street.

Commissioner Wasowski expressed support for the Strategy and stated that this is a unique opportunity where the City is being proactive and not reactive to the affordable housing challenges as in other areas of the city. Commissioner Wasowski was optimistic about the Strategy's approach to addressing the long-term challenge of securing affordable housing and providing services to residents during the redevelopment/relocation process, however understood redevelopment will be challenging for existing residents and the disruption caused.

Commission Koenig concurred with Commissioners Macek and Wasowski in support of the Strategy and changing the name to the South Patrick Street Housing Affordability Strategy. Commissioner Koenig expressed support for the forward-thinking approach and discussed the economic costs to the City provided by the scenarios that included no additional density and/or preservation of the existing housing on the sites. Commissioner Koenig stated the conceptual solution included in the Strategy was appropriate for the master plan level and many of the identified issues such as traffic and building scale/ form can be addressed during the DSUP process to make the density manageable and neighborhood- sensitive.

Commissioner Brown stated that he and Commission McMahon evaluated the Strategy as members of the Transportation Commission and determined the incremental impact on trips generated from the additional density would not exacerbate the regional traffic challenges experienced by the neighborhood due to its proximity to the Beltway. Commissioner Brown expressed support for Scenario 3 using additional density as the tool for preserving affordable housing as the proactive solution and recognized that the Strategy outlines short-, mid-, and long-term implementation subject to change as circumstances dictate. Commissioner Brown expressed support for the Strategy.

Commissioner Lyle also supported the name change and the Strategy overall. Commissioner Lyle expressed concern about student generation rates and for the estimated additional students. Finally,

Commissioner Lyle stated that staff should continue to work with residents prior to the submission of development proposals especially those who are non-native English speakers.

Chairwoman Lyman concurred with fellow commissioners regarding the name change and support of the Strategy. Chairwoman Lyman discussed that this Strategy provides a strategic and proactive approach to addressing the potential loss of affordable housing that would otherwise be lost, as well as addressing. traffic and safety issues.

Speakers:
Brian Scholl, resident of Southwest Quadrant, while in support of the preservation of affordable housing in the city, spoke in opposition to the proposed Strategy. Mr. Scholl was concerned about the impacts the proposed density would have on the quality of life and character of the neighborhood, impacts on school capacity at Lyles Crouch, and traffic issues currently faced within the neighborhood. Mr. Scholl expressed a desire for a broader planning process to include a broader set of community goals than those identified in the proposed Strategy.

Maureen Dugan, resident of Greene Street, commended the good work done to prepare the proposed Strategy and is in support of affordable housing. Ms. Dugan expressed concern about the unintended consequences resulting from the proposed additional density, specifically traffic and parking impacts. Ms. Dugan also voiced concern about the accelerated pace of the process and thinks more time and work is needed.

Stafford Ward, homeowner on the 600 Block of Gibbon Street, expressed support for affordable housing but requested a broader planning approach to better understand the impacts of the proposed Strategy and outstanding issues. Mr. Ward identified five major concerns about the Strategy including the right to return process for existing residents; further defining the regulatory incentives; understanding the impacts on traffic via a comprehensive traffic study; student generation rates vs. student enrollment numbers; and the parallel process regarding Alfred Street Baptist Church (ASBC), the outstanding Memorandum of Understanding (MOU), and how that is impacted.

Lisa Kempe, homeowner in Old Town Court, was supportive of the City's proactive approach to addressing the affordable housing challenges but expressed concern about the narrow scope of the study. Ms. Kempe was concerned about the impacts of the increased population density to the neighborhood outside of core area and to the Southwest Quadrant as a whole. Ms. Kempe expressed concern about the pace of the process, communication of the process to residents of the entire Southwest Quadrant, and the impacts of the ASBC expansion on the entire neighborhood.

Mary Catherine Gibbs, attorney on behalf of ASBC, responded to Mr. Ward's question about the MOU between ASBC and the City, stating the MOU is between ASBC and AHDC. Ms. Gibbs reinforced the church's commitment to affordable housing and the right to return for existing residents. Ms. Gibbs commented that the City's approach is proactive and provides the framework for affordable housing preservation with redevelopment. Ms. Gibbs expressed support of the

Strategy and stated outreach was comprehensive and approval of the Strategy is the beginning of a longer process.

Cicely Crandall, resident of Green St, was not in support of the proposed Strategy and believes the Strategy should take a more comprehensive approach taking into account other Plans and projects. Ms. Crandall expressed concern that the Strategy would drastically change the character of the neighborhood and impact traffic and safety and believed the civic engagement to the broader community was not thorough.

Dexter Bordes, representing ASBC as the Chair of the Affordable Housing Committee, expressed support for the Strategy. Mr. Bordes affirmed the church's mission for providing affordable housing and discussed the expiration of the Housing Assistance Payments (HAP) contracts that provide the affordable housing subsidy. Additionally, Mr. Bordes discussed the extent of resident engagement throughout the process to express their concerns. Mr. Bordes commended the City's proactive approach that has incorporated input provided by residents and the community.

Geri Baldwin, resident of Heritage at Old Town, expressed concerns about the traffic within the neighborhood and the impacts of redevelopment to existing residents including unit sizes, relocation, and the affordability of rents.

Stephen Milone, resident at 907 Prince St and representing Old Town Civic Association, expressed concerns about impacts to parking, school capacity at Lyles Crouch, and realizing the streetscape and setback improvements as proposed by the Strategy. Mr. Milone was supportive that staff will continue to work on traffic improvements throughout the neighborhood. Mr. Milone suggested the Strategy name could have impacted engagement with residents and proposed renaming to the South Patrick Street Housing Affordability Strategy.

Jon Frederick, representing AHDC and member of AHAAC, expressed support for the Strategy and stated the proactive approach taken to preserve the affordable housing is in line with the tools and strategies identified in the Housing Master Plan. Mr. Frederick also stated that without the Strategy, the 215 existing affordable units will be lost and likely redevelop as townhouses. Mr. Frederick stated that the potential redevelopment can positively address neighborhood concerns including improved traffic, open space, and streetscape conditions.

## I. OVERVIEW

Expiring federal rental assistance contracts threaten two of the city's significant deeply affordable housing resources, The Heritage at Old Town ('The Heritage') and Olde Towne West III, which together provide 319 homes, including 215 committed affordable units. The Route 1 South Housing Affordability Strategy (Strategy) represents an opportunity for the City to proactively address this near-term housing challenge by establishing a framework for redevelopment to guide the preservation of those resources and housing diversity while also being compatible with the existing neighborhood.

**Key Objectives of the Strategy:**

- Preserve the long-term affordability of 215 committed affordable units;
- Retain the existing federal rental subsidy contracts and levels of affordability;
- Ensure that eligible residents who wish to return to the neighborhood have the opportunity to do so, and are offered support during relocation;
- Focus taller building height generally on Route 1 and apply a variety of building heights to achieve compatibility with the existing neighborhood;
- Ensure that new development contributes to the neighborhood through enhanced streetscapes, public spaces, and high-quality building design;
- Retain and enhance walkable access to neighborhood-serving retail/commercial, public facilities, and other neighborhood amenities;
- Provide a gateway entrance to the city at Franklin Street and Route 1;
- Provide improvements to the Wilkes Street public open space;
- Calm vehicle traffic and increase safety and accessibility for people walking, biking, or otherwise moving on or across Route 1, through streetscape, pedestrian and bike improvements, and buildings that define the street;
- Ensure that future development provides stormwater and sanitary sewer infrastructure that improves each site's environmental sustainability;
- Ensure that future school capacity takes into account potential new student generation resulting from development; and
- Establish short, mid, and long-term action items as part of the implementation of the Strategy.

This Strategy provides a phased 15-year framework focused on a core area that includes the committed affordable housing properties as well as commercial properties on Route 1, south of Gibbon Street. The Strategy will be an overlay to the Southwest Quadrant Small Area Plan (SAP). The Southwest Quadrant Small Area Plan will not be amended outside of the core area of the Strategy.

The recommendations are based on a community engagement process that included a charrette, community meetings, property owner discussions, targeted outreach to residents, pop-ups, and on-line participation. The community will continue to have opportunities to provide feedback as future private development and public improvements recommended by this Strategy are brought forward for review.

This planning process was included as a FY 2018 action item in the City's Strategic Plan, and the resulting Strategy is consistent with the Strategic Plan, which aspires to an Alexandria that is a "caring, kind, compassionate, fair, just and equitable city that supports an affordable and livable community for all."

The Strategy also aligns with the Housing Master Plan by preserving housing opportunities for Alexandrians at different incomes, abilities, and stages of life; with the City's recently adopted Vision Zero Action Plan and Complete Streets Design Guidelines to create safe streets for all; with the Safe Routes to School Program (Lyles Crouch Elementary Walkabout: Existing Conditions, Findings and Recommendations); and with the Environmental Action Plan related to site and building design, streetscaping, and improved options for walking and biking.

## II. DISCUSSION

### A. Why plan now?

Like many communities across the region and country, Alexandria faces a worsening shortage of affordable housing fueled by rising rents, stagnating wages coupled with job growth in lower-wage sectors, and limited federal housing funding to maintain existing housing stock and subsidies.

The 215 committed affordable units within The Heritage and Olde Towne West III serve low- to moderate-income Alexandrians, including seniors and others on fixed incomes, through federal housing assistance contracts that have ensured the affordability of the units for over three decades. (An additional 104 existing units at The Heritage ensure workforce affordable housing options are also available in the planning area.) The rental subsidy contracts for the 140 committed affordable units at The Heritage are currently subject to voluntary annual renewals. The contract for the 75 committed affordable units at Olde Towne West III will begin to expire in late 2019. Both property owners have existing zoning and development rights that allow them to potentially redevelop the properties as market-rate townhouses and have no legal obligation to continue the rental subsidy contracts after granting adequate advance notification.

The City will work with each of the property owners in advance of contract expiration to renew or extend their contracts to maintain the deep levels of affordability they provide to residents. Without proactive planning, regulatory incentives, and implementation, the affordability of the 215 units will be permanently lost if the property owners choose to redevelop under existing zoning and/or opt out of the contracts. The result will be the displacement of current residents and exacerbation of the city's affordable housing shortage.

## B. Role of the Strategy

Chapter 2 of the Strategy explains why regulatory incentives, including additional density, are essential to the preservation of this affordable housing. Absent these incentives, the cost to replace and maintain the deep level of affordability of the existing units would be prohibitive and would permanently displace long-time Alexandria residents from their community.

This Strategy endeavors to balance the need for redevelopment (in order to retain the affordable housing) with responsible design and height recommendations to ensure future redevelopment is not only compatible with the existing neighborhood, but also enhances it. It identifies opportunities to improve neighborhood connectivity and safety, to create inviting gathering places that are accessible to all, and to re-envision Route 1 South as a welcoming gateway to the city.

If and when these sites are redeveloped, buildings, open space, and the public realm will be held to standards of design established in the Strategy, ensuring that redevelopment provides value to the neighborhood and to the city while fulfilling the goals of the Strategy. Further, the Strategy strives to reconnect the people and the neighborhoods on the east and west sides of Route 1 by providing a more welcoming environment for walking, biking, and otherwise moving on or across Route 1, and signaling to those traveling through that they have not only entered Alexandria but also a community.

## C. Themes from the Community Process

A number of common themes emerged through community discussion: the need for affordable housing; the City's commitment to diversity and mixed income communities; compatible heights and density; resident relocation and right to return; adequate infrastructure and school capacity; traffic and pedestrian safety; neighborhood identity and history; streetscape enhancements; and public open space.

Discussions with the community resulted in general agreement around many of the recommendations, most notably regarding the importance of preserving safe, accessible, and affordable housing; ensuring residents' right to return to their homes following any redevelopment; and enhanced streetscaping and pedestrian improvements that not only provide an improved aesthetic but also prioritize safety. Concerns addressed over the course of the process generally centered on the amount of increased density necessary to preserve the affordable housing; concern about resident displacement; how increased density may affect traffic volume and school capacity in relation to any redevelopment.

The Strategy offers recommendations to address these issues, further described below, noting that any future redevelopment will also be subject to the City's development review process where further site-specific analysis will be required.

### 1. Affordable Housing and Regulatory Incentives

Chapter 2 of the Strategy discusses the economics of housing affordability. Redevelopment under existing zoning with the use of bonus density under Section 7-700 does not produce sufficient density to subsidize the replacement affordable housing units. Three scenarios are presented on pages 8-10 highlighting the range of impacts to residents and economic costs to the City to preserve the affordable housing. The Strategy recommends the third scenario—wherein the developer replaces the affordable units on-site through the use of regulatory incentives and City investment is limited to gap financing. This involves rezoning the properties to a new, recommended zone that enables additional density, with the provision of the replacement the 215 affordable housing units on site (pages 29-31).

**2. Resident Relocation and Right to Return**

Many of the tenants of The Heritage and Olde Towne West III are long-time residents of Alexandria and have deep roots in this community. Page 12 and Appendix A.2 of the Strategy outline the City's commitment to working with property owners, current residents, and relevant City agencies, including Alexandria City Public Schools, to minimize the adverse impacts of temporary relocation on residents. The Strategy also discusses the relocation plans required with any development application that involves resident displacement and what residents can expect in terms of notice, relocation assistance, and the typical criteria for eligibility to return. The City held multiple events specifically for tenants of the affordable housing properties during the planning process to answer questions and take feedback. Staff will continue to reach out to residents after the Strategy is approved to share information and will collaborate with the property owners to conduct a survey of residents' housing needs, including housing size and type, income, and accessibility needs, to inform potential development plans and prepare for future relocation and return processes.

**3. Building Height, Site Design, Connecting Community**

Chapter 3 of the Strategy provides recommendations for how building and site design can complement the neighborhood with redevelopment. The Strategy calls for a variety of building heights and appropriate height transitions to the existing neighborhood. A modest increase in allowed building height on a limited number of blocks primarily along Route 1, combined with additional density, will enable the return of affordable housing with redevelopment of those blocks, as well as enable the redevelopment of the commercial properties south of Gibbon Street.

Further, the Strategy strives to reconnect the neighborhoods on the east and west sides of Route 1 by providing a more welcoming environment for people walking, biking, and otherwise moving on or across Route 1. With redevelopment of the commercial sites south of Gibbon Street, the Strategy illustrates how buildings, open space, and streetscape elements can help denote this important gateway to the neighborhood and the city.

**4. Mobility: Pedestrian Safety and Traffic**

The current design of Route 1 in this area emphasizes moving vehicles through the neighborhood rather than balancing movement by people, bikes, and vehicles within the neighborhood. Limited connectivity across Route 1 creates a challenging environment for people walking and biking, and the area lacks an appropriate gateway entry into the neighborhood and the city.

Chapter 4 of the Strategy provides recommendations based on comments from the community and current City Plans for new pedestrian safety and traffic calming improvements to be implemented in the short-term, such as painted curb extensions, high visibility crosswalks, a new HAWK Signal on Franklin Street, traffic control device(s), such as flexi-posts, to prevent cut through traffic, and a raised pedestrian crosswalk on Alfred Street connecting the two sides of the Wilkes Street public open space. The Strategy calls for additional streetscape enhancements in the medium and long-term as redevelopment occurs.

For planning purposes, estimated additional peak hour trips were generated and shared with the community during the planning process and provided on page 36. When a development application is submitted for any of the potential redevelopment sites, the applicant will be required to conduct a traffic impact study, accounting for all cumulative traffic using the most current data available, and demonstrate how the proposal will address and mitigate potential transportation impacts. It should be noted that redevelopment of the identified sites will likely occur in multiple phases over a five to 15-year period.

**5. School Capacity**

As with each new small area plan effort, staff worked with ACPS to develop an estimate of new students that could be generated by additional development. Using 2015-2017 student generation rates, approximately 12 elementary, seven middle, and four high school students will be generated by the net new proposed redevelopment over time, which represents 23 net new students over the current number of students (page 32). Redevelopment of the identified sites will likely occur in multiple phases over a five to 15-year period, so the additional students would not all be added at once. ACPS will continue to coordinate with the City to review, plan, and allocate resources for necessary additional capacity to ensure all ACPS students are provided with safe and equitable learning environments.

## III. COMMUNITY PROCESS

The planning process incorporated a variety of community engagement opportunities intended to engage all members of the community who wished to participate *in the ways that worked best for them*. Included in these opportunities were eight community meetings that were live streamed and included Spanish and Amharic interpretation and childcare services, a charrette, open houses, door-to-door distribution of flyers, neighborhood pop-

up events, online engagement, informal roundtable discussions, and a walking tour. A summary of the community engagement process is provided as Attachment 2, with further details provided in Appendix A.1. In response to community comments, the process was extended from June to September to allow additional time for community review of the draft Strategy.

Community feedback informed the working draft released on June 4 and the revised draft released on July 13. Chapters were also translated into Amharic. A compiled list of community comments and staff response is provided as Attachment 3. Both the Transportation Commission and the Alexandria Housing Affordability Advisory Committee (AHAAC) were briefed multiple times over the course of the process, and both organizations have provided a letter of endorsement (Attachment 4).

## IV. IMPLEMENTATION

Beyond preserving housing affordability, redevelopment enables infrastructure improvements, including transportation, stormwater, sanitary sewer, open space, and streetscape. The Strategy provides an Implementation Table that identifies all improvements and tasks that, along with existing housing, transportation, and planning policies, ensure the successful implementation of this Strategy. Tasks are identified by responsible party and as short, medium, and long-term, recognizing that some tasks are not redevelopment-dependent and therefore can be accomplished in the short-term, whereas other tasks come with and because of redevelopment and will likely be in the medium and long-term. For tasks associated with redevelopment, the timing will be based on market conditions. Some improvements will need to be part of the City's Capital Improvement Program (CIP) or grant funding sources.

## V. STAFF RECOMMENDATION

Staff recommends that the Planning Commission, on its own motion, initiate an amendment to the Southwest Quadrant Small Area Plan Chapter of the Master Plan and adopt Resolution MPA 2018-0003 recommending approval of an amendment to the Master Plan to amend the Southwest Quadrant Small Area Plan Chapter approved in 1992 by incorporating the Route 1 South Housing Affordability Strategy.

**ATTACHMENTS:**

1. Route 1 South Housing Affordability Strategy (hyperlink)
2. Community Engagement Process
3. Public Comments Matrix
4. Endorsement Letters: Alexandria Housing Affordability Advisory Committee; Transportation Commission
5. Resolution No.: MPA2018-0003

RESOLUTION NO. **MPA 2018-0003**

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

WHEREAS, the proposed Route 1 South Housing Affordability Strategy will amend the Southwest Quadrant Small Area Plan chapter of the City's Master Plan by providing recommendations for the area encompassed only by the Route 1 South Housing Affordability Strategy; and

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on 4 **DATE** Sep with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Route 1 South area within the Southwest Quadrant Small Area Plan section of the City; and

2. The proposed amendment is generally consistent with the overall goals and objectives of the City's Master Plan; and

3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the Southwest Quadrant Small Area Plan; and

4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the Southwest Quadrant Small Area Plan chapter of the City's Master Plan, the new Route 1 South Housing Affordability Strategy will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

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

1. The attached document titled Route 1 South Housing Affordability Strategy dated August 24, 2018, and any appendices to such document are hereby adopted in its entirety as an amendment to the Southwest Quadrant Small Area Plan chapter of the Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 4th day of September, 2018.

Mary S. Lyman

Mary Lyman, Chair
Alexandria Planning Commission

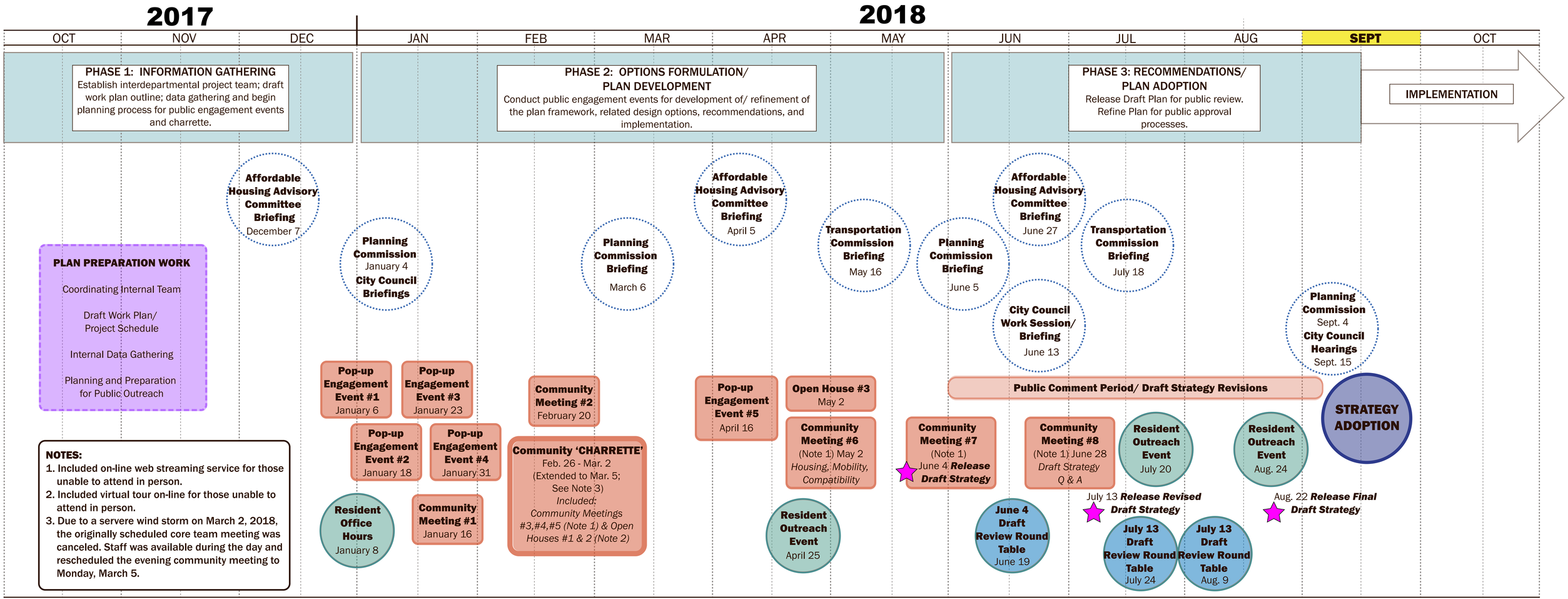
ATTEST: Karl W Moritz

Karl Moritz, Secretary

# COMMUNITY ENGAGEMENT PROCESS

## ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY

**Attachment 2**




**NOTES:**

1. Included on-line web streaming service for those unable to attend in person.
2. Included virtual tour on-line for those unable to attend in person.
3. Due to a servere wind storm on March 2, 2018, the originally scheduled core team meeting was canceled. Staff was available during the day and rescheduled the evening community meeting to Monday, March 5.

**ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY**

**Community Feedback on the June 4 and July 13 Draft Strategy Releases (June 4 - Aug. 17) with Responses**

*Please note that page #s in the Revised Draft (dated July 13) have changed since the June 4 draft. Where possible, chapters are referenced.*

**Legend**

- Y - Yes, revision(s) proposed/incorporated
- AA - Topic Already Addressed/ No revision proposed
- N - No revision proposed/ incorporated
- O - Other

| Source | No. | Question/ Comment/ Suggestion | Revision Proposed? (see legend) | Response/ Proposed Revision | Response/ No Revision Proposed |
|---|---|---|---|---|---|
| **Feedback from #1 to #210 are in response to the June 4 Draft** | | | | | |
| Community Meeting #7 (with Open House) | 1 | Have the rental property owners indicated they are interested in redeveloping? | Y | The City approached the property owners about its desire to be proactive in preserving the affordable housing units and consulted with HUD regarding requirements to renew/extend the contracts. Both property owners have indicated that the ability to redevelop is important economically in order to sustain the affordable housing. Renovating only will not provide enough of a return for them to keep the existing number of affordable units, so redevelopment is integral to this Strategy. HUD has indicated its concurrence with this approach. Language will be added to Section A.1 Community Engagement that states that the property owners have expressed a desire to redevelop. | |
| Community Meeting #7 (with Open House) | 2 | What does it mean when you say 'eligible' households can return? What households qualify as eligible? | Y | Text will be added to Chapter 2: Housing Affordability describing what it means to be eligibile. Eligible residents are those in "good standing." While the "good standing" definition has not yet been negotiated with owners of the Route 1 South properties, it will likely be similar to that in the Beauregard Small Area Plan's Tenant Assistance and Relocation Plan (TARP) for Properties Scheduled to be Demolished:<br>1.Current in rent at the time they receive a 120-day notice of termination and a generally good payment record.<br>2.Have lived in their unit for one year or more.<br>3.Have not made more than three late payments during the last three years.<br>4.Have received no more than one 21/30-day notice to cure during the last two years, and violations were cured.<br>5.Have passed a criminal background check based on a reasonable screening policy, e.g., not overly broad, does not exclude everyone with a criminal record, does not rely solely on arrest records, and provides a process for considering mitigating circumstances.<br><br>The working draft Strategy provides a recommendation (#7, page 13) to "ensure eligible residents have a right to return to the community after redevelopment and receive support and assistance to mitigate impacts of temporary relocation such as financial and moving assistance, as well as coordination with ACPS, Department of Community and Human Services (DCHS), and other City agencies".<br><br>A chart showing resources available to tenants will be added to page 12 (Relocation and the Right to Return), with further detail (including contact information) in a new Resources for Tenants section on page 54 (end of Section A.2). | |
| Community Meeting #7 (with Open House) | 3 | Many people don't have access to printers. Where can we get printed copies of the document? | Y | Copies have been provided on request. In addition, copies have been placed in four locations in the neighborhood, including Lee Center, Abyssinia Mart, and the management offices of Heritage and Olde Towne West. Chapters translated into Amharic have also been placed in these locations and posted on the project website. Language will be added to A.1 Community Engagement expressing this action. | |
| Community Meeting #7 (with Open House) | 4 | There are two areas of redevelopment – the affordable housing properties and the commercial properties on Route 1. Could we go forward with affordable housing properties now, then later gain consensus on the properties for Route 1? | N | | The areas could be separated, but the benefit of including the four additional redevelopment sites on Route 1 is to achieve a comprehensive vision and attention to overall design, including the long term improvements to the streetscape on the east and west sides, and the gateway at the southern end if/when these properties redevelop in the future. |
| Community Meeting #7 (with Open House) | 5 | Can you include documentation of the complete history of the project on the City's website? | AA | | This information is already provided on the project website and Section A.1. |

**ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY**

**Community Feedback on the June 4 and July 13 Draft Strategy Releases (June 4 - Aug. 17) with Responses**

*Please note that page #s in the Revised Draft (dated July 13) have changed since the June 4 draft. Where possible, chapters are referenced.*

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- O - Other

| Source | No. | Question/ Comment/ Suggestion | Revision Proposed? (see legend) | Response/ Proposed Revision | Response/ No Revision Proposed |
|---|---|---|---|---|---|
| Community Meeting #7 (with Open House) | 6 | I complement the thoroughness and comprehensiveness of the draft document. I would like to propose that the plan needs to be of a larger context, part of the City's overall Strategic Plan and vision of the city. Seems isolated. Coordinate with specific markers in strategic plan. Need to be sensitive to cost factor/cost benefit analysis. Developers want a reasonable return of investment. Residents want to return to their homes. City needs to leverage limited resources in a city of kindness and compassion. Need to express the specific values that this plan embodies – livable city, compassion, and kindness … strategic plan | Y | The draft Strategy already references consistency with the City's Strategic Plan and Housing Master Plan on page 5. However, additional language related to how the Objectives of the draft Strategy on page 3 are consistent with the City's Strategic Plan will be added in Chapter 1: Purpose. | |
| Community Meeting #7 (with Open House) | 7 | Going forward, as a member of the landlord tenants board, we would like input on the strategy. | O | | Staff briefed the board on 6/9/2018 and comments were provided. Meeting minutes are to be approved at next board meeting. The Board will continue to be involved throughout this planning process. |
| Community Meeting #7 (with Open House) | 8 | Agree that Strategy should be consistent with Strategic plan, Housing Master Plan, etc. | Y | See #6, above | |
| Community Meeting #7 (with Open House) | 9 | How do the Alfred Street Baptist Church (ASBC) plans fit into this plan? | O | | ASBC is outside of the boundary of this planning process. That development application is occurring under a separate development review process, and will have separate Board of Architectural Review approvals, and public hearings before Planning Commission and City Council. Because their application potentially impacts 22 affordable units, those units are being planned for in this process to make sure that the existing rental assistance contract can be renewed/extended, if possible. |
| Community Meeting #7 (with Open House) | 10 | Seems like this strategy is being done in a vacuum; ASBC is right next door, and will have major impacts. Same goes for the Thornton project. Will you consider it holistically or piece by piece? | O | | See #6 and #9, above. In addition, the Thornton and ASBC sites were required to submit a traffic study analysis as part of the development review process. The traffic analysis for each project takes into account impacts beyond each site. |
| Community Meeting #7 (with Open House) | 11 | Residents in the affordable housing properties are confused; they didn't understand that they would be moving. We need security and we need to understand what's going on. | Y | See #2, above. | |
| Community Meeting #7 (with Open House) | 12 | Review and comment period is in the summer and people can't come to meetings. | Y | The process was initially planned to be completed by June and was extended to September in response to comments from the community. Additionally, the City has provided and will continue to provide multiple ways (online, email, in-person) to give feedback. The City will also host two additional round table/open houses in the summer.<br><br>These means will be noted in Section A.1 of the Appendix. | |
| Community Meeting #7 (with Open House) | 13 | Seems like this planning area is piecemeal. Is there consideration for a more comprehensive look at the small area plan – Southwest Quadrant and Old Town. | N | | The City could eventually do a full SAP update, however, the need for the housing affordability strategy is time sensitive as the rental assistance contracts are expiring in 2019-20; This is why a focused, strategic approach was utilized for this process. A comprehensive review of the small area plan as a whole can still be done in the future, but would need to be considered as part of the City's interdepartmental long range planning work program.<br>Also, see #6, above. |

**ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY**

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| Community Meeting #7 (with Open House) | 14 | Have you addressed parking yet? And schools? | AA | | All new redevelopment projects will have to meet the parking standards in place at the time of the development proposal submission. The City works closely with ACPS to track student enrollment and produce student generation estimates using an agreed upon process established in the Joint City/ACPS Long Range Educational Facilities Plan. Detailed information was provided on this topic during the Charrette and in the May 2 community meeting presentation, available on the project webpage. The draft Strategy discusses parking and schools on page 32. Also reference Recommendations 28-33 on page 34. |
| Community Meeting #7 (with Open House) | 15 | (during Open House) Reference the City Strategic Plan in the document | Y | See #6, above | |
| Community Meeting #7 (with Open House) | 16 | (during Open House) Provide translated version of the document in languages per resident demographic | Y | Staff provided the Purpose and Housing chapters in Amharic, the predominantly-used language in the community, in addition to English. These translated chapters are located on the project website, and paper copies were placed in four locations within the neighborhood, including the managment offices of the Heritage and Olde Towne West. These means will be noted in Section A.1 of the Appendix. | |
| Community Meeting #7 (with Open House) | 17 | (during Open House) What disqualifies residents from tenant protection? | Y | See #2, above. | |
| Community Meeting #7 (with Open House) | 18 | (during Open House) What other options would allow residents who are disqualified from the tenant protection voucher to return to the redeveloped area? | Y | See #2, above.<br><br>As occurred in the Beauregard Small Area Plan, it is possible that some options could be negotiated with the owners to allow existing residents who don't meet the tenant in good standing criteria to return; however, that has yet not occurred and would likely be reviewed in the context of the various requirements associated with how the property is financed and what flexiibility is allowed within the City and the owners' obligations to affirmatively further fair housing. | |
| Community Meeting #7 (with Open House) | 19 | (during Open House) % of current residents NOT tenants in good standing | O | | This information is not currently known. The Strategy recommends (see Recommendation #8, page 13) that a survey of existing residents be undertaken; that initiative is being planned for FY 2019 to inform further planning efforts. |
| Community Meeting #7 (with Open House) | 20 | (during Open House) Why can't the BAR review all the sites? Amend the district line to include all redevelopment projects | N | | The Old and Historic Alexandria District (OHAD) boundary was established in 1946, amended in 1951, and the boundary has remained unchanged since 1965. The Board of Architectural Review (BAR) reviews all buildings located wholly or partially within the OHAD boundary. The OHAD is also intended to retain and protect buildings with architectural significance. The existing apartments, commercial buildings and gas stations do not meet this criteria. However, the Strategy does have recommendations (refer to pages 33 and 34) to ensure high quality design, materials and compatibility for new buildings. |
| Community Meeting #7 (with Open House) | 21 | (during Open House) What about the loss of revenue from losing the gas stations? Has the City taken that into account? | O | | The Strategy provides an option for the gas stations if the property owners choose to redevelop. The Strategy also takes into account the fiscal impact of the planned redevelopment. |

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| Community Meeting #7 (with Open House) | 22 | (during Open House) Regarding the near-term improvements map: illegal turn around at Church Street | O | | This location is not within the core area of this Strategy, however City staff has studied this issue in the past and have concluded that prohibiting this left turn would cause reduced access for neighbors who depend on this left turn to get to their homes. Restricting this left would have to be approved by the Traffic and Parking Board and would required full support from the civic association before considering. |
| Community Meeting #7 (with Open House) | 23 | (during Open House) Regarding the near-term improvements map: enforcement of stop signs | O | | Enforcement is an ongoing activity that requires constant conversation with the Alexandria Police Department (APD). This and related comments have been provided to the APD. |
| Community Meeting #7 (with Open House) | 24 | (during Open House) Regarding the near-term improvements map: improve connection at Patrick and Wolfe | Y | Revise Recommendation #8 on page 39 to read "The City will explore the feasibility for improvements crossing Route 1 at Wolfe Street." | |
| Community Meeting #7 (with Open House) | 25 | (during Open House) Regarding the near-term improvements map: flashing warning lights for pedestrians (post-it note on Wilkes/Alfred) | N | | A raised crosswalk will be installed as part of the near-term improvements. This raised crosswalk will have the appropriate markings/signage to calm traffic through the intersection. In the long-term, this raised crosswalk will be a decorative raised crossing connecting both sides of Wilkes Street Park. |
| Community Meeting #7 (with Open House) | 26 | (during Open House) Regarding the near-term improvements map: need four curb extensions (concrete?) (post-it note on Gibbon/S. Columbus) | N | | Concrete curb extensions are prioritized throughout the City for high crash locations. Please see Vision Zero Action Plan activities. For these locations, concrete curb extensions are not be possible to install given that during peak hours, parking lanes are used as general traffic lanes. |
| Community Meeting #7 (with Open House) | 27 | (during Open House) Regarding the near-term improvements map: Need four concrete curb extensions (post-it note on Alfred/Gibbon) | N | | See #26, above. |
| Community Meeting #7 (with Open House) | 28 | (during Open House) Regarding the near-term improvements map: Left turn from right lane (post-it note on Gibbon/S. Patrick) | AA | | As per Figure 4.1 on page 37 and the description of "Traffic Control" on page 36, the City is proposing to install a barrier between left-turning lanes and through lanes to discourage turning left from the right lane. This issue will also be reported to APD for regular enforcement. |
| Community Meeting #7 (with Open House) | 29 | (during Open House) Regarding the near-term improvements map: NB left from S. Patrick onto Gibbon | N | | This turn is banned during peak hours. The signal and turning movements are designed to balance traffic movements. Allowing this turn during peak hours would impact traffic movements. |
| Community Meeting #7 (with Open House) | 30 | (during Open House) Regarding the near-term improvements map: cycle length too long at S. Patrick and Franklin | Y | Signals are timed in coordination and include cycle lengths for pedestrian crossing time. A pedestrian (HAWK) signal will be installed as part of the near-term improvements recommended by this Strategy. Language will be added to page 36 to explain the use of the pedestrian (HAWK) signal in more detail, how it will stop traffic and enable better pedestrian crossings at this location. | |
| Community Meeting #7 (with Open House) | 31 | (during Open House) Like the courtyard approach | AA | | The Strategy recognizes the need for building breaks and courtyards on pages 23, 31, and 34 (reference Recommendations #24 and #26). |
| Community Meeting #7 (with Open House) | 32 | (during Open House) Massing of buildings in rendering seems too large. Break-up with courtyards | AA | | See #31, above. |

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| Community Meeting #7 (with Open House) | 33 | (during Open House) Will the rezoning be implemented with the plan approval altogether or later with each redevelopment site application? Will it be a new zone or an existing zone? | O | | The Strategy's recommended zoning will not be implemented as part of the Strategy approval. Staff is analyzing whether the recommended zone will be a new or existing zone; it is anticipated that this will be addressed in the July revised draft of the Strategy. |
| Community Meeting #7 (with Open House) | 34 | (during Open House) Would like to see building breaks (walk throughs) on the new building sites | Y | Page 28, Figure 3.11: Urban Design Elements in the working draft illustrates two "Potential Mid-Block Predestrian Connections" in blue on the two largest potential redevelopment sites. The recommendation that most closely describes mid-block crossings is #26 on page 34). Language will be added to Recommendation #26 to reference mid-block crossings as shown in Figure 3.11. | |
| Email 1 | 35 | I cannot find this information online but perhaps have missed it. Please tell me who the City has contracted with to develop this plan and what the cost associated with this contracting has cost the City to date.<br>I was unable to attend last night's meeting since my child goes to bed before 8 PM but have received a recap from a number of folks. I am baffled as to how the City has come up with the number 12 for the number of additional students that would be added to LCTA under the redevelopment project when the number of units will be far more than the 215 listed. Can you explain that methodology please? I am also VERY disappointed regarding the feedback I have received on the answers (or lack there of) last night regarding the impact on traffic and safety the increased density will add. This was what I expressed to your colleague on the 23rd when you were at Abyssinia coffee shop. The drawing of the streetscape seems rather unrealistic in terms of what comes through OT everyday from RT S, 495 and off of the GW Parkway. The Alfred Street Church redevelopment project cannot be considered in isolation and will also add to the density and traffic issues. I have to say, I am fairly disappointed. The comments alone posted on the City website from the various community meetings should provide a reason to pause. Have there been traffic studies done to project how the increased density will impact the area? Rush hour on the south end is a complete and utter nightmare. How will this be handled and especially when all the construction adds to the problem as the area is redeveloped? | Y | The community planning process and resulting draft Strategy were developed and produced by City staff. Grant funding from the Virginia Housing Development Authority (VHDA) funded the cost of a transportation consultant to provide subject matter expertise during the process and funded the perspective renderings included in the draft document. VHDA will be added to the Acknowledgements page.<br><br>Expand language on school capacity planning and student generation on page 32 to reference Chapter 2 of the Long Range Educational Facilties Plan.<br><br>The near-term and long-term improvements recommended by the working draft Strategy consider estimated added peak hour traffic and reflect strategies toward enhancing pedestrian safety and calming existing and future traffic. Language will be added to Chapter 4 describing the additional cumulative peak hour trips as a result of new development, as presented at community meeting #7 on May 2 and at the Planning Commission briefing on June 5 and the City Council briefing on June 13.<br><br>The Alfred Street Baptist Church proposal is currently going through the development review process. The applicant has submitted a traffic impact study and will have to demonstrate how the proposed development will address and mitigate its transportation impact. | |
| Email 2 | 36 | What is FAR? | Y | Floor Area Ratio (FAR) is a ratio between the building square footage and the lot square footage. For example, a 10,000 sq. ft. buildings on a 10,000 sq. ft. lot is a 1.0 FAR. The City's formal definition of Floor Area Ratio can be found in the City's Zoning Ordinance. Floor Area Ratio will be spelled out in Chapter 3. | |
| Email 3 | 37 | Thanks for the opportunity to participate and have the chance to have some influence . The question I believe is most worth considering at this stage of this project is the following:<br>1. Is Risk Management being done for this project? Where for example planners and stakeholders involved identify a comprehensive list of valid risks associated with a project. The risks are then rank ordered by likelihood of occurrence combined with their impact. Then mitigation plans/strategies are drawn up for those risks that need them, i.e. the ones that are likely to happen and or would cause disruptions to the project and stakeholders. All of the Risk Mangament documentation is kept on file and revisited periodically and updated throughout the project as it matures and things surronding the project change. Please let me know. | AA | | The primary risk associated with this Strategy is that without incentives, the existing affordable housing could be lost.<br><br>Based on the evaluation of three scenarios (pages 8 and 9), it was recommended that the tool to retain housing affordability be to increase density and height on sites with existing HUD contracts. Staff evaluated the potential impacts from increased density (on all sites within the core planning area) on peak hour traffic and schools, specifically, (refer to May 2 community meeting materials), which then informed recommendations. We also created strategies with the community that inform the building height, form and function of future development, open space and streetscapes to ensure neighborhood compatibility. |

**ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY**

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| | | | | | Further, each future development proposal (if/when it takes place) must go through the City's development review process, which requires compliance with the adopted Strategy recommendations and other City policies; coordination with ACPS; requires the applicant to provide a traffic impact study, and stormwater and waste water mitigation plans; and requires the applicant to meet with residents about the proposal before consideration for approval by planning commission and City Council. This is the process by which, staff, the community, commission, and Council ensure the intent of the (eventual) adopted Strategy is being implemented. |
| Email 4 | 38 | I have been looking through the draft. During the Charette, I recall discussion of having HUD "continue the housing vouchers for Heritage. Is that still part of the plan. What is happening with the housing associated with the Alfred St. Church , they are townhouses, as i recall, with entrances with many steps. | AA | | The Strategy lists the "Strategy Objectives" on page 3, one of which specifically mentions the HUD contracts: "Retain the existing federal rental subsidy contracts that provide deep levels of affordability". Through this draft Strategy, it is planned that redevelopment will occur in such a way that allows for the retention/extension of those contracts with HUD. There is more language on this particular topic on page 8 and within recommendation #4 on page 13.<br><br>The housing owned by Alfred Street Baptist Church includes townhome-style units, as well as one level flats. Future development, if/when it takes place at The Heritage properties or at the Olde Towne West properties, will be subject to recommendations of this draft Strategy. These include Recommendation #11 on page 13 which specifically addresses accessibility: "Incorporate accessibility, visitability and universal design features, when feasible, to enable residents to remain and age safely in the community and to ensure new homes are accessible to individuals regardless of their physical abilities".<br><br>The ASBC church expansion project is occurring through a separate, parallel development review process. That project, and the impacted units, are discussed on page 53 (in the Appendix). |
| Phone call 1 | 39 | What is the difference between DSP and DSUP? | O | | A development site plan (DSP) is approved by the Planning Commission. The City has less discretion to add requirements of approval as part of a DSP. A development special use permit (DSUP) is approved by City Council and enables the city more discretion to add requirements of approval to mitigate the impacts of the proposed development. More information can be found on the Development webpage alexandriava.gov/Development. |
| AlexEngage 1 | 40 | I agree with goals of city's proposed plan; however traffic and speed mitigation strategies need to be implemented where possible without delay. The traffic and speed on residential streets in SW area is bad. | AA | | The Strategy recommends short-term mitigation strategies that include bulb-outs, enhanced crosswalks and a pedestrian (HAWK) signal (see Figure 4.1, page 37). The Strategy also recommends significant improvements on S. Patrick Street, including a median and enhanced pedestrian crossings in the medium and long term (see Figure 4.2, page 38). The redeveloped sites will also have to implement pedestrian and bike and transportation improvements to mitigate potential impacts. |
| AlexEngage 1 | 41 | My HOA community - 9 homes within the plan area - is concerned about increase in density, impact on already congested roads, and construction impacts - traffic, haul routes, sleep disruption, etc. However we think the mixed use housing proposal will mitigate the crime and nuisance issues in area. | Y | The Strategy is intended to mitigate impacts associated with additional density, including additional traffic. As part of any future DSUP approvals, conditions related to specific impacts of construction, including noise and haul routes, will be addressed in consultation with the community. Additional language to this effect will be added to the introductory paragraphs in Chapter 5 Implementation. | |

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| AlexEngage 1 | 42 | Traffic and speed mitigation strategies need to be implemented where possible without delay. The traffic and speed on residential streets in SW area is bad - the longest part of my commute from DC is thru OT, beginning at Prince thru Jefferson. | AA | | See #40, above. |
| AlexEngage 1 | 43 | Interesting info, thanks for providing! | O | | Comment noted. |
| Email 5 | 44 | I was able to open the doc from the link provided. WiFi is very weak in my area, so it took 10 minutes to load. Plus some pages blacked out about 1/3rd thru the doc, presumably because of the weak connection. Considering how increasingly important—if not essential—internet connectivity is, I'm thinking my comments should include a suggestion to incentivize developers to provide local WiFi (if that isn't in the draft, which I haven't yet been able to go thru, haha).<br><br>Thanks again. From what I have viewed, it looks to be a most comprehensive report—much needed and appreciated. | O | | As future development proposals are submitted, Staff can consider incentives for improved wifi through future development as part of the development review process. |
| Written Comments from paper copy in neighborhood 1 | 45 | Scenario 3 (affordable units are replaced by developer on-site through redevelopment with additional density; City investment limited to gap financing) - I am intrigued by this because there is less public cost. How tall would the buildings be, i.c. how many stories? High rises would detract from the historical aesthetic. By the same token, developers have put up some very attractive new and renovated buildings up on the north end. Can the same be done here while still allowing for lower-end rent or subsidies? My own building has very small units and this keeps unit price down. I am in fomer Bearings South/ Boulevard. I am tired of everything overpriced and marketed as "luxury townhomes". What ever happened to simple yet lovely homes with traditional aesthetic design?! Beauty need not cost a forture. Let's have regard for the poor - they deserve beauty too. So I believe I would like further inquiry into Scenario 3. | AA | | The draft Strategy recommends pursuing Scenario 3 (the use of additional height and density to preserve housing affordability) with recommendations to ensure neighborhood compatibility. Generally, the building heights being recommended (45-55') are already allowed in this area, and the greatest heights are recommended along Route 1. The heights proposed would allow buildings that are four to five stories, at most. Transitions will lower building heights closest to the historic area and neighborhoods where there are private, lower-scale townhomes. Creating flexibility in current building heights will allow more interesting architectural design and elements to be included, while achieving the necessary density to incorporate the same number of affordable units as currently exist into the future mixed-income development. Please note that the existing mid-rise building is 62'. |
| Written Comments from paper copy in neighborhood 1 | 46 | I think we should explore open architecture design instead of block design. This allows for rooftop walkways and gardens. Please view the TED Talk by Moshe Safdie. | AA | | The draft Strategy provides general design recommendations (pages 23-31) to ensure thoughtful design while allowing some design flexibility during the development review process. Incorporating character defining elements from the neighborhood such as building breaks, front porches, courtyards, small front yards, and building materials typical of the neighborhood allows for pourosity. |
| Email 6 | 47 | Very impressive! I navigated to the survey and took that as well. I've sent the link to my neighbors as well.<br><br>Overall I'm pleased with the information and how well you all have presented it.<br><br>Thanks again for all of your engagement! | O | | Comment noted. |
| AlexEngage 2 | 48 | If implemented as you have depicted in the materials, I think the overall vision is exciting and transformational! | O | | Comment noted. |
| AlexEngage 2 | 49 | As a resident on the 900 block of Franklin St., I am happy you are addressing the intersection of Franklin and Alfred. I would like to see the overall plan (e.g. Figure 1.1) show the "extension" of the plan's areas of interest somehow on the figure, as well as an emphasis on the connectivity between the east and west sides of Route 1. The general area is indicated in the Figure, but it doesn't show the full scope and ambition of the plan in one single figure. Small issue overall, but I think would be worth it for residents to see. | Y | A larger context image will be added to the Strategy. | |

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| AlexEngage 2 | 50 | I appreciate the phased approach, especially those issues that can be addressed immediately, such as traffic issues and pedestrian safety at the intersections off of Route 1 (e.g. Franklin-Alfred, Gibbon-Alfred, etc.) | O | | Comment noted. |
| Word Doc sent via Email 7 | 51 | In the Route One Plan Goal is to provide a mix of unit types to meet current and future community needs. There is a discussion about the decrease in Affordable rental units. How many of these units also were accessible and need to be replaced? | AA | | Chapter 2 includes a recommendation (#11) that is applicable to all properties: "Incorporate accessibility, visitability and universal design features, when feasible, to enable residents to remain and age safely in the community and to ensure new homes are accessible to individuals regardless of their physical abilities." Typically, at least 10% of all new affordable housing development is fully accessible, and it is anticiapted that this would be the case here if redevelopment occurs. This percentage could be higher, based on the upcoming survey of residents, if greater need is indicated. The age and typology of the current housing stock limits the current number of accessible, affordable units. |
| Word Doc sent via Email 7 | 52 | attention should be given to providing accessible, as well as affordable, housing units in the new housing provided. How many new units will have features such as: wider bathroom doorways, Turn space in bath rooms, space under sinks for wheel chair access; Placement of lower closet rods; lower kitchen counter and cupboard heights; lever door handles, higher electrical plugs and pad light switches? | AA | | See #51, above. The Strategy contains a recommendation encouraging enhanced accessibity and universal design features if redevelopment occurs. |
| Word Doc sent via Email 7 | 53 | While the Plan mentions residents with disabilities in various places, there does not seem to be a recognition that accessibility accommodations benefit all residents and visitors to Alexandria. The mother wheeling her infants in a stroller wants to cross streets safely with adequate time. She also may like to enjoy a park with no steps to interfere with access and strolling. The same is true of the resident with a broken leg or after back surgery using a walker who needs a place to rest and enjoy the park surroundings. | AA | | The draft Strategy emphasizes planning for people of all ages and abilities in each Chapter. |
| Word Doc sent via Email 7 | 54 | IN The URBAN DESIGN AND OPEN SPACE SECTIONS particularly for the Wilkes Street Public Park, the Plan needs to include requirements that promote accessibility: shelter and seating to acommodate elderly and individuals with wheelchairs, walkers and other mobility aides; wider sidewalks and ramps with the proper slope forWheelchairs and no step access. | Y | There will be more language regarding accessibility in open spaces added to the Open Spaces section of Chapter 3. | |
| Word Doc sent via Email 7 | 55 | Other disability accommodations are needed in signage, lighting and the use of materials that facilitate wayfinding: directional strips, colors and textures or other means to define pathways and provide directional indicators to assist way finding for people with sensory disabilities. | Y | Language about lighting, wayfinding and universal design will be added to the Urban Design section of Chapter 3. | |
| Word Doc sent via Email 7 | 56 | The high rise affordable housing with elevators should include more accessible units, since the new housing units may be replacing existing low income housing inaccessible due to entrance stairs. | AA | | Enhanced accessibility is one of the Strategy recommendations if/when redevelopment occurs (see Recommendation #11, page 13). Specifically, if the mid-rise building is retained, the City will work with the owner to ensure that residents needing greater accessibility are assisted, including through the potential use of Housing's Rental Accessibility Modification Program (RAMP) which provides grants of up to $50,000 to make units accessible. |

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| Word Doc sent via Email 7 | 57 | GUIDING PRINCIPLE: building and Site design that complements and Contributes to the neighborhood" This section mentions pedestrians and Bycycles.<br><br>The Plan must be revised: to include statements on access for individuals with mobility and other disabilities by signage and other features directed to encouraging inclusiveness for use by Alexandria residents and visitors of all ages and needs. | Y | General statement about inclusiveness and access for all individuals will be added to Chapter 3. | |
| Word Doc sent via Email 7 | 58 | Route One is unsafe and virtually impassable for individuals using wheelchairs, walkers or other mobility assistance and particularly for individuals with low vision, hearing and other disabilities which make it difficult to navigate busy crossings safely without assistance from audible signals and adequate crossing time. | AA | | See #40, above. |
| Email 8 | 59 | GREAT IDEA to place copies in different venues. An a help, would you or someone inform participants why those sites were chosen and if copies of other languages are being placed in those same locations or consider placing copies in other cultural venues - Libraries/Recreation Centers are great places to have copies, especially those where visas/passports applications are processed. | Y | Because this planning process is neighborhood focused, we felt it most appropriate to place the physical copies in locations within the Route 1 South neighborhood as those neighbors are the main audience and these locations are familiar, convenient and accessible to the Route 1 South community. The draft Strategy and all other meeting materials are available on the project website for anyone to access.<br><br>We do not plan on having the same chapters translated in other languages, but we do offer translation assistance to anyone needing it. We've added language to this effect on the project website.<br><br>Staff provided the Purpose and Housing chapters in Amharic, the predominantly-used language in the community, in addition to English. These translated chapters are located on the project website, and physical copies were placed in four location within the neighborhood, including the managment offices of the Heritage and Olde Towne West. These means will be noted in Section A.1 of the Appendix. | |
| AlexEngage 3 | 60 | p.2 - Why is the block and a half between Franklin and Wilkes/S. Alfred and S. Columbus drawn out of Old and Historic Alexandria? Why are the sites of OTW and The Heritage drawn out of Old and Historic Alexandria? | Y | The Old and Historic Alexandria District (OHAD) boundary was established in 1946, amended in 1951, and the boundary has remained unchanged since 1965. The Board of Architectural Review (BAR) reviews all buildings located wholly or partially within the OHAD boundary. The OHAD is also intended to retain and protect buildings with architectural significance. The existing apartments, commercial buildings and gas stations do not meet this objective. However, the Strategy does have significant recommendations (refer to pages 33 and 34) to ensure high quality design, materials and compatibility for new buildings.<br><br>Language to this effect will be added to A.4 Historic Resources. | |
| AlexEngage 3 | 61 | p.2 - It should be noted that the orange blocks categorizing "other potential development sites" are mapping over specific businesses which should also be noted for consistency ie. West Marine etc. | N | | All potential redevelopment sites are called out by name in Table 1: Development Summary Table on page 19. The affordable housing sites are specified by name on the map on page 2 because they are the focus of the Strategy. |
| AlexEngage 3 | 62 | p. 3 Define "eligible residents" so everyone who resides in The Heritage or Old Towne West currently has a clear understanding if they "qualify". | Y | See #2, above. | |

**ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY**

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| AlexEngage 3 | 63 | p. 6 How could the City possible allow for this to happen without anticipating a problem? "The city's market affordable inventory—historically its primary source of housing diversity—has shrunk by approximately 16,000 units, or 88%, between 2000 and 2018". What ADDITIONAL projects are the City pursuing to remedy this massive and irresponsible deficit of affordable housing? This has clearly been a snowballing issue for nearly a decade. Why now? Why here? | O | | The "loss" of market-affordable units is largely the result of rents being increased to a point where they are not affordable to households with incomes at or below 60% of the area median income. In 2018 HUD has determined 60% AMI in the Washington DC area as $70,320 for a 4-person household. Using 30% of gross income to measure housing affordability, $1,758 (including utilities) for a 2-bedroom would be the maximum monthly rent a 60% AMI household could reasonably "afford" for a 2BR unit and provide for other basic needs. Based on Housing's Jan 2018 Apartment Survey, there are only 2,236 market-affordable units, citywide. The reasons for this phenomenon are largely external to the City's control (market-driven housing cost increases, stagnating wages, development of luxury apartment stock), however, the City has worked diligently for more than a decade to preserve and increase the number of committed affordable units, using a number of strategies, including, (1) developing a Housing Master Plan to guide the City's investment in affordable housing production and preservation; (2) creating a nonprofit (AHDC) that works exclusively in the City to develop/preserve affordable housing and working with other nonprofit development partners to leverage City investment; (3) creating dedicated revenues to invest in affordable housing (penny fund, general obligation bond authorization, meals tax increase); (4) co-locating housing on City (Station at Potomac Yard, Jackson Crossing) and institutional (faith-based) land; (5) increasing the amount of bonus density allowed to faciliate more committed affordable units through the private development process; (6) working proactively through the planning process, as in Route 1, to prevent the loss of existing committed affordable housing; etc. The cost (development and operating) and effort required to preserve and/or produce affordable housing is very high. Alexandria is fortunate to have political leaders and a community that understand the importance of housing affordability to the City's economic growth and competitiveness as well as to its commitment to remaining diverse and inclusive. This Strategy aligns with the Housing Master Plan's goal of retaining existing affordable housing, as well as the City's Strategic Plan goal of Alexandria remaining diverse and inclusive by working to preserve affordable housing in the neighborhood where it currently exists. |
| AlexEngage 3 | 64 | p.8 "Having a plan in place to guide the contracts' preservation within the neighborhood is critical to working with the Department of Housing and Urban Development (HUD) to extend its commitment. " What EXACTLY is HUD requiring for an extension of its commitment? | O | | Discussions with HUD, which have occured throughout this process, indicate their support for a redevelopment plan that will retain/replace the existing number of affordable units in this neighborhood, within a mixed-income development. |
| AlexEngage 3 | 65 | p.8 Again, why is the City in this bind in the first place? How was this not anticipated? "The cost to the City to replace the committed affordable units off-site and maintain the deep level of affordability over 20 years is estimated at $43-$72 million. This overwhelming level of investment would preclude all other City investment in affordable housing for the next 5-10 years." Its unfair to burden the residents of the SW quadrant with being the seemingly "sole solution" for mismanagement of retaining affordable housing over the past decade. | O | | Please see #68, above. As stated in the 2013 Housing Master Plan, without City intervention (including incentives or investment), the market will not likely produce pr preserve affordable housing. The delta between the cost/rent of the housing that is being developed in a high-cost, desirable market like Alexandria, and what is affordable is very large, however, the need for affordable housing is great. |
| AlexEngage 3 | 66 | p12 Please clearly define "tenants in good standing". | Y | See #2, above. | |
| AlexEngage 3 | 67 | p13 How many TOTAL units, including market rate units, will be built "to ensure, at a minimum, that all existing 215 committed affordable units at The Heritage at Old Town and Olde Towne West III can be rebuilt on site"? | Y | Language and the bar chart presented in previous meeting will be added to page 11 about the approximate 3:1 ratio of market rate to affordable units being planned for in this area and estimated # of units | |

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| AlexEngage 3 | 68 | p.13 Please include ALL height maximums related to "Rezoning(s) for the designated redevelopment sites will be considered based on the project's ability to provide the recommended committed affordable units in exchange for the additional density provided in the rezoning, as well as the streetscape, open space, and mobility improvements to achieve the goals and recommendations of the Strategy." | AA | | Maximum heights are noted in Table 1: Development Summary Table, further specified in notes 6 and 7, and depicted in Figure 3.3. The relationship between this Strategy (part of the City's Master Plan) and the Zoning Ordinance are still being worked out, including the extent to which the Strategy can restrict the use of Section 7-700. This will be resolved in the July revised draft of the Strategy. |
| AlexEngage 3 | 69 | p.13 What is the 1 bedroom, 2 bedroom, 3 bedroom, 4 bedroom break down of units to "Provide a mix of unit types to meet current and future community need"? | O | | The future unit mix will reflect household need identified in the resident survey, market demand, and what is financeable.<br><br>As noted in the question, there is currently a mix of 1, 2, 3 and 4 BR units. An upcoming resident survey will inform what unit mix is needed to accomplish the goal of allowing existing residents to return, as well as to meet likely need based on current demand in affordable housing. Typically, most new affordable housing development has a mix that is 20% 1BR units, 60% 2 BR units and 20% 3 BR units, including around 10% of the units being accessible. |
| AlexEngage 3 | 70 | p. 17 The images shared look like Arlington or Potomac Yards and certainly do not represent the charm or historical character of Old Town. That looks like a branding campaign for Rt 1 and not a "gateway" into Historic Old Town Alexandria. That look is the antithesis of why most property owners have invested in the SW Quad of OT. | Y | The Southwest Quadrant includes a collection of housing types and architectural styles constructed over the space of the neighborhood's history from the 1940's to the 2010's. The Strategy provides recommendations for common elements such as porches, courtyards and materials to ensure that new development is compatible with the surrounding neighborhood. Reference Section A.3, page 63 for additional historic information.<br><br>Some additional images will be incorporated into the Strategy. | |
| AlexEngage 3 | 71 | p. 18 If this plan were to move forward it would create chaos and havoc for residents who live outside of OTW and The Heritage over an EXTENDED period of time. It will certainly lower the quality of life of any resident in terms of traffic, increased disorder, air pollution, parking, infrastructure, school population, noise and so many other things. When are proper and legitimate studies going to be provided to address the impact? | AA | | With or without this Strategy, it is likely that redevelopment of these parcels could occur. The Strategy is designed to incentivize redevelopment of the parcels to preserve the existing deeply affordable units and extend the associated rental assistance contracts. Only so much additional market rate development as is necessary to support sustaining the affordable housing has been proposed. When specific DSUP applications are proposed for future redevelopment, traffic studies and other assessments are required to ensure the impacts of the development are appropriately mitigated (see Recommendation #6, Chapter 4, page 39 and Chapter 5 Implementation, page 41). |
| AlexEngage 3 | 72 | Is it also anticipated that displaced tenants who are then "eligible to return" could have children commuting to OT schools for a decade or more? | O | | One of the goals of the Strategy is to minimize disruptions to impacted households. The period of time a household is temporarily relocated, when/if redevelopment occurs, is anticipated to be no longer than 2 years while existing housing is demolished and replacement housing is built. The relocation will be planned, to the greatest extent feasible, on a timetable that mimizes disruption to school-aged children during the academic year. The City and ACPS routinely collaborate when redevelopment occurs to coordinate all issues that impact families. |
| AlexEngage 3 | 73 | p. 18 What additional "unidentified" sites are you anticipating may, hypothetically, "propose redevelopment but will be subject to all applicable zoning and development approvals"? | Y | Any parcel of land is entitled to seek approval for redevelopment regardless of location and inclusion (or not) in this Strategy. This Strategy acknowledges that sites outside of the core area have the right to redevelop in the future, but should they choose to do so, they are subject to the zoning requirements. To clarify this point, the note on page 18 and Note 1 on page 19 will be updated to say "Any site not identified within the core area may propose redevelopment but will be subject to the recommendations of the Southwest Quadrant Small Area Plan and all applicable zoning and development approvals." | |

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| AlexEngage 3 | 74 | p.19 Please explain why compliance is required: "Figure 3.2 depicts sites where potential redevelopment is projected to occur over the next fifteen years. The Strategy acknowledges that for various reasons some of these sites may not redevelop, however, in the event that they do, they are expected to comply with the site and design recommendations of the Strategy and applicable zoning requirements. In addition, other sites not identified in the core area may propose redevelopment but will be subject to all applicable zoning and development approvals."? | AA | | Compliance with the site and design recommendations of the Strategy ensures future development is compatible with the surrounding neighborhood. |
| AlexEngage 3 | 75 | p.19 Please define maximum possible heights as described: "Recommended FAR assumes future rezoning. Implementation of the recommended rezoning(s) may occur as a CRMU-H zone or comparable new zone. Rezoning(s) for the designated redevelopment sites will be considered based on the project's ability to provide the recommended committed affordable units in exchange for the additional density provided in the rezoning, streetscape, open space, and mobility improvements and achieve the goals and recommendations of the Strategy." | AA | | See #68, above. |
| AlexEngage 3 | 76 | p.32 Requires a lot more work up. At all of the community meetings PRIMARY concerns about this project include infrastructure, traffic, parking and schools. This doesn't even begin to address the impact on existing residents in this quadrant (and other quadrants in OT) nor does it validate the highly vocalized concerns at the charrette and community meetings. This seems to deliberately minimize our concerns. p. 32 School capacity data needs to be run in special consideration of the extreme desirability of Lyles Crouch Elementary School. Many families with elementary school aged children deliberately target this area to live (buy or rent) for the school. p.32 Clearly defining "eligibility" for return of current tenants of OTW and The Heritage will provide more accurate understanding of how the displacement will actually impact the numbers of students attending the schools. "Also, since the stated goal of the Strategy is to retain/replace the existing affordable units and maximize opportunities for current residents to relocate locally, remain in their schools in the interim and return to the community following redevelopment, the impact of replacement affordable units should have a negligible impact on associated student generation. " This added reasoning doesn't seem necessary if the numbers are in fact solid. p. 32 Since Lyles Crouch school is already impactfully over-capacity, are there any plans to build a new school or redistrict any parts of the area plan map referenced for this project? What does a realistic "plan b" look like for residents of this area if Lyles Crouch continues to be over-capacity? | Y | See #2, above.<br><br>Expand language on school capacity planning and student generation on page 32 to reference Chapter 2 of the Long Range Educational Facilties Plan. | |
| AlexEngage 3 | 77 | p. 33 There have been a number of references to "Section 7-700 of the Zoning Ordinance" Please provide a literal and legal definition of Section 7-700. | Y | Include definition in Chapter 2. Section 7-700 of the Zoning Ordinance permits additional density for the provision of affordable housing. | |
| AlexEngage 3 | 78 | p.33 It is unfathomable and difficult to understand why any of this area falls outside of Historical Old Town Alexandria. The map located in Contrabands and Freedmen Cemetery at 1001 S. Washington St, Alexandria, VA 22314 clearly demonstrates the importance of the area currently not designated as "historic". I wonder what is envisioned by the City in the statement that "Streetscape and open space design should include interpretation of neighborhood history"? | Y and AA | See #60, above. | Page 27 includes a recommendation "to incorporate the history of the neighborhood through interpretive design elements". This could include signage and wayfinding, public art and other elements. |

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| AlexEngage 3 | 79 | p. 36 What is the impact of these massive units on the already unbearable traffic? It seems that this should be addressed prior to taking this project a step further. | Y | Important to any planning process is consistency with the goals and recommendations of existing adopted City plans and policies. The draft Route 1 South Housing Affordability Strategy includes recommendations that are informed by and consistent with the recently adopted Vision Zero Action Plan (Vision Zero Dashboard), the Safe Routes to School Program (Lyles Crouch Elementary Walkabout: Existing Conditions, Findings and Recommendations), the Transportation Master Plan, and the Complete Streets Design Guidelines. These plan recommendations, coupled with community input from this planning process and a general understanding of potential added peak hour trips associated with future redevelopment as envisioned by the draft Strategy, has informed the recommended near-, mid- and long-term improvements to streets and intersections in the Route 1 South core area.<br><br>The potential redevelopment sites identified in the draft Strategy will likely redevelop over time. Each future development proposal must comply with the City's development review process, which requires that the applicant provide a traffic impact study, taking into account all cumulative traffic and using the most current data available. The applicant is required to demonstrate how the proposed development will address and mitigate potential transportation impacts, and to meet with residents about the proposal before being considered for approval.<br><br>Language to this effect will be added to Chapter 4. | |
| AlexEngage 3 | 80 | p.27 Will the Wilkes Street Park have a designated area for bikers? If so, how will pedestrians and bikers safely coexist in the space? | Y | The park is noted to be a pedestrian and bicycle connection on Figure 4.2, page 38 and in Recommendation 4 on page 39.<br><br>The design and building of the park will occur with redevelopment of adjacent parcels. At that time, pathways for both pedestrians and cyclists will be designed. There will be opportunity during the design review process for community input into the design of the park.<br><br>Add language to page 27, Open Space, to include design for pedestrians and cyclists. | |
| AlexEngage 3 | 81 | p.42 When, REALISTICALLY, would "eligible" tenants of OTW and The Heritage be able to return? This reads as over 5, 10 and 15 years? Does that truly qualify as "temporary relocation" when years start spanning? What is the percentage of current tenants who actually "return" with this timeline? | O | | The 5, 10 and 15 year references are intended to illustrate that development is likely to be phased over a relatively long period of time. Once a particular development project is proposed, the review/public engagement period will last 12 or more months before approvals are secured, followed by another period where final site plan approval, permits and financing is secured. Households will be relocated only when the actual construction of replacement housing is about to begin. Typically, the relocation period is approximately 24 months. It is hoped that by relocating families within the City, coordinating ACPS and services issues, and managing the redevelopment process efficiently, there will be minimal disruptions to households and those who wish to return will be able to do so within two years of leaving the neighborhood. Since redevelopment will occur in phases, it is possible some households will be able to transfer to other properties pending their redevelopment. Nonprofit developers generally retain more than 60% of qualified residents; the Housing Authority also has a high number of households return. |
| AlexEngage 3 | 82 | p.43 What is the current zoning MAX in Old Town? Please define. | O | | The range of allowed FAR of zones in Old Town (SWQ, Old Town, Waterfront) is .75 to 3.0. |

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| AlexEngage 3 | 83 | p. 43 Why the short (5 year) timeline by the City to "Ensure that the future zone allows for ground floor accessory commercial uses supportive of the residential use, such as day care, and senior housing." only? Why not for mid and long term? | Y | As development occurs over the 15 year time horizon, staff should ensure appropriate zoning is requested.<br><br>Revise language of the implementation table for "3.3, 3.7" and add X's in mid and long boxes. | |
| AlexEngage 3 | 84 | p.44 It seems clear that traffic studies should be conducted NOW because of both hazardous current traffic conditions and residential concerns vocalized over and over again at the charrette and community meetings. That will determine viability of such a massive increase in density from the off-set. At this proposed stage (5, 10 and 15 year marks) it is too late. "Conduct transportation analysis to study and mitigate traffic impacts of new development". | Y | See #79, above. | |
| AlexEngage 3 | 85 | p.47 What has the city done to address the concerns of residents who do not live in OTW or The Heritage? What are some examples of their concerns? | AA | | The most common concerns, other than those related to housing affordability, have been related to traffic calming, pedestrian safety, and neighborhood compatibility. The recommendations in Chapter 3 include building and site design standards to ensure that redevelopment complements and contributes to the neighborhood. The recommendations in Chapter 4 for near term, mid-term and long-term traffic calming improvements are included to address concerns related to transportation. |
| AlexEngage 3 | 86 | p.50 I am very confused by your outreach/notice claims throughout of "Letters to property owners (commercial and private", "Flyers/posters (multilingual)", "Banners (multilingual)" as I have not received any written notice but rather had to seek out the information on this project on my own. My neighbors are also unfamiliar, and many have STILL never heard anything about this project. | O | | Letters were mailed to property owners within the core area twice for this planning process; flyers were delivered door to door at the beginning of the planning process to the entire Southwest Quadrant; flyers were posted at different locations throughout the neighborhood in both residential, commercial and civic locations; flyers were delivered in multiple languages to the residents of OTW and HOT multiple times through out the planning process; banners were placed in mulitple public open spaces in muiltiple languages throughout the neighborhood; and email and eNews notifications were sent to anyone whoprovided email address at the meetings or who are signed up for eNews notifications. All upcoming meeting information and previous meeting information is on the project website, which is updated regularly. |
| Email 9 | 87 | Seems like the course of action that develops more units is the one being pursued. Wonder if there is any opportunity to actually increase the total amount and square footage of affordable units? | N | | Housing Recommendation #3 encourages stakeholders to explore partnerships, incentives, and City gap investment to both preserve and expand housing affordability in the community and to enable properties to redevelop as mixed-income communities serving a broad spectrum of incomes. The size (number of bedrooms) of the affordable units will depend on several factors including the findings of the proposed resident survey (see Housing Recommendation #8), the design of the buildings, and the type of financing used to construct the affordable units. |
| Written Comments from June 19 Round Table 1 | 88 | Can there be more affordable units in the extra density recommended by the strategy (more proportion of affordable units to market rate units)? | N | | See #87, above. |
| Written Comments from June 19 Round Table 1 | 89 | Please don't put kids in trailers at Lyles-Crouch | AA | | Comment noted. School Capacity addressed on page 32 of the draft Strategy. |
| Written Comments from June 19 Round Table 1 | 90 | Do what you can to slow traffic down. | AA | | See #40, above. |

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| Written Comments from June 19 Round Table 2 | 91 | I believe this plan is extremely thoughtful and well done. It is careful to preserve and care for the neighborhood around this new development; and to plan for new dwelling units in a (sp) and well balanced way. It provides for sufficient density to (sp) the affordable housing while designing an attractive and very livable atmosphere. This will be a really good neighborhood to live in. I have lived in Alexandria since 1964. | O | | Comments noted. |
| Written Comments from June 19 Round Table 3 | 92 | 1. A Viewpoint:City Staff is to be commended for developing a thoughtful and credible Route I Housing Corridor Strategy. That said, as one who has tried to become an informed participant in these efforts which directly affects the residents who live in "ground zero" and indirectly affects taxpayers and concerned residents who desire to live in a City which self-identifies as caring, kind and compassion. I have reason to believe there is a lot of nervous tension surrounding this bold endeavor – much of which is unspoken. | O | | Comments noted. |
| Written Comments from June 19 Round Table 3 | 93 | My reasoned viewpoint is informed for the most part on my interaction with residents participating and engaged in this process rather than empirical data. Some seem either unable or unwilling to articulate their concerns in public-out of fear of (1) being misunderstood, (2) uttering inappropriate words in anger, (3) being labelled (4) having their views dismissed or being held in low regard. This angst coupled with the uncertainty associated with residents being forced to relocate/be temporarily displaced without any definite assurance that being in the low or moderate-income bracket many believe they will be unable to return to a place they view as home given the experiences/lessons learned from similar redevelopment initiatives. | O | | The City is committed to reaching all households impacted by the Strategy, and fostering opportunities for engagement- both within the larger community meeting format as well as in meetings specifically focused on dialogue with property residents. Materials to notify and inform residents of the affordable units, including those with limited English proficiency, have been developed and have been provided throughout the Strategy, including through collaboration with onsite property management staff who have been directed by the owners to support this effort. Through its ongoing work with Beauregard area residents, Housing staff have developed successful models for ongoing and productive engagement with diverse and low income populations. |
| Written Comments from June 19 Round Table 3 | 94 | The elephant in this process which seems to loom large are the rights of the property owners/developers who are seeking to capitalize on favorable supply and demand housing market forces and have the right to do so. As a result, the rising costs of housing in its various forms are changing the demographics of the City and calls into question owner/developer responsibility [along with others] to help ensure Alexandria will be the type City it claims to be and envisions itself to be [not only in words but action]; namely - in 2022, Alexandria will be a historic, inclusive city of kindness, with distinct, vibrant and safe neighborhoods, a well-managed government, flourishing arts, culture, and recreation, a strong economy, thriving children and youth, active and secure older adults, environmental sustainability, healthy residents of all ages, and multimodal transportation. It is possible to achieve a balance whereby property owners/developers are not denied incentives to earn a return on their investment without pricing moderate to low income persons out of the home buying, renting or leasing market. It is possible and Alexandria can be a model innovator for others to emulate? | O | | A remarkable success of the Strategy so far has been the interest and participation of the owners in exploring options and incentives to preserve the existing affordable housing within the process and framework being developed by staff and the community. The City has also acted as an intermediary in sustaining a dialogue with HUD to ensure that the Strategy developed is one that can be supported by extended rental assistance subsidy contracts under its guidelines. |
| Written Comments from June 19 Round Table 3 | 95 | 2. Concern: On November 19, 2016, the leadership of the City of Alexandria issued a press release which identified Alexandria as a "City of kindness and compassion." As the City embarks on another plan to oversee the redevelopment of another section of the City, namely - the Route 1 South Corridor leading into the City of Alexandria, it is my hope that the disappointment experienced by a significant number of the low to moderate income residents who claimed the area around the Houston Recreation Center as home prior to "redevelopment" will not be visited upon the residents who now live in the Route I South area. The disappointment of which I speak has to do with an inability of low to moderate income people being able to move back into the" redeveloped residences" once considered home a result of emerging market forces changing the affordability demographics. | O | | The public housing that was redeveloped in the blocks around the Charles Houston Recreation Center was replaced on a 1:1 basis, with most units being redeveloped within that neighborhood. All residents who were displaced were offered a right to return to the housing, however, some opted to relocate to other public housing developments and/or to use their vouchers to rent on the private market in Alexandria and elsewhere. |

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| Written Comments from June 19 Round Table 3 | 96 | a. Clarify whether this a Strategy or Strategic Plan<br>Commentary- this working draft has been referred to as a Strategic Plan in meetings/briefings. If this is the case, it should be listed as such. If strategy and strategic plan are used interchangeably then it should be so stated and the terms defined in the glossary. | Y | A call-out box will be added to Chapter 1: Purpose explaining why we have chosen to call this a Strategy - distinguishing it from a typical Small Area Plan.<br><br>The Route 1 Housing Affordability Strategy is primarily focused on the properties that currently include deeply affordable housing. It will only amend those portions of the Southwest Quadrant Small Area Plan that are directly addressed in the Strategy to the extent redevelopment of those parcels occur. | |
| Written Comments from June 19 Round Table 3 | 97 | b. Use non-technical language.<br>Commentary: Every opportunity should be made to usenon-technical language and if unavoidable include definitions | Y | Edit text to include as much non-technical language as possible. Where definitions are helpful, they will be added to the chapter. | |
| Written Comments from June 19 Round Table 3 | 98 | c. Link the 13 Working Draft Objectives to the 10 City Strategic Plan Themes and six (6) Housing Master Plan Goals and strategies where possible<br>Commentary-all segments of the City should beworking in the same direction as established by the City's Strategic Plan toachieve desired outcomes | Y | See #6, above. | |
| Written Comments from June 19 Round Table 3 | 99 | d. if there is an active CivicAssociation in the area of concern, they should be encouraged to be proactiveand advocate for the residents. | Y | Add language to section A.1 of the Appendix discussing outreach conducted with civic associations . | |
| Written Comments from June 19 Round Table 3 | 100 | e. This 87 page Strategy should have an executive summary that essentially highlights what is going to be done, when,and why so residents can focus on what they need to know and do. Commentary: in its current form the working draft contains a lot of information that can be viewed as overwhelming | Y and AA | See #2, above. | An Executive Summary is not recommended for a focused Strategy. Chapter 1 Purpose provides an overview of the purpose and objectives, and Chapter 5 Implementation on page 41 provides a brief summary and a comprehensive yet concise list of tasks to accomplish recommendations, along with timing and responsibile party. |
| Written Comments from June 19 Round Table 3 | 101 | f. Someone should be able to give the current residents assurance that once relocated they will be allowed to move back into their neighborhood.<br>Commentary: Given the history and experience of many residents who use to live in the area surrounding the Houston Recreation Center, namely that many were not able to move back into their former neighborhood after the renovation/redevelopment, many of the Route 1 South residents don't are uneasy about their ability to return to their neighborhood. | Y | See #2, above. In addition, it should be noted that communications with residents impacted by redevelopment will be ongoing. The City will remain deeply involved to coordinate relocation efforts if/when they occur and will monitor how relocation plans are implemented. | |
| Written Comments from June 19 Round Table 3 | 102 | g. Getting buy-In from key interest groups/people such as developers and/or their representatives, Chamber of Commerce, Realtors Associations, Habitat for Humanity, At Home in Alexandriaand other volunteer groups is vital when developing this Affordability Strategy<br>Commentary: While it is commendable that the City Leadership has taken action to identify Alexandria as a "City of Kindness and Compassion" there should a campaign mounted to get buy-in from the business community, faith groups and civic associations [not by force but choice]. | Y | Additional language describing stakeholder outreach conducted will be added to section A.1 Community Engagement. | |

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| Written Comments from June 19 Round Table 3 | 103 | h. Explore imaginative ideas or create new paradigms relevant to cutting housing costs such as forming limited partnerships or friendly coalitions whose reason for being to find imaginative ways to reduce housing renovation /redevelopment costs without disincentivizing putting entrepreneurs or their investors at risk<br>Commentary: It's been said, "where there is a will there is a way" – why not put it to the test in a City of Kind and Compassionate residents (public and private). Moreover, if we can send a person on the moon or spaceships to distant planets, surely, we can provide local housing for our teachers entrusted with the nation's future treasure; for our first responders (police and fire personnel entrusted with protecting people and property, and then we have those entrusted with ensuring city services (administrative staff) are not only provided but well-managed with kindness and compassion. The point being kindness and compassion are game changers when wisely and uniformly applied (story of Good Samaritan) – they promote the common good. | AA | | These are common and successful features of affordable housing development in the City and are included in the Recommendations proposed by this Strategy. |
| Written Comments from June 19 Round Table 3 | 104 | a. Re-package/format the Strategybeginning with the table of contents to make it more user-friendly meaning easein locating information of interest by page and topic/ID<br>(1) Re-package by adding sub-chapters under Purpose- 01<br>(a)Under 01 add subchapter for Core Area<br>(b) Under 01 add subchapter for CoreValues (add November 19, 2016 Statement from City Council on kindness)<br>(c)Under 01 add subchapter for Objectives<br>(2). Re-packageby adding sub-chapters under Housing Affordability as 02<br>(a)Under02 add subchapter for Guiding Principle<br>(b)Under 02 add subchapter for Recommendations<br>(3).Re-package by adding sub-chapters under Planning + Land Use + Design as 03<br>(a)Under 03 add subchapter for GuidingPrinciple<br>(b)Under 03 add subchapter for Planning<br>(c) Under 03 add subchapter for Land Use<br>(d) Under 03 add subchapter for UrbanDesign<br>(e) Under 03 add subchapter for Open Space<br>(f) Under03 add subchapter for Gateways + Signature Facades<br>(g) Under03 add subchapter for Recommendations<br>(4). Re-package by adding sub-chapters under Mobility + Safety as 04<br>(a) Under 04 add subchapter for GuidingPrinciple<br>(b) Under 02 add subchapter forRecommendations<br>(5). Implementation<br>(6).APPENDIX<br>(a)Re-package by adding sub-chapters under Community Engagement Process as A.1<br>(1)Under A.1 add subchapter for Early Community Engagement<br>(2)Under A.1 add subchapter for Draft Strategy Development<br>(b) Re-packageby adding sub-chapters under Background on Housing Affordability as A.2<br>(1) Under A.2 add subchapter for Definitionof Terms/Glossary<br>(2) Under A.2 add subchapter for TheHeritage at Old Town and Olde Towne West III<br>(c)Existing Conditions<br>(d) Historic Resources | Y | Add page numbers in table of contents for each sub-header (example: list "Height and Massing" with page number under Chapter 3 but don't give it a sub-chapter number) | |

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| Written Comments from June 19 Round Table 3 | 105 | b. ADD Q & A of residents and how their fears and/or concerns have been addressed with straight talk they understand | Y | This community comment spreadsheet with responses along with all community input to date will be added to the staff report that will go to Planning Commission and City Council in September. All materials related to the planning process will remain on the project website.<br><br>Common questions and answers will be added to the Appendix. | |
| Written Comments from June 19 Round Table 3 | 106 | c. Applaud the fact a glossary is added and perhaps it can be expanded to include definitions from other languages | Y | See #97, above. | |
| Written Comments from June 19 Round Table 3 | 107 | d. Following the example being used in the 2018 housing resource guide translate the Route 1 Housing Strategy in English, Spanish, Amharic, Arabic, and others deemed appropriate – perhaps City Academy, Schools, Chamber of Commerce can be a resource to help identify other appropriate languages. | Y | Staff provided the Purpose and Housing chapters in Amharic, the predominantly-used language in the community, besides English. These translated chapters are located on the project website, and physical copies were placed in four location within the neighborhood, including the managment offices of the Heritage and Olde Towne West. | |
| Email 10 | 108 | Why is the OHAD boundary configured the way it is on its western boundary? | Y | See #60, above. | |
| Email 11 | 109 | What are the historical implications of developing the proposed housing on the northern side of the Strategy Core Area (Heritage at Old Town) which will overlap the OHAD boundary? | O | | See #20, above. |
| AlexEngage 4 | 110 | Consider using native vines on sound walls at city entrance. VCE could provide options such as native honeysuckle, virginia creeper, etc. Adding native plants would reinforce the city's green efforts. Once established, no maintenance. | Y | Revise Recommendation #11 (page 33) to say "The City will explore the feasbility of ehanced landscaping, including the use of native plants, for the existing sound walls on Route 1, in consultation with the Virginia Department of Transportation (VDOT)". | |
| AlexEngage 5 | 111 | I think this chapter should have a "Why is this happening?" section right up front. Many current residences are very distrusting of any plans and presentations and a primary reason is a lack of knowledge. The information contained on pages 8 & 9 tell much of the story. I think there needs to first be more clarity as to the "by right" nature of the redevelopment potential. Right now, many of the current residents of the affordable housing units feel that THE CITY is pushing for this redevelopment, driving the urgency of the efforts and are therefore to be blamed for the anxiety and concerns that they have. Bottom line perhaps is that the city and it's presenters need to do a better job of explaining what is happening and why it is happening and what the city's goals and involvement levels are. I also don't really see a clear "timeline" for these activities. We should, as a minimum, at least show a projected start of development. | Y | Provide succinct explanation in Chapter 1 - Purpose about what property owners can do under existing zoning and why this effort to preserve existing affordable housing units is underway. | |
| AlexEngage 5 | 112 | Continuing my comments from the first chapter, I think there needs to be a clearer recognition to the reader (and current residents) that the current "owners" are under NO LEGAL OBLIGATION to continue to provide affordable units. It needs to be presented in a clearer and more succinct way that the city is actually and truly trying to HELP current residents by engaging early with the property owners and emphasizing the desires of the city to maintain as affordable housing as is practical. While I may have missed it, I don't recall seeing much in the way of the various things that existing residents can actually avail themselves off in terms of support before, during and after the redevelopment. There should be some dedicated pages listing these items to include addresses and contact information. | Y | Include additional/more succinct language in Chapter 2 regarding the limited obligation property owners are under to provide affordable units.<br><br>See #2, above. | |

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| AlexEngage 5 | 113 | The first recommendation on Page 13 actually has what I believe is the most important goal that the city has: ...as a minimum, all existing 215 committed affordable units at The Heritage at Old Town and Olde Towne West III can be rebuilt on site. We should had to this refrain "...and that all existing residents in these units have the option to return to these units." This statement needs to be up front and prominent. We then can go into the data describing what it would take to "guarantee" this goal i.e. $72-98M costs to the city would be prohibitive. Therefore...the only way to keep any of the affordable housing units in the area is to INCENTIVIZE the property owners (or I suppose folks could hope that the current property owners could just provide 215 affordable units based on some feelings of moral obligation. Uh, we do still live in a capitalistic society don't we?!) | Y | Language will be updated to be clear that the retention of the existing 215 units is the top priority and that for the City to achieve this, the primary incentive available to retain the units is through the provision of additional density. | |
| AlexEngage 5 | 114 | At all opportunities, we should show photos of areas in Alexandria where the concepts have been implemented instead of showing pictures from other jurisdictions. This will help add to the "trust factor" to show that these types of things are already being implemented in Alexandria. Some folks think that city officials and planners are always showing these great things that are done in other places just to get the "wow factor" from folks and then later on down the road, the actual project is vastly different than the photos. | Y | Pictures of recent Alexandria projects will be added. | |
| AlexEngage 5 | 115 | I think this is the first time that I see a timeline e.g. ...redevelopment will likely occur over the next 5-15 years. This needs to be prominently identified on the first page of the document right after the description of what the primary goal is for the city (saving affordable/diverse housing stock). | Y | This information is already provided on page 3, but it can be moved up (or added) to page 1 to be more prominent. | |
| AlexEngage 5 | 116 | There should be some discussion as to what happens AFTER plan adoption e.g. a community group is selected to oversee implementation. What teeth are used to help insure general adherence to the plan? Who can recommend modifications and what is that process? Etc. | Y | Adherence to the Strategy's recommendations will be enforced through the development review process by City staff, members of the community during required development project review meetings, Planning Commission, and City Council. In addition, the Office of Housing and the Landlord Tenant Relations Board will provide resources and monitoring during the Relocation and Right to Return process. Additional language to this effect will be added to the introductory paragraphs in Chapter 5 Implementation. | |
| Email 12 | 117 | 0. The Strategy document is visually very strong. I've said it before, but I'm impressed with the skills of staff to illustrate these concepts so fluidly. The text is minimized and the key stats and recommendations pop, which makes for an easy read. | O | | Comment noted. |

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| Email 12 | 118 | 1. The market rate to affordable unit ratios needed to make a project pencil out: the plan shows a range of examples that were built at 2:1 to 4:1, and cites the Braddock East Master Plan range of 1.8-2.5:1. My concern is that the current climate for residential development, coupled with federal and state funding flows and even the trade policy of this administration may indicate the market is even more difficult to build in, which would push those ratios up now and in the near future (5:1? 6:1?) I realize that the recommendations do not specify a ratio that must be used, but are we confident that the FARs and heights we are recommending are sufficient to accommodate this uncertainty? If you were to propose in this Strategy more FAR or height in order to provide a buffer to ensure project success, that is something that I would be supportive of, if only to save us all heartache when a project comes forward in the future asking for more than this Strategy recommends (and requiring staff, PC, and CC to justify approving it). The goal is full preservation of current levels of affordability, and we need to be ready to do what it takes to make that happen without bankrupting the city's affordable housing coffers. | N | | The expected ratio is an estimate based on previous experience and the constraints and circumstances of the affordable housing sites and the strategy goals. The FAR and height recommended in the Strategy was determined based on both the development economics of the projects as well as the feedback from the community about the importance of future redevelopment being compatible with the neighborhood in terms of height and massing, and also in terms of traffic and school impacts, with a common comment being to provide the minimum amount of additional density necessary to achieve the goal of replacing the existing affordable housing units within redevelopment. |
| Email 12 | 119 | 2. What does "long term" mean in the recommendation 5. to require long term affordability? Can we be more specific? Is 20 years enough? 30? 40? Perhaps the recommendation does not have to be more specific, but it would be helpful to understand what the city's baseline expectation is, and what the cost of that is, and what our goals should be (in other words, are we asking for long enough commitments?) | AA | | Long-term affordability is described on page 10 in the yellow call-out box. |
| Email 12 | 120 | 3. It isn't clear whether we are recommending any density/zoning incentives for provision of affordability in the opportunity sites in the core area that are not already developed with affordable units (i.e., commercial sites). Does Section 7-700 apply? Do we want to recommend offering more than that, just like we are with the other sites? I'm not sure how ripe these sites are for redevelopment, but I think it makes sense to support them in redevelopment opportunity that may be timely with the efforts on the Heritage and OTW3 sites, otherwise, the gas stations will stay gas stations... | Y | All of the sites are recommended for rezoning to the new zone with additional FAR (See Table 1) to incentivize redevelopment consistent with the objectives of the Strategy. All of the sites are eligible to utilize the bonus density and height provisions of Section 7-700. Use of Section 7-700 will be subject to compliance with the Strategy's affordable housing, planning and land use recommendations and ensuring that the building scale is compatible with the neighborhood and intent of the Strategy. Use of Section 7-700 for bonus density and/or height requires a special use permit approval by City Council. Clarifying language added, and Table updated. | |

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| Email 13 | 121 | My biggest comment concerns the extent to which the strategy encourages (or discourages) commercial uses. I appreciate note 8 to Table 1 on page 19 that reads "Accessory commercial uses may be permitted within the core area as permitted by the applicable zoning, subject to consistency with the intent of the strategy." Elsewhere, however, the strategy describes a very limited vision for commercial uses. This is most clear in the Land Use section on page 21. "In general, the strategy does not recommend new ground floorretail/commercial uses within future redevelopment as there are existing retailareas within walking distance on Washington and King streets, and Route 1locations are not ideal for neighborhood retail/commercial use. However, theneighborhood maintains flexibility for future accessory commercial uses, suchas childcare and/or community facilities with space for activities such asafter-school tutoring or job training, that may be appropriate and positivelycontribute to the neighborhood. Proposed secondary accessory commercial useswill be considered as part of the development review process for each site."<br><br>To describe retail 4-6 blocks away along King Street and Washington Street asbeing adequate in a neighborhood that presently includes a mix of residentialand retail uses is insufficient. And strategy language describing retail asbeing limited to childcare or tutoring limits the vision for what could beaccomplished here. What about a neighborhood serving restaurant or café? Whatabout a convenience store? A yoga studio or pizzeria? These uses are easilyintegrated into other nearby developments such as the Clayborne Apartments, Hunting Terrace, and many developments further north along Route 1 in theBraddock Neighborhood. Rather than creating a retail/commercial desert in thispart of the City, we should be actively encouraging neighborhood-serving retail here.<br><br>Even though the plan calls for commercial/residential mixed use zoning, the current language of the plan would all-but close the door to creative, neighborhood-focused commercial uses. | Y | Language updated consistent with comment. | |
| Email 13 | 122 | Similarly, I recommend rewording strategy 3-3 on page 33 to encourage greater creativity and flexibility with respect to neighborhood serving retail. I would suggest wording as follows: "Future zoning will allow for ground-floorcommercial uses supportive of the residential use, such as daycare, as wellas neighborhood-serving commercial and retail uses compatible with adjacentresidential uses." | Y | Will revise as suggested. | |
| Email 13 | 123 | Underperforming Commercial Parcels Outside Core Area of Strategy: I note that the strategy focuses on redevelopment of two types of uses: the existing affordable housing, and commercial properties on South Patrick Street (Route 1). However, there are underperforming commercial properties elsewhere in the plan area not addressed, including the commercial at the southeast corner of S. Alfred Street and Gibbon Street. What is the rationale for not addressing those properties as part of this strategy? It seems like a lost opportunity while such intensive planning is happening in the nearby area. | N | | The Strategy provides a focused effort to (1) prioritize the existing affordable housing sites, (2) reconnect the neighborhood bifurcated by Route 1, (3) improve pedestrian safety and accessiblity, and (4) enhance the gateway to the city. As such, the identified redevelopment sites are given appropriate development incentives for property owners to redevelop to achieve these goals. Specifically, the commercial sites located along Route 1, south of Gibbon, are key in achieving the connectivity, safety, and gateway elements of the Plan. Other under performing commercial sites within the Southwest Quadrant area are generally located along S. Washington Street and outside the scope for achieveing the objectives of this Strategy. These site could be analyzed as part of a future retail strategy for the Washington commercial corridor. |

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| Email 13 | 124 | Rezoning of Other Underperforming Uses: I remain dubious that an enhanced public park at the southeast corner of Franklin and South Patrick Street (where the Liberty gas station presently is) will attract many users. It seems some focused, neighborhood serving retail would do more to activate this corner than passive green space that is unlikely to be used. Alternately, moving residential closer to the street and placing open space in a more protected location east of the building would have greater utility. | N | | This open space is intended to be a visual and ceremonial open space – that will visually connect to the open space at Nannie J Lee Center. This ceremonial open space is similar to the open space at the northern entrance to Washington Street to visually reinforce this gateway entrance to the City. Also because of the character of Route 1 at this location, it is important to have a setback for the residential uses at this location. If the open space was located to the east of the townhouses it would function as back yards for the units. While having rear yards for units is desirable we felt it was important to have the open space be visually and physically accessible. |
| Email 13 | 125 | Short-Term Transportation Improvements: Two Issues<br>(1) Franklin and S. Alfred:I'd like to reiterate my concern regarding the HAWK signal the intersection of Franklin and South Alfred streets. Typically, HAWKs are not installed at intersections where there is cross-traffic. They are typically for mid-block crossings where there is no side traffic to control. In fact, the MUTCD states that HAWKS "should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs," which is not the case at the proposed location. Instead, this intersection is most appropriate for a fully signalized intersection, consistent with most other intersections in this area. I maintain that a portion of the traffic that currently uses Columbus Street for the convenience of a signalized crossing of Franklin Street would instead use Alfred Street if it were signalized. That latent demand may help meet the warrant for a signal at Franklin and S. Alfred. | Y | While a traffic signal is not warranted in terms of volume at this time (in the short term), the City will monitor volumes at this location and recommend a full signal when warranted. This option has already been approved by the Traffic and Parking Board proactively, so will not need further approval. Figures 4.2 and 4.3 have been updated. | |
| Email 13 | 126 | Short-Term Transportation Improvements: Two Issues<br>(2) Franklin and S. Henry: I'd like to reiterate my concern that the signal at Franklin and S. Henry streets be examined for conversion to an all-way stop. In fact, there was a staff recommendation to remove this signal several years ago (because it is no longer warranted) but no action was taken following a 2-2 vote of the Traffic and Parking Board. Staff should use development of this strategy to re-instate this recommendation. Operational savings from removal of an unwarranted signal here could support the cost of a new signal at Franklin and S. Alfred streets. | N | | Comment Noted. Staff supports this suggestion and will explore options to revisit the Traffic and Parking Board decision in the future |
| Email 13 | 127 | Page 2: The numbered blocks in Figure 1.1 are not defined until later in the document. Suggest either defining here or removing the numbered blocks from this figure. | Y | Revision incorporated as suggested | |
| Email 13 | 128 | Page 3: The Strategy Objectives seems to exclude a key objective described at Planning Commission work sessions. I'd suggest including one reading, "Retain and enhance walkable access to neighborhood-serving retail/commercial, public facilities, and other neighborhood amenities." | Y | Revision incorporated as suggested | |
| Email 13 | 129 | Page 7: The maps in the left-hand diagram include too much detail for the size of the map. Suggest enlarging the maps or simplifying them to improve legibility. | Y | Maps removed; Figure 1.1 updated to reflect the affordable housing sites. | |
| Email 13 | 130 | Page 16: Figure 3.1 artwork should remove the noise barrier from the bottom left corner, since one of the plan recommendations (3.12) is to explore feasibility of modifying the sound wall. (Same comment where graphic is shown on page 29). | Y | Maps amended. | |
| Email 13 | 131 | Page 19: Table 1: Recommended land uses on page 19 aren't visible for some rows of this table. In addition, row #7 site should read "Old Town Windows," not "Old Windows." | Y | Revised | |
| Email 13 | 132 | Page 43: Table refers to recommendations 3.12 and 3.13 as addressing the VDOT sound walls, but these are covered in recommendations 3.11 and 3.12 on page 33. | Y | Revised | |

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| Email 13 | 133 | Page 50: Side note on right-hand margin: Change "severely wind storm" to "severe wind storm" | Y | Revised | |
| Email 13 | 134 | Page 58: Pie chart: Change "Africant" to "African" | Y | Revision incorporated as suggested | |
| Email 13 | 135 | Page 63: Map is described as showing "Existing Building By Year Built." This is not accurate, however, as it attributes older structures substantially renovated in the late 20th century as being built in the late 20th century. Examples include the townhouses at the southeast corner of Franklin and Columbus (724, 726, and 728 Franklin Street), originally built in 19th century but renovated in the 1970s. Other examples include townhouses just west of the Clayborne in the 800 block of South Columbus Street, which were originally built the same time as the other buildings on this block (1944-1966), but were renovated into townhouses after 1966. The map would be more appropriately labeled as Existing Buildings by Year Built/Date of Last Renovation | Y | Revision incorporated as suggested | |
| Email 13 | 136 | Page 67: Metrobus uses the 700-900 blocks of Franklin Street, but this segment is not shown as a Metrobus route on the Existing Transit map. | Y | Revised | |
| Email 13 | 137 | Page 69: Photo 5 is described as "Private Development Gates," but the image is actually of a right-in, right-out roadway along Duke Street. The private development gates are located at the corner of S. West St. and Jamieson Street, not where #5 is shown on this map. | Y | Revised | |
| Email 13 | 138 | Page 73: There are several historic sites missing from the Historic Resources map. The Jockey Club should be marked at 814 Franklin Street, the present site of the Greene Funeral Home. At 815 Franklin Street, the former location of Arch Hall should be marked. At 617 S. Washington St., the former location of Hill House should be marked. Some of these sites may be worth adding to the timeline on pages 74-75. There are also historic sites at 409 S. Henry and 500 block of S. Henry, and there may be others in the neighborhood listed here that have been missed. | Y | Revised | |
| Phone Call 2 | 139 | Are there any current plans for redevelopment? | O | | There are currently no submitted plans for redevelopment of any property within the core area. |
| Phone Call 2 | 140 | What happens after the Strategy is adopted for residents? | Y | See #2, above. | |
| Phone Call 2 | 141 | As long as affordability is maintained, I am in. Thanks to you guys, we know what to expect. | O | | Comment noted. |
| Phone Call 3 | 142 | The sound barrier wall should be improved to be more like the Woodrow Wilson bridge sound barrier that is clear because it is a more effective sound barrier material. The sound barrier should extend all the way to Franklin St. on the east side and possibly another block north. | N | | The Strategy recommends coordination with VDOT to determine what mitigation (if any) can be accomplished with the noise barriers, including removal of portions of the wall on the western side of Franklin. A goal of the Strategy is to create walkable, pedestrian friendly streetscapes. Extending the soundwall one block North is contrary to this objective. |
| Phone Call 3 | 143 | Speed camera for issuing tickets at Franklin and Route 1 intersection. | O | | Comment noted. |
| Phone Call 3 | 144 | Where ever it changes from 35 to 25 mph, post signs for speed camera. | O | | Speed signage can be coordinated with TES and implemented as part of Vision Zero |

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| Phone Call 3 | 145 | Pedestrian bridge over Franklin St. with elevator. | N | | There was a pedestrian bridge located here in the 1960s, which was underutilized and eventually removed. As discussed in the charrette, people tend to not use pedestrian bridges for many reasons including perception of isolation/safety, and inconvenience/lack of direct route. The cost of such a bridge and elevator would be significant. Further, the preference is to calm the traffic, slowing it as it enters the City to make it easier and safer for people to cross route 1 at grade. |
| Phone Call 3 | 146 | Lee Center doesn't get used as much because of the Route 1 crossing conditions. | AA | | A goal of the Strategy is to provide safety and pedestrian improvements that stitches the east and west sides of Route 1. Creating an improved pedestrian realm will incentivize people to cross Route 1 to access community facilities and resources at the Lee Center. |
| Phone Call 4 | 147 | Are there any current plans for redevelopment? | O | | There are currently no submitted plans for redevelopment of any property within the core area. |
| Phone Call 4 | 148 | Will I have to/be able to move to a place my kids can stay in the same school? | Y | See #2, above. | |
| Email 15 | 149 | I'm pleased with the working draft, opportunities given for comment, and the engagement demonstrated by neighbors. I strongly support additional density and height assolutions for redevelopment that accommodates affordable units. I also support freshened "Site and Building Parameters" with the opportunity for some differences within Old Town's overwhelmingly uniform aesthetic. Further, I embrace the prohibition on surface parking and would support further limitations on parking for new residents that could advance Old Town as a pedestrian-friendly urban environment. My husband and I have lived in southwest Old Town 20 years and think this plan represents positive change | O | | Comment noted |
| Email 16 | 150 | consider incentives for rooftop development on taller buildings, such as for farming, community gardens, recreational use by residents, or community room/space | N | | These items can be considered through the development review process. Incentives in the Strategy are focused on retaining the affordable housing units. |
| Email 16 | 151 | increase height of buildings on parcels 6,7,8 & 9 to take advantage of views to south (which are unlikely to be obscured in foreseeable future) | N | | Building heights were discussed at length with the community; feedback was that the proposed heights represent an approriate height given the scale of buildings in the neighborhood. |
| Email 16 | 152 | pedestrian ways midblock between buildings is a good idea in principle, but considering how many people (anecdotally) try to cross Patrick between signals as it is, ped controls/barriers should be considered along Patrick | AA | | Pedestrian midblock connections provide pedestrian options for navigating a block - similar to an alley. They also prevent long building spans allowing light/ air and porosity between buildings. Pedestrian improvements at existing crossings and the recommended enhanced streetscapes will help create a safer pedestrian environment. |
| Email 16 | 153 | consider 55' ht for all frontages along Patrick; street width seems able to support that height | N | | The Strategy recommends height increases up to 55 in targeted locations. While the street width could potentially accommodate higher heights, it was important to provide height recommendations that are appropriate for the adjacent townhouse uses on Blocks 7,8, and 9, as well as to achieve variation in height on Route 1. |
| Email 16 | 154 | little mention of bicycles is made. Considering that a bus path is currently mapped from west of Patrick toward Mt Vernon trail (and is a significant commuter and recreational path, crossing Patrick at two intersections); more needs to be said about bike safety, including issues such as signal timing | Y | Additional language has been added to the open space section in Chapter 3. Wilkes St is an existing designated bike route which would be enhanced with the redevelopment of sites adjacent to Wilkes Street Park. All redevelopment will be subject to existing City Plans such as the Pedestrian Bicycle Master Plan. | |

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| Email 16 | 155 | consider adding bike parking at various locations; include incentive for bike repair station (tools, air pump in self-contained unit) and electric bike charging | N | | Bike parking is analyzed in detail during the development review process and is provided with redevelopment. City staff can determine the amount and location of public bike parking as redevelopment projects come forward, and must meet objectives and intent of the Ped Bike Master Plan as applicable. |
| Email 16 | 156 | consider dedicated bus lanes and/or bus stop locations on Patrick; consider covered bus stop shelters; consider bus bulbs | O | | This scope of this Strategy does not include bus lanes or stops, however the citywide Transit Vision Study, currently underway, will do so. |
| Email 16 | 157 | consider delivery truck laybys along Patrick | O | | Future traffic analysis can analyze and determine the appropriate location and feasiblity of delivery truck/loading facilites. |
| Email 16 | 158 | include incentive for EV charging stations | O | | As part of the Green Building Policy, EV charging stations and other green building technology is discussed with applicants as part of the development review process. |
| Email 17 | 159 | Please provide the definitions for the terminology, as relevant to this strategy, listed below<br>Enhance quality of life (p.1)<br>Respectful of the neighborhood (p.1)<br>Eligible residents (p.3)<br>"other community-serving amenities" (p.10) as listed in paragraph 2 subheading Regulatory Tools<br>Tenants in good standing (p.12)<br>Diversity of housing types (p.21)<br>CRMU-H Zone (p.33)<br>"In the long term" (p.36) as related to mobility and safety changes<br>"When feasible (p.42) as related to green building | Y | 1. removed from text 2. massing, design are compatible with existing buildings 3. definition and description added to ch. 2 and appendix 4. streetscape improvements, underground utilities, park improvements, etc. 5. definition and description added to ch. 2 and appendix 6. different housing types, including housing for seniors 7. CRMU - commercial residential mixed use 8. for the purposes of this strategy, long term is 11-15 years - language added 9. removed | |
| Email 17 | 160 | Figure 1.1 Core area, list segments as parcels with size, along with said parcel owners<br>#s 1-2,4 AP Heritage LLC<br>#s 3,5 OldeTowne West Properties LLC<br>#6 Martin Harmon Retals Trs<br>#7 multiple parcels owned by 1007 LLC and Martin Harmon Retals Trs<br>#8 Hesss Retail Stores LLC<br>#9 Adam Aldie, LLC | N | | Parcels are depicted, not owners, since ownership can frequently change. For ease of use in the development table, commonly recognized names are used. |
| Email 17 | 161 | Strategy objectives – missing information<br>Bullet point 12, on school capacity, is truncated- what is the remainder of this point? | AA | | The bullet is a summarized statement that is expressed in greater detail in Chapter 3 - School Capacity. |
| Email 17 | 162 | Inset on page 3<br>Property owner discussions were listed as part of the "robust community engagement process", can you elaborate on this point. All of the other listed engagement processes were documented and have information accessible. | Y | Additional info added to Appendix | |
| Email 17 | 163 | Southwest Quadrant Housing Affordability Inset (yellow) - has misleading elements<br>Language describing the size of OTW and HOT is not comparable- one is listed in parcel size, the other by city blocks<br>The third parcel illustrated for OTW is not marked as outside of the core area of this plan, or listed as outside of the SWQ Small Area Plan | Y | Revised to address. | |

**ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY**

**Community Feedback on the June 4 and July 13 Draft Strategy Releases (June 4 - Aug. 17) with Responses**

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| Email 17 | 164 | Project –Based Voucher Contracts Inset – additional information requested<br>How many PBC's are at OTW and HOW respectively<br>What agency oversees each PBV<br>Are housing choice vouchers currently allowed at either property, if so are there any in use now | Y | Revised to address in appendix. Both project-based voucher contracts at The Heritage are administered by HUD.<br>As is reflected on A53, VHDA currently administers the OTW contract. Yes, housing choice vouchers are allowed in the 104 market rate units at The Heritage; this is noted on page A53. ARHA administers the vouchers. The exact number of vouchers being used is not known. | |
| Email 17 | 165 | Economics of Housing Affordability- questions<br>The HUD commitments mentioned, do they currently apply to both HOT and OTW<br>How do VHDA subsidies currently apply to HOT and OTW<br>Do any of the three scenarios listed incorporate subsites by the VHDA<br>Does scenario two reflect the use of section 7-700 of the zoning ordinance, if not, what would scenario one with the application of section 7-700 look like<br>What percent of residents of HOT and OTW are projected to be ineligible for return<br>What percent of residents of HOW and OTW are currently considered ineligible for return | Y | Yes, both properties operate under PBV contracts.As is described on page 52, project-based vouchers (PBVs) are funded by the federal government and are a critical source of deeply affordable housing in the City. They constitute approximately 30% of the City's committed affordable rental housing stock. Residents pay 30% of their income toward the rent, and the PBV pays the difference up to an established fair market rent, and potentially, some utility costs. PBVs operate similarly to Housing Choice Vouchers, but are tied to a specific property rather than a household. PBV contracts typically have 20-year term of affordability with varying options to renew or extend. In the City, some PBVs are administered by the Alexandria Redevelopment Housing Authority (ARHA) while others are administered through Housing Assistance Contracts managed directly by HUD or other funding agencies. Scenario #2 notes that the PBV contracts are presumed to be lost and Scenario #3 notes that the PBV contracts are retained. Staff will clarify that Scenario #1 assumes the PBV contracts are lost. Scenario #2 does not reflect the use of Sec 7-700. See response to Comment #167. Percent of residents considered ineligible will be determined at the time the proposed housing survey is completed. | |
| Email 17 | 166 | Preserving and Creating Affordable Housing – concerns<br>oIf the city is implementing section 7-700 of the zoning ordinance as part of rezoning for this strategy, the 40 year term of affordability MUST be enforced<br>Paragraph two under the Regulatory Tools subheading states, in this case the development economics require a level of density that is greater than what could likely be generated through he application of Section 7-700<br>What could likely be generated? | AA | | Long-term affordability is described in the yellow call-out box in ch 2. Staff evaluated scenario 1 with the use of 7-700, but it doesn't achieve the necessary density to subsidize the return of the 215 existing units. |
| Email 17 | 167 | Recommendations – concerns<br>Point one, ensuring affordable housing at a minimum and Point two, expand housing affordability<br>Increasing the number of affordable units as it relates to an additional increase of density is not ideal- the prosed density to retain the 215 units is already very high, an increase of density to the area should be kept to the bare minimum required to retain the current housing affordability | O | | As was discussed during recent community meetings and in the draft plan text, preserving affordable housing and fostering successful mixed-income communities involve a range of tools, including partnerships, multilayered financing and leveraging of non-City resources, as well as the use of regulatory incentives. The plan provides property owners with flexibility to pursue different approaches to preserving housing affordability at a range of income levels. One approach could involve the use of low-income housing tax credit equity, the primary source of equity funding for affordable rental housing. If this approach were used, it would not increase density further than described in the Strategy, but rather diversify income levels served (for example, it could provide for higher-levels of affordable units at 60%-HUD 80% AMI). This could potentially offset the likely loss of the 104 workforce affordable units currently at HOT. |

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| Email 17 | 168 | The last sentence of the first paragraph implies that zoning and design changes implemented by this plan would set precedent for zoning and design for the entirety of the SWQ Small Area Plan<br>This is undesirable as the SWQ Small Area Plan already has faced an increase in density and mix use redevelopment with the established zoning ordinance (CRMU/L ) for two areas of the plan<br>At the most, any rezoning should follow the established high density mix use zone already in use in the SWQ Small Area Plan | Y | Language clarified to specify that the projects outside the core area are subject to the existing SWQ SAP, and the projects within the core area are subject to the Strategy document. | |
| Email 17 | 169 | Importance of Design, a design concept standard similar to what was used in the Old Town North Small Area Plan restructuring should be created<br>Already design examples and elements brought forth by the city for this strategy are lacking for this plan<br>The Clayborn was referenced many times as a design example to follow, yet there is no mention of this in the draft strategy presented | AA | Similar to other recent Plans, the Strategy includes site and design parameters (in chapter 3) to guide future redevelopment. Images of the Clayborn are included in the Strategy. | |
| Email 17 | 170 | Table 1- questions and concerns<br>Sites should be listed by each individual parcel not by site, as for some sites there are multiple parcels and not all said parcels are owned by the same entity | N | | All of the sites listed in the development table are under common ownership. |
| Email 17 | 171 | What is the existing FAR for each site listed in the table | O | | FAR for the existing zones is between .75 and 1.25. |
| Email 17 | 172 | The number of proposed units cannot be inferred by FAR | Y | Bar chart graphic from previous presentations has been added to indicate an estimate of the number of units, as well as language to help explain why a precise number is not realistic in advance of more detailed information that will be available at the time of the submitted development application, including unit size, number of bedrooms, and other project development factors. | |
| Email 17 | 173 | The existing zoning for each site has a maximum gross density, what is this for each site | O | | Maximum square footage under existing zoning for each site is the FAR allowed under existing zoning times the parcel square footage. |
| Email 17 | 174 | What is the recommended development gross density of each site listed in the table | O | | The new zone recommends FAR not density. |
| Email 17 | 175 | Point 5, why would the recommended rezoning potential occur as CRMU-H rather than CRMU/L as found in other areas of the SWQ Small Area Plan<br>Why is there a potential for a new zone to be introduced | O | | The new zone is recommended to achieve the intent of the strategy - retention of the existing affordable units. |
| Email 17 | 176 | Point 6, the increase of 5 feet to the allowed 55' building height for architectural embellishment counters what was presented in past community meetings (max 60' vs max 55')<br>Past meetings presented proposed building heights as 55' rather than 50' as an ability to allow five story buildings that could better house green initiatives and architectural embellishments | O | | The recommended increase in maximum allowable building height from 50 feet (existing zoning) to 55 feet is to allow the use of additional density to incentivize the retention of the existing 215 committed affordable units on-site, if and when redevelopment occurs. In order to ensure appropriate building height variation and architectural articulation, an increase of five feet may be permitted to achieve better building breaks, setbacks and ground floor open space as detailed in Chapter 3 of the Strategy. |
| Email 17 | 177 | Point 7, Section 7-700 has a buyout option attached (as listed in the city zoning), will this use be prohibited ion this situation | O | | The purpose of the Strategy is to preserve housing affordability on-site. The off-siting of units would not be consistent with the Strategy and would interfere with the extension of the rental subsidy contracts. |

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| Email 17 | 178 | Is it true that allowing the 22 units of OTW (outside of the SWQ Small Area Plan, as listed on page 7) to be a part of this recommended development allows the owner of the property (ASBC) to apply section 7-700 for use on other redeveloping ASBC properties | O | | The 22 units are part of ASBC's 75-unit PBV contract. Regardless of whether the ASBC achieves approval of its church expansion project, it is anticipated that ASBC will need to utilize a range of tools to preserve its committed affordable units. This would likely include the use of additional density/height, layered financing, and partnerships. |
| Email 17 | 179 | Recommendation- questions and concerns<br>Point 3, Future zoning will allow for ground floor accessory commercial uses supportive of the residential use, such as day care<br>The option to include said commercial uses should be allowed as an either/ or incentive with density for owners to redevelop, as in to retain the current affordable housing unit numbers the properties can be zoned to increase density for more units or zoned to include accessory commercial uses- not BOTH | N | | The first priority is to provide the affordable housing units. Any accessory use must be accomodated within the permitted FAR and be compatible with the neighborhood. |
| Email 17 | 180 | Point 6, provide space for community facilities<br>Again, if the goal of this strategy is to maintain the number of affordable housing units while being "financially sustainable, responsive to the needs of residents, and respectful of the neighborhood" (page 1) then there needs to be an either/ or approach<br>A negotiated, responsible model cannot sustain acceptable density for the neighborhood, all affordable units and all desired amenities | O | | The first priority is to provide the affordable housing units. Any accessory use must be accomodated within the permitted FAR and be compatible with the neighborhood. |
| Email 17 | 181 | Point 33, if school capacity, enrollment and after school enrollment is to be addressed by the City and ACPS then a comprehensive plan needs to be developed and implemented alongside this strategy<br>The schools districted for the properties in this strategy need to be looked at not in just the vacuum of this proposed strategy but examined in the context of all the Small Area Plans (and proposed overlays and changes to said plans) that the schools serve<br>If any of the SWQ Small Area Plan is redistricted due to the impact of this proposed strategy or any changes made to the SWQ Small Area Plan or the surrounding Small Area Plans the public should be made known of said redistricting or anticipated redistricting prior to a strategy or plan's adoption | O | | The City and ACPS work in close coordination to review capacity and enrollment comprehensively citywide. |
| Email 17 | 182 | Guiding Principle City's already in place Complete Streets Design Guidelines and Vision Zero Action Plan<br>The changes proposed in this strategy seem as if they would need to be implemented regardless of the adoption of the strategy as to meet the City's aforementioned guidelines and plan<br>The SWQ Small Area is overdue for a traffic assessment as the area has become increasingly more trafficked due to surrounding area development and the nature of the major thoroughfares and arterial streets located in the Small Area Plan | O | | The recommendations of this Strategy enable prioritization of these improvements to happen sooner, as well as additional improvements provided through redevelopment. 2) Future redevelopment will be required to conduct a traffic study and implement mitigation if warranted. |
| Email 17 | 183 | Is the time line put forth by this strategy in line with the time line that individual property owners plan on executing | O | | For planning purposes, some assumptions were made about timing and phasing, but ultimately phasing will be driven by the market, available tax credits, and is the developer's decision. It is unknown which blocks will come first or in what order, but it is likely that one or two blocks will submit a development application within the next two years, and the remaining blocks would be phased over the remaining 15 years. |

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| Email 17 | 184 | What phases can we expect to see happen first and on what type of timeline | O | | For planning purposes, some assumptions were made about timing and phasing, but ultimately phasing will be driven by the market, available tax credits, and is the developer's decision. It is unknown which blocks will come first or in what order, but it is likely that one or two blocks will submit a development application within the next two years, and the remaining blocks would be phased over the remaining 15 years. |
| Email 17 | 185 | Is the retention of the current 215 committed affordable units in the neighborhood tied only to the OTW and HOT sites or are other sites expected to contribute to the affordable unit count, to maintain the 215 committed affordable unit count at the end of the 15-year vision | O | | The retention of the 215 is tied to the existing PBV contracts for the OTW and HOT sites. |
| Email 17 | 186 | What is the expected affordable housing unit count for each phase of redevelopment with this proposed strategy | O | | For planning purposes, some assumptions were made about timing and phasing, but ultimately phasing will be driven by the market, available tax credits, and is the developer's decision. It is unknown which blocks will come first or in what order, but it is likely that one or two blocks will submit a development application within the next two years, and the remaining blocks would be phased over the remaining timeframe. |
| Email 17 | 187 | Point 3.3, 3.7 Ensure that the future zone allows for ground floor accessory commercial use supportive of the residential use, such as day care and senior housing- why is this a priority when the priority previously presented was to maintain the number of affordable housing units (215) in the neighborhood | O | | The first priority is to provide the affordable housing units. Any accessory use must be accomodated within the permitted FAR and be compatible with the neighborhood. |
| Email 17 | 188 | If the parcels of land bordering the Wilkes Street open space do not opt to redevelop will that space remain zoned as is or be rezoned as a City POS | O | | The Strategy recommends that the open space be rezoned to POS regardless. |
| Email 17 | 189 | If rezoned would the city take on maintaining and updating that space as a city park through the city's parks department | O | | The developers would be responsible for the improvements recommended in the Strategy. The City would maintain the park. |
| **Responses to Questions and Comments in Community Meeting #8 are provided in the meeting summary posted to the webpage.** | | | | | |
| Community Meeting #8 | 190 | Why can't the Old and Historic District Boundary (OHAD) be adjusted to include all the potential redevelopment sites? | N | | See #20 Above |
| Community Meeting #8 | 191 | Can a "No Enter" sign be placed at Wilkes Street between S. Alfred Street and S. Columbus Street? Can a yellow post, similar to the ones found on bike trails, be placed at those intersections? | N | | "Do Not Enter" signs already exist at the intersection of Wilkes St and S. Columbus St and Wilkes St and S. Alfred St. Placing bollards on the pedestrian/bicycle path may create accessibility issues. The City will continue to monitor those intersections, and based on need, implement measures to prevent driving along the path. |
| Community Meeting #8 | 192 | The Glossary added to the Strategy is a good idea, can the acronyms in the document be clarified? | Y | The City will continue to provide more clarity on the technical terms used in the document or eliminate technical terms where feasible. | |
| Community Meeting #8 | 193 | Who is responsible for distributing the flyer to the residents? Some residents did not receive them. | O | | |
| Community Meeting #8 | 194 | We know that not everyone's concerns can be addressed, but we still don't think that questions about traffic, parking, and schools have been answered. What is the best way to convey those questions to the City? The process seems rushed. What is driving the September deadline? | O | | |
| Community Meeting #8 | 195 | Some families who want to discuss housing relocation concerns need flexibility with meeting times. How flexible can City staff be in meeting with those residents. | O | | |

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| Community Meeting #8 | 196 | Would like to echo appreciation to City Staff in being forthright and transparent. Would like to know the extent of owner/developer feedback and whether it has been identified in the spreadsheet of comments. Also, can you elaborate more on the resident survey? | O | | |
| Community Meeting #8 | 197 | What is the Dillon Rule? | O | | |
| Community Meeting #8 | 198 | What is the urgency behind this planning process? | O | | |
| Community Meeting #8 | 199 | What happens if the properties do not renew the affordable housing contracts? | O | | |
| Community Meeting #8 | 200 | What leverage does the City have to ensure that the units remain affordable and that the existing residents have the right-to-return? | O | | One tool that the City has is to allow density and height bonuses in exchange for providing affordable housing. |
| Community Meeting #8 | 201 | How much notice will the residents get before they have to relocate? | O | | |
| Community Meeting #8 | 202 | Why does the City need a plan to incentivize developers to provide affordable housing when it seems like the Alfred Street Baptist Church is already committed to affordable housing? Shouldn't we focus on building partnerships instead of giving incentives? | AA | | |
| Community Meeting #8 | 203 | Developers work for profit. The residents need the City to help. | O | | |
| Community Meeting #8 | 204 | What about preservation of the existing properties? | AA | | |
| Community Meeting #8 | 205 | Why are the terms of affordability only for 30 years? Can there be a ratio between 30% AMI, 60% AMI, and market rate units? | AA | | |
| Community Meeting #8 | 206 | Can the City give advance notice prior to meetings? | O | | |
| Community Meeting #8 | 207 | Will the monthly rental fee during relocation be the same as what the residents currently pay? | O | | |
| Community Meeting #8 | 208 | Are there special programs for the military families? | O | | |
| Community Meeting #8 | 209 | The Environmental Action Plan should also be considered in this Strategy. | Y | language will be added referencing the EAP and environmental policies with regard to development review process. | |
| Community Meeting #8 | 210 | The pedestrian connection recommendations in the Strategy are good. Would like to expand the Wolfe Street connection across S. Patrick Street. | AA | | |
| **Feedback from #211 on are in response to the July 13 Revised Draft** | | | | | |
| AlexEngage 6 | 211 | There is an error on the map captioned "Circulation: Bicycle Access & Facilities" (page 67 of the 13 July draft). The map depicts South Fayette Street between Wilkes Street and Duke Street as an Existing Bike Route(s)/Trail(s). This is incorrect. The existing bike trail continues west on Wilkes then north on Payne, west on Roundhouse then north on West Street (thence also to Jamieson). I know that this error appears on many depictions, but it is not correct. If you don't believe me, come look at the pavement markings! | Y | The Circulation: Bicycle Access and Facilities map has been updated to reflect the correct bike routes. | |

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| Written Comments from paper copy in neighborhood 2 | 212 | It would be helpful if there were an indexed definition fo terms somewhere. For example, "FAR", which appears on p. 31, must refer to the ratio of floor area to (something), but what? | N | | Floor Area Ratio (FAR) is defined in the call out box on page 29 in Chapter 3 in the section on Zoning. |
| Written Comments from paper copy in neighborhood 2 | 213 | Bringing the translated text was very nice! | O | | Comment acknowledged |
| Email 18 | 214 | This new draft plan is a significant improvement in recognition of accommodations for Alexandria residents of differing abilities and needs. It is significant to to see the mention of accessibility needs of residents in Recommendation 2.9 and "features to enable residents to remain and age safely inthe community and to ensure new homes are accessible..." Recommendation 2.12 | O | | Comment acknowledged |
| Email 18 | 215 | The GUIDING PRINCIPLE: Safe streets for all recognizes the need for accommodations for the safety of Alexandria residents and others who do not bike and have mobility and other limitations which challenge their safety crossing streets. The last sentence use of "inclusive and accessible" was welcome. Similarly, the Open Space paragraph was a great improvement. | O | | Comment acknowledged |
| Email 18 | 216 | In the development of these plans it would be very important to involve the Alexandria Commission on Persons with Disabilities (ACPD) and the Alexandria Commission on Aging (COA) for their observations on accessibility and usability of these facilities.These two organizations are appointed by the City Council to provide assistance and expertise in the development of plans benefiting Alexandria residents. | O | | A member representing each organization mentioned was among the Charrette Group Volunteers that participated in the Charrette and numerous other community engagement events. |
| Email 18 | 217 | The specific mention of "senior housing" was welcome. | O | | Comment acknowledged |
| Email 18 | 218 | As as a resident of the South Alfred Street community, I congratulate you on your work to make this city plan serve the needs of all Alexandria residents. | O | | Comment acknowledged |
| Email 19 | 219 | I think the revised draft of the Route 1 South Housing Affordability Strategy is much improved | O | | Comment acknowledged |
| Email 19 | 220 | I am pleased to see the revised zoning strategy 3.34 state that "the zone will be predominantly for residential uses, however, ground floor commercial uses supportive of the residential use, such as day care, as well as neighborhood-serving ground floor commercial and retail uses compatible with adjacent residential uses, will be permitted." I also appreciate the addition of the strategy objective on page 4 to "retain and enhance walkable access to neighborhood-serving retail/commercial, public facilities, and other neighborhood amenities." However, while the last draft of the plan discouraged retail/commercial, this draft does not do much to encourage it. I would add a paragraph to the Zoning section on page 29 elaborating on the nature of ground-floor retail envisioned ("neighborhood serving uses compatible with adjacent residential uses"), noting the consistency with the strategy objective of enhancing walkable access to neighborhood-serving retail/commercial. In strategy 3.34 you might consider changing the word "permitted" to "encouraged." | Y | We added language to page 29 discussing the nature of the ground floor uses, and will change permitted to encouraged in 3.34. | |
| Email 19 | 221 | The revised plan focuses on the core area, without mentioning the broader study area that was addressed. Why the change? Shouldn't the study area be disclosed? | AA | | The Strategy focuses on the core area (potential redevelopment sites) and the mobility/connectivity issues across and along Route 1 and within the neighborhood, as applicable. |
| Email 19 | 222 | Can you address my previous comment about treatment of underperforming commercial parcels outside the core area (the CL zoning in the study area not recommended for rezoning)? I noted that the strategy focuses on redevelopment of two types of uses: the existing affordable housing, and commercial properties on South Patrick Street (Route 1). However, there are underperforming commercial properties elsewhere in the plan area not addressed, including the commercial at the southeast corner of S. Alfred Street and Gibbon Street. What is the rationale for not addressing those properties as part of this strategy? It seems like a lost opportunity while such intensive planning is happening in the nearby area. | AA | | These areas were analyzed at a conceptual level early in the process. Existing zoning allows townhouse redevelopment and can also utilize Section 7-700. We determined that redevelopment of these sites, if desired, was both feasible and also appropriate under existing zoning given adjacent low scale townhouse development using the existing zoning. |

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| Email 19 | 223 | The illustrative figure of Route 1 North on the plan cover, in Figure 3.1, etc. continues to show the sound wall. If we can visualize this stretch without the gas stations, etc., we should be able to visualize it without the sound walls south of Franklin St. | Y | We can make update the perspective but it will be after the public hearing, given the time necessary to amend the graphic. | |
| Email 19 | 224 | On page 74, Hill House (#27) is incorrectly located on the map. It should be at 617 S. Washington St., just northwest of the intersection of S. Washington Street and Franklin Street. | Y | The location of the #27 dot has been moved. | |

August 22, 2018

To: Alexandria Planning Commission and City Council
City Hall, 301 King Street, Alexandria, Virginia 22314

RE: Route 1 South Housing Affordability Strategy

The Alexandria Housing Affordability Advisory Committee (AHAAC) has been following the Route 1 South Housing Affordability Strategy (the Strategy) planning process since the community engagement phase began in January 2018. Three AHAAC members actively participated as Charrette Group Volunteers during the week-long charrette, and many AHAAC members regularly attended community meetings. The draft version of the Strategy was presented to AHAAC at its June meeting and the revised draft (which incorporated feedback from many stakeholders) was discussed at AHAAC's August meeting. Based on our involvement in the process and our review of the final draft, AHAAC strongly endorses the Strategy, and recommends that Planning Commission and City Council unanimously approve the Strategy at their September public hearings.

The Heritage at Old Town (The Heritage) and Olde Towne West III (OTW) are a critical part of the City's committed affordable housing stock. Their 215 affordable units, at the heart of this Strategy, are subsidized by federal rental assistance contracts and offer some of the deepest levels of affordability in the City, akin to ARHA's public housing in terms of the incomes of households that can be potentially served. (An additional 104 existing units at The Heritage ensure that workforce affordable housing options are also available in the planning area.) As was extensively discussed during the community engagement process, if the existing contracts are allowed to expire when the current agreements end (2019/2020), the cost to replace the housing and subsidies, if even possible, would be well over $100 million, and would result in partial or complete displacement of existing residents. Instead the Strategy offers a variety of tools, identified by the City's Housing Master Plan, to incentivize the private owners to preserve the same number of deeply affordable units as part of a broader, successful mixed-income community. The opportunity for additional density, in particular, allows for new units to help subsidize the cost and operations of the affordable units. Encouraging and facilitating partnerships, and leveraging City financial support and other incentives as needed, will further ensure housing opportunity is preserved and even enhanced in the community.

Importantly, the Strategy requires that redevelopment include the same levels of affordability that are currently offered, involve a survey of existing housing needs, and prioritize the rights of existing residents to return to the community as it is redeveloped. We are also pleased to see that the Strategy identifies several planning goals that are consistent with other small area plans in the City, including expanded accessibility, quality urban design, improved open space, and a host of other measures to increase transportation and pedestrian safety and to mitigate traffic within the neighborhood.

The difficulties associated with the development of new affordable housing are well documented and underscore the importance of maintaining every existing affordable unit at The Heritage and OTW properties. Because preservation is a critical element of housing affordability, AHAAC applauds the City's proactive approach in bringing together federal and state housing partners, property owners, residents of the affordable housing units, as well as Route 1 South neighbors and the overall community to plan for the future of housing resources. We hope this very collaborative and inclusive planning process is

one that can be replicated for other potentially at-risk multifamily properties. This Strategy proposes leveraging private investment and City financial support, as needed, to preserve housing affordability and using local dollars for strategic improvements to infrastructure to help mitigate potential redevelopment impacts. AHAAC believes that the Strategy reflects the City's vision of itself as truly diverse and inclusive of all and hopes it will establish a precedent for future City planning efforts.

Sincerely,

/s/ Robyn Konkel
Chair, Alexandria Housing Affordability Advisory Committee (AHAAC)

Alexandria Transportation Commission
301 King Street
www.alexandriava.gov Alexandria, VA 22314 Phone: 703.746.4025

July 18, 2018

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

Re: Mobility, Safety, and Neighborhood Connectivity elements of Route 1 South Housing Affordability Strategy

Dear Mayor Silberberg and Members of City Council:

At its June 20, 2018 meeting, the Alexandria Transportation Commission reviewed the draft Route 1 South Housing Affordability Strategy, with particular focus on the Mobility, Safety, and Neighborhood Connectivity recommendations. The Commission moved to affirm that the recommendations in the draft strategy are consistent with the goals outlined in the City's Transportation Master Plan adopted in 2008, and Vision Zero Action Plan adopted in 2017.

The Transportation Commission recommends paying continued attention to the implementation of the Mobility, Safety, and Neighborhood Connectivity recommendations, especially the pedestrian and bicycle improvements, so that they meet the goals of the Strategy, the Complete Streets Policy, and the Vision Zero Action Plan.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the Transportation Master Plan and Vision Zero Action Plan. Our action on July 18 was conducted to fulfill that oversight obligation.

The Commission appreciates your consideration of its input on this project.

Sincerely,

Stephen Klejst
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Mark Jinks, City Manager
Yon Lambert, Director, T&ES

To: Alexandria Planning Commission and City Council
City Hall, 301 King Street, Alexandria, VA

Re: Route 1 South Housing Affordability Strategy

Dear Mayor Silberberg, City Councilmembers and Planning Commissioners:

I just Retired IN 2017 So Now MY INCOME Lower, It very hard To find Housing that you CAN afford Now that I'm Senior Citzen ~~[illegible]~~ I Need to Stay IN this area. The Old Town West apartments are great place for me. I have been here ~~[illegible]~~ when the area was redeveloped under the DIP Program ~~[illegible]~~ Working people CAN NOT Afford to Stay IN Alexandria, We are being push out of the city

Name: ANN Griffin Date: 8-22-18

Address: 812 Wilkes St

Email: Ann.Griffin52@Yahoo.Com

Phone: 571-645-6837

To: Alexandria Planning Commission and City Council
City Hall, 301 King Street, Alexandria, VA

Re: Route 1 South Housing Affordability Strategy

Part I.

Dear Mayor Silberberg, City Councilmembers and Planning Commissioners:

My name is Ethel Talley I am a former government employee. I worked for over 33 years. I raised two children by myself as a single mom while working, when I came to Alexandria VA to get away from the crime in DC. After 10 years of working for the government I was [laid off] when I came here I was in an internship program paying $600 with a son in 11th grade, and a daughter in 4th grade, and I was working on my associate's degree, I eventually made $30,000 $41,000 and then 55,000 plus

Name: Ethel Talley Date: Aug 29, 2018 over→

Address: 522 S. Alfred St

Email: ecarol talley 6 yahoo.com

Phone: 571-645-3037

Part I of Part 2 conti —

making me a market renter.
Then I was laid off again with
two children, living off serverce
pay, and then unemployment by then
I had attain an ["Masters" degree].
I have a (civil service) retirement pension
that I cant touch until I am
62 years old, and disabled and
~~VI~~ can't pay market rent. If
it had not been for affordable
housing my children and I would
be homeless. I think ~~our~~ city
council ~~My daughter~~ and residents need to
educate themselves about Affordable
housing families; Retirement
residents, disabled residents,
poor "Working" people need
housing - We do work or have worked.

conti Part II of Part II.

To: Alexandria Planning Commission and City Council
City Hall, 301 King Street, Alexandria, VA

Re: Route 1 South Housing Affordability Strategy

Dear Mayor Silberberg, City Councilmembers and Planning Commissioners:

My daughter works for $10 an hour with 3 children ages 2, 6, & 8. We like Iyles Crouch we love the neighborhood. I know the media tells you we don't work but we do, but we can't afford market rent, and we aren't tearing up the property & community

Name: Ethel Talley Date: Aug

Address: 522 S. Alfred St

Email: e.carolt Talley 6 yahoo.com

Phone: 571 645-3037 (cell)

over →

Alexandria Says that it is inclusive but it appears that poor blacks, latinos, ethopians and other are not welcomed here.

We had 18,000 afordable housing units, and now we have 1,800 ?? (Something like that)

Affordable housing is not just for poor blacks, latino's & ethopians, white neighbors need it too we have worked or are working and cant afford the high rent. If Alexandria is really inclusive don't take away affordable housing units that keep us here. The still is an uneven disbution of income.

To: Alexandria Planning Commission and City Council
City Hall, 301 King Street, Alexandria, VA 22314

Re: Route 1 South Housing Affordability Strategy

Dear Mayor Silberberg, City Councilmembers and Planning Commissioners:

Having affordable housing would help people who can't afford the market rate to have a place to live. It would also help to balance out the demographic so that people with low income can also have a chance to stay and contribute to the city.

Name: Frederick Olnoch Date: 8-24-18

Address: 531 S. Columbus St.

Email: tedolnoch@yahoo.com

Phone: 571 205 3741

To: Alexandria Planning Commission and City Council
City Hall, 301 King Street, Alexandria, VA

Re: Route 1 South Housing Affordability Strategy

Dear Mayor Silberberg, City Councilmembers and Planning Commissioners:

I can not afford the high rent in Alexandria. This place is a blessing for me. I am now retired. I have no where else to live or to go. I been here a long time and love it here. Most people here are up in age. It is not fair to move them or me. I want to stay here. Please have a heart. Do the right thing. Keep us here.

Name: Ronald Galloway Date: 8-24-18

Address: 911 Gibbon St. Apt. 3A
Alexandria, VA. 22314

Email:

Phone:

# Route 1 South Housing Affordability Strategy

BRIAN ROBERTSON <bmrobertson@comcast.net>

Mon 8/27/2018 1:39 PM

To:PlanComm <PlanComm@alexandriava.gov>;

Cc:Kristen KLEIN <kaklein526@comcast.net>;

I am the President of the Home Owners Association located on Franklin and S. Alfred Streets. Our Treasurer and I attended several community meetings where input was solicited. Citing numerous reasons, we provided strong comment against any increase in density in this section of Alexandria. It was obvious from the very beginning that our arguments, while being heard, would be overwhelmed by the quantity of those seeking more housing and further development, regardless. It also seemed that those running the study had already made their minds up as to what the final results would be, which included a significant increase in density.

I would just like to go on record as strongly opposing any plan for this area of Alexandria that results in increased density. Getting into and out of our neighborhood is already a nightmare, not to mention the safety considerations for any pedestrian activity. If the strategy recommendations are approved and come to fruition, living in this area will become untenable.

Thank you,

Brian Robertson

President, Eight HOA

907 Franklin St.

Alexandria, VA 22314-4010

(571) 436-7500

# RE: Route 1 South Housing Affordability Strategy

kaklein526@comcast.net

Mon 8/27/2018 3:11 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Brian Robertson <bmrobertson@comcast.net>; Ashley Labadie <Ashley.Labadie@alexandriava.gov>;

I agree with Brian's comments. Residential streets – Franklin/S. Alfred/Gibbon - are used by commuters to access Beltway and are gridlocked 4:30-6:00 each evening. The longest part of my commute from DC is between King and Franklin Sts. Additional density is a big concern.

I also strongly recommend 'traffic calming' be a priority in SW Strategic Plan. Currently it is #11 on list of objectives. Since the completion of WW bridge/495 project, Franklin/S. Alfred/Gibbon is used to make a U-turn on Rt 1, often at high speeds and throughout day and night. As described in previous comments, this affects quality of life for residents and pedestrian and vehicle safety.

Thank you,

Kristen Klein
Eight HOA Treasurer
625 S. Alfred Street

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From: BRIAN ROBERTSON <bmrobertson@comcast.net>
Sent: Monday, August 27, 2018 1:39 PM
To: PlanComm@alexandriava.gov
Cc: Kristen KLEIN <kaklein526@comcast.net>
Subject: Route 1 South Housing Affordability Strategy

I am the President of the Home Owners Association located on Franklin and S. Alfred Streets. Our Treasurer and I attended several community meetings where input was solicited. Citing numerous reasons, we provided strong comment against any increase in density in this section of Alexandria. It was obvious from the very beginning that our arguments, while being heard, would be overwhelmed by the quantity of those seeking more housing and further development, regardless. It also seemed that those running the study had already made their minds up as to what the final results would be, which included a significant increase in density.

I would just like to go on record as strongly opposing any plan for this area of Alexandria that results in increased density. Getting into and out of our neighborhood is already a nightmare, not to mention the safety considerations for any pedestrian activity. If the strategy recommendations are approved and come to fruition, living in this area will become untenable.

Thank you,

Brian Robertson

President, Eight HOA

907 Franklin St.

Alexandria, VA 22314-4010

(571) 436-7500

**ROUTE 1 SOUTH HOUSING AFFORDABILITY STRATEGY**

Below in yellow highlight is a proposed addition to the text box, "What's This All About", on page 3:

*From Page 3:*
*This Strategy is primarily focused on a core area (Figure 1.1) within the Southwest Quadrant Small Area Plan (SAP) that includes 215 units of committed affordable housing, as well as commercial properties on Route 1 south of Gibbon Street. Although the primary focus was the "core area", development of the Strategy considered a broader planning context and connections within the SAP and to adjoining neighborhoods. The Strategy will be an overlay to the Southwest Quadrant SAP and will only amend those portions of the SAP that are directly addressed in the Strategy. The Strategy provides a 15-year framework that will be implemented in phases. The recommendations were informed by a community engagement process that included a design charrette, multiple community meetings, property owner discussions, targeted outreach to residents, work sessions, pop-ups, open houses, and on-line participation. The community will continue to have opportunities to provide feedback as future redevelopment and the public improvements recommended by this Strategy are brought forward for review. (Additional information about the community engagement process can be found in Appendix A.1).*

## Route 1 South Housing Affordability Strategy Initial Study Area

# Comments on Route 1 South Affordable Housing Strategy

Melissa McMahon <mmcmahonpc@gmail.com>

Mon 9/3/2018 6:44 AM

To:Nancy Williams <Nancy.Williams@alexandriava.gov>; Anh Vu <Anh.Vu@alexandriava.gov>;

Dear Nancy, Anh,

Would you please forward this message to the Planning Commission for the record for Tuesday?

Dear Fellow Planning Commissioners,

I apologize for having to miss the hearing this month, but wanted to send along a brief summary of my thoughts with regard to the Route 1 South process, as I have been following it and participating since it began. I hope that these observations are helpful to your consideration of the item before you Tuesday.

1. Critical need, timely effort. Alexandria is in critical need of conservation of existing affordable housing and provision of new. This Strategy acknowledges the immediate and precarious situation of these affordable properties, and through it the City is actively facilitating the conservation of these units and the ability long-term for these households to remain in Alexandria. Absent this Strategy, the owners of these properties either already have or will soon have the authority to redevelop the parcels by-right under existing zoning, and without changes to the zoning, they would like not be able to conserve the affordability in redevelopment that we see there today.

2. Consideration of requirements for property owner success. From the outset, staff, community and property owners have worked together side by side to come up with a Strategy framework that is feasible for the owners while achieving the goals of the City. Owners, residents, and other community members sat side by side at tables to discuss what is needed for feasible redevelopment under shared principles. This sense of practical feasibility and the engaged participation of owners is a key feature that suggests the Strategy can be successful rather than "pie in the sky".

3. Care and attention given to existing residents. Throughout the process, existing residents of the affected properties have been involved - with representation on the charrette work group, through pop-up engagement in the lobbies of the residential properties, through active recruitment to attend meetings or participate in survey processes, etc. Meetings were held within the neighborhood and supported with childcare and language translation services to encourage attendance. Furthermore, beyond just attending to give feedback on the Strategy framework, special presentations and resources were provided to acquaint residents with the City's relocation services, which they will be able to use when/if the property owners begin the redevelopment process.

4. Responsive to other community needs. While this Strategy was never a full-fledged small area plan, it nonetheless gave the neighborhood the opportunity to highlight issues which planning is well-equipped to address. Staff heard through the process a great deal of detail about the traffic safety issues associated with traffic on route 1/South Patrick Street, and the Strategy was able to incorporate short, medium and long term actions to make the neighborhood safer for walking and biking. This to me is a critical success of the planning process, and staff are already following through with implementing identified necessary short term safety improvements even before the Strategy itself is adopted. Another example of a community need beyond affordable housing that is addressed here is the thoughtful development of a plan for the Wilkes Street public open space, which will turn that space into a much more attractive and useful amenity that help knit the neighborhood together.

All in all, I would like to commend the staff assigned to this project for the intensive, professional, and thoughtful effort that I thought struck an important balance between efficiency and thorough community engagement. As this was not a true small area plan process, but rather a focused strategy for a key issue and a few key properties, there was always the challenge of communicating the bounds within which the plan needed to be considered and to come together. When engaged neighbors asked for more time to consider and discuss the issues that face this neighborhood, staff were able to give the plan several more

months for vetting and refinement, while keeping this time-sensitive project moving. Staff responded well to criticism and made on-the-fly changes to the way project activities were organized and the way that feedback was collected from the community. What results is a strong, tight plan, with, I hope, the right combination of certainty and flexibility to facilitate successful, affordable, housing redevelopment project on these parcels, supporting the return of these neighbors to their long-time homes and and the community that supports them. I urge you to give your support to this plan.

Thank you for your consideration.

Sincerely,
Melissa McMahon, Planning Commissioner