

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p>Create and deepen affordability by:</p> <p>establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p>Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p>Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
<p>(C5) Propose to state more flexibility at local level!</p>	<p>(C36) The objective to “empower tenants” should be more specific, listing how the City can empower tenants to advocate for affordable and safe housing. Many of the housing options in Alex West are rentals, and if tenants feel more at home and comfortable, it raises up their lives. “Increase overall housing supply” should be added as an important component to expanding housing opportunity, alongside the already-included needs for dedicated affordable units and a variety of unit types. I emphasize a variety of unit types. Small houses turn into big houses. Big houses turn into gigantic houses. How about keep small houses? Or big houses turn into apartment buildings?</p>	<p>(C36) The objective to “empower tenants” should be more specific, listing how the City can empower tenants to advocate for affordable and safe housing. Many of the housing options in Alex West are rentals, and if tenants feel more at home and comfortable, it raises up their lives. “Increase overall housing supply” should be added as an important component to expanding housing opportunity, alongside the already-included needs for dedicated affordable units and a variety of unit types. I emphasize a variety of unit types. Small houses turn into big houses. Big houses turn into gigantic houses. How about keep small houses? Or big houses turn into apartment buildings?</p>	<p>(C42) AC starting dates in condominiums. Consider planet warming, climate changes that can endanger senior residents. Consider flexibility during Spring, based on temperature rises.</p>
<p>(C8) We need more housing</p>	<p>(C38) The objective to “empower tenants” should be more specific, listing how the City can empower tenants to advocate for affordable and safe housing. “Increase overall housing supply” should be added as an important component to expanding housing opportunity, alongside the already-included needs for dedicated affordable units and a variety of unit types. Increased supply of homes affordable to people earning less than 60% of AMI should be prioritized through both increased subsidy in the City budget and incentives such as bonus density. Incentives should provide the maximum number of affordable units without being restrained by aesthetic concerns over building height.</p>	<p>(C37) Create housing ownership programs thru Rent to buy.</p>	<p>(C68) Many of the high rise condominiums do not have modern wiring, hvac, etc. To support green initiatives and property value retention, does the City plan to regulate or support the modernization of these communities?</p>

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p>Create and deepen affordability by:</p> <p>establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p>Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p>Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
(C9) Alexandria is too expensive, need more affordable housing	(C52) How will residents be empowered to share valid concerns when they are not being heard at management/leasing office level? What are their options.	(C38) The objective to “empower tenants” should be more specific, listing how the City can empower tenants to advocate for affordable and safe housing. “Increase overall housing supply” should be added as an important component to expanding housing opportunity, alongside the already-included needs for dedicated affordable units and a variety of unit types. Increased supply of homes affordable to people earning less than 60% of AMI should be prioritized through both increased subsidy in the City budget and incentives such as bonus density. Incentives should provide the maximum number of affordable units without being restrained by aesthetic concerns over building height.	(C87) Accessibility of housing is not described as a priority. Some housing, such as townhomes, can be difficult to access for folks with mobility challenges. Please include a requirement for a percentage of housing, especially affordable housing, to be accessible for those needing mobility assistance devices such as wheelchairs and walkers.
(C10) more housing	(C76) More protection for existing residents	(C49) Increasing overall housing supply should be an explicit goal and it should include diverse set of housing (townhomes, condos, apartments, SFH)	(C148) Can you be more specific about what accesibility means? Does this include disability accessibility - accomodations for older units/housing and universal design for new housing?
(C13) Affordability	(C78) Please be more specific about /how/ the city plans to "empower tenants." Concrete plans are needed, not just aspirations. Add "increase overall housing supply" as an important component, not just dedicated affordable units that's already in the plan.	(C53) Encourage market rate home ownership instead of promoting short term renting. Owners are more vested in their community.	(C240) All housing should be the most energy efficient possible and support the most renewable energy on site as possible to make new housing the most sustainable, healthy and comfortable while improving indoor air quality thus reducing health problems for kids.
(C14) Housing	(C170) We do not need more tenant associations. The subsidizing of housing in this area needs to stop. The more artificial measures are taken to keep people in homes and not paying rent, the worse the area gets.	(C56) Add “Increase overall housing supply” as an important component to expanding housing opportunity. Prioritize Increasing supply of homes affordable to people earning less than 60% of AMI.	(C243) Emphasize the sustainability and handicapped accessibility benefits of new housing over the preservation of existing older units. Insure that affordable unit goals across the area are in terms of number of new units, not the proportion of affordable units, so that affordable unit requirements are not so high as to deter new construction.
(C15) Housing		(C57) more opportunities for hime ownership. I want to see more condos and less apartments.	

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p> Create and deepen affordability by:</p> <p> establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p> Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p> Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
(C16) Affordable		(C78) Please be more specific about /how/ the city plans to "empower tenants." Concrete plans are needed, not just aspirations. Add "increase overall housing supply" as an important component, not just dedicated affordable units that's already in the plan.	
(C18) We need more affordability in Alexandria		(C84) Include incentivize Increasing overall housing supply as part of "Expand housing opportunity"	
(C19) Too expensive		(C141) Need to change "Expand housing opportunity" to add bullet that says: "Add more housing."	
(C20) Housing		(C146) emphasize breadth of existing housing options	
(C21) Housing!		(C156) Expand housing opportunity. The plan should address ways to: • Encourage a range of housing options. • Create opportunities for homeowners that need more space and to buy a bigger home; they don't qualify for programs for first-time home buyers but need financial assistance to buy a bigger home. There needs to be programs for people in this situation.	
(C23) Affordability need a lot of work		(C216) I think that it is important to have affordable units that can be sold (rather than rented). Studies show that being raised in a house your family owns significantly improves long-term outcomes for low-income children. In general, it seems like a lot of new housing is apartments rather than condos or homes, which does not improve the affordability of the housing market for buyers.	

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p> Create and deepen affordability by:</p> <p> establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p> Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p> Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
(C24) affordable housing		(C236) Would like to make sure that first time home buyer opportunities increase.	
(C25) More housing			
(C34) Housing and Affordable			
(C38) The objective to “empower tenants” should be more specific, listing how the City can empower tenants to advocate for affordable and safe housing. “Increase overall housing supply” should be added as an important component to expanding housing opportunity, alongside the already-included needs for dedicated affordable units and a variety of unit types. Increased supply of homes affordable to people earning less than 60% of AMI should be prioritized through both increased subsidy in the City budget and incentives such as bonus density. Incentives should provide the maximum number of affordable units without being restrained by aesthetic concerns over building height			
(C39) Lower cost			

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p> Create and deepen affordability by:</p> <p> establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p> Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p> Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
<p>(C51) More affordable housing</p>			
<p>(C54) more overall housing supply and more affordable housing at 30, 40, 50% AMI please</p>			
<p>(C55) Allow students who will be displaced to continue going to their original school for consistency if forced to be displaced by development.</p>			

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p>Create and deepen affordability by:</p> <p>establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p>Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p>Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
<p>(C77) I didn't see a % of affordable housing listed. In the past developers are given tax money to build and rarely give back an equivalent amount to the city. Public housing usually falls into the .01%. I'd like to see 20% of public housing, but I would settle for 10%. Also, no mention on how this affects the public high school or middle schools. The community seems to prioritize elementary school, which is great, but not the overcrowded middle and high schools.</p>			
<p>(C79) Reduce involvement of developers and city policies to attempt to change the market. Instead, provide financial incentives directly to those in need to determine the market.</p>			
<p>(C86) We need to explicitly state that increasing affordable housing/adding units of affordable housing is necessary.</p>			

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p> Create and deepen affordability by:</p> <p> establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p> Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p> Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
(C116) add affordable housing			
(C118) more affordable housing			
(C120) Affordable and more housing			
(C121) affordable			
(C122) more affordable			
(C123) more housing			
(C126) more affordable housing			
(C128) Housing			

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p> Create and deepen affordability by:</p> <p> establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p> Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p> Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
<p>(C129) Add more housing and affordable</p>			
<p>(C131) More affordable houses</p>			
<p>(C133) Not just relocation assistance but allowing residents to stay in place with rent control alternatives.</p>			
<p>(C187) continue to need afford housing</p>			

<p>Retain housing affordability and promote housing stability to allow existing residents to remain in the community. The plan should address ways to:</p> <p>Maximize preservation and/or replacement of existing market-affordable and workforce-affordable housing as committed affordable units as part of future redevelopment;</p> <p>Pursue legislative authority for the City to require developers to provide relocation assistance to minimize and mitigate the impacts of redevelopment on existing residents;</p> <p> Create and deepen affordability by:</p> <p> establishing a target requirement for affordability as new development occurs and properties redevelop.</p> <p> Exploring opportunities for public-private-nonprofit partnerships, the dedication of land, potential public and private investment, and other tools.</p> <p> Strengthen the governance and fiscal health of condominium communities as an important source of</p>	<p>Empower tenants to address housing concerns and increase economic mobility. The plan should address ways to:</p> <p>Support tenant rights and responsibilities and formation of tenant associations.</p> <p>Support programs to enhance language proficiency and workforce development for those interested.</p> <p>Support technical assistance for tenant efforts to purchase properties for cooperative use.</p>	<p>Expand housing opportunity. The plan should address ways to:</p> <p>Encourage a range of housing options.</p> <p>Create opportunities for first-time homeownership.</p> <p>Support aging in place and opportunities for transitions to housing and care for seniors at different income levels.</p>	<p>Support safe, well-maintained, and accessible homes. The plan should address ways to:</p> <p>Improve building conditions through coordination with property owners and residents;</p> <p>Enhance accessibility through existing programs.</p>
<p>(C190) We have more affordable housing than needed in the west end.</p>			
<p>(C192) low income housing</p>			
<p>(C209) Retain SFH and ensure new housing is not all apt. But mix of townhomes and condos. AFFORDABLE</p>			
<p>(C210) Retention of non-high rise housing options</p>			
<p>(C243) Emphasize the sustainability and handicapped accessibility benefits of new housing over the preservation of existing older units. Insure that affordable unit goals across the area are in terms of number of new units, not the proportion of affordable units, so that affordable unit requirements are not so high as to deter new construction.</p>			

Other Housing Comments:

(C3) Not so much density

(C4) There is too much population growth

(C5) Propose to state more flexibility at local level!

(C35) Online surveys are not meaningful community outreach. You have not reached the people who deserve to have input

(C47) Please make increasing the overall housing supply an objective

(C49) Increasing overall housing supply should be an explicit goal and it should include diverse set of housing (townhomes, condos, apartments, SFH)

(C50) Right sizing the housing available to match transportation objectives (reducing congestion)

(C59) Recommend integrating walkability and 15-minute neighborhood language into housing plan as well.

(C66) Maintain current density of housing. Increasing density has consequences on everything below.

(C67) Consider the increase in high-school population.

(C68) Many of the high rise condominiums do not have modern wiring, hvac, etc. To support green initiatives and property value retention, does the City plan to regulate or support the modernization of these communities?

(C69) To dense

(C77) I didn't see a % of affordable housing listed. In the past developers are given tax money to build and rarely give back an equivalent amount to the city. Public housing usually falls into the .01%. I'd like to see 20% of public housing, but I would settle for 10%. Also, no mention on how this affects the public high school or middle schools. The community seems to prioritize elementary school, which is great, but not the overcrowded middle and high schools.

(C78) Please be more specific about /how/ the city plans to "empower tenants." Concrete plans are needed, not just aspirations. Add "increase overall housing supply" as an important component, not just dedicated affordable units that's already in the plan.

(C80) Can you clarify that using eminent domain is off the table for redevelopment? It's also hard to see how a city government can engineer all of this. You have limited ability and the thought of you making things more "equitable" by force is troubling.

(C85) The impact on the existing infrastructure? The impact on the commuter traffic? Open spaces do NOT translate into parks, trees, grass.

(C90) Increasing housing supply should be made a clear objective

(C91) Objectives don't say much about the biggest, most obvious way to increase affordable housing: build more housing! Make that easier (e.g., Z4H) for builders to do, harder for NIMBYs to prevent.

(C94) no high rises and no multiple high rises within 5 miles of low rise buildings and need to include addressing population density

(C99) Less density, save more trees

(C106) Increase the building(s)

(C107) Increase the living household

(C130) Safety and security against rising crime rates

(C132) On the surface the objectives seem to cover a lot of ground. However, it is easy for me to envision that a situation in which outcomes that are far less than desirable could be sold a "meeting the objectives" I understand that the next step is to flesh this out and put some measurables with the Objectives but you are setting yourself up for a situation in which you believe you have met the objectives in your policies but the community does not. There is a real "we will do the best we can" feel to the objectives. It is also interesting that the Objectives for the Park and Open Space state that "Open space identified in the current Beauregard SAP will not

be reduced", but the same commitment is not provided for Housing Objectives.

(C135) Maintain and preserve existing parks and green spaces. Don't over develop. Require more parking for new projects.

(C136) Already too dense, we don't need more apartments.

(C137) No mention of zoning upgrades. Seminary West has many antiquated zoning ordinances that self-limit and restrict homeowners from making personal improvements (eg lot size restrictions, subdividing, ADU restrictions). An owner (not a developer) should be given more authority to improve his property and neighborhood. It's a false belief that the City will be able to make AW "affordable" through regulation.

(C140) Zoning - Alexandria will not change single family zoning to allow multiple family buildings such as duplexes and small apartment buildings.

(C142) There needs to be more a focus on increasing supply of housing.

(C144) New developments adjacent to existing residential neighborhoods that change density, traffic, etc. should require greater community engagement and address adjacent resident concerns before adversely impacting their quality of life.

(C152) the density housing is never in the right place as it relates to mass transit or retail. we need actual walkable communities that do not include crossing major/busy streets. see New Town Williamsburg VA for this if you don't know what this means.

(C153) Add an objective to bring support for senior and disabled property tax relief to be comparable to what Fairfax County offers.

(C157) It is impossible to know, as you do not provide data to support the objectives. What were the survey results?

(C159) More emphasis on rezoning to allow single family lots to hold duplexes or townhouses

(C164) It is getting very difficult to navigate by car around the City. I know the City government is anti-car but some of us must drive and cannot use bicycles.

(C170) We do not need more tenant associations. The subsidizing of housing in this area needs to stop. The more artificial measures are taken to keep people in homes and not paying rent, the worse the area gets.

(C171) طرق سهلة للمشبي و التسوق محلات قريبة Shops nearby

(C172) Encourage beautification, neighborhood safety and maintenance of property

(C177) Lower population density

(C181) Consider design review requirements?

(C191) More of a focus on density concerns

(C193) While it looks good on paper, you need to ensure there is parking for each housing unit in a development as well as adequate handicapped parking. A recent project has is short of providing a space per unit and has caused parking issues in the surrounding area. Holistic planning needs to be holistically implemented. Provide good public transportation AND residential parking.

(C194) Responsibly manage growth and development to retain current green space and tree canopy

(C198) Senior housing

(C200) maintain or reduce housing density, not increase it

(C202) There can never be too much parking. Waypoint is an example of a development where the cars far exceeded what the city said.

(C204) The objectives ignore (1) density and growth concerns, (2) concerns on congestion and traffic flow, (3) the need for parking, (4) transportation infrastructure maintenance concerns, and (5) concerns about noise from traffic

(C206) Reduce density

(C211) keeping taxes down. Not allowing for too much density which causes problems of traffic, sewer, drainage, poor air quality, lower green space. Single family plots should remain single family to preserve neighborhoods rather than ruin them.

(C213) There needs to be a plan for better code enforcement of current properties with obvious multi family/ persons living in them. Perhaps the city needs a boarding house regulations?

(C214) No erosion of single family zoning

(C221) Make sure that school playgrounds can be used by all.

(C223) Too focused on density and not enough attention to single family housing/neighborhoods

(C224) Let the established communities have a say in the direction of their neighborhood and surrounding neighborhoods. For example going in the direction of a "small town look and feel" instead of a "city look and feel".

(C225) Stop building until we can upgrade services to keep up with the growing population

(C230) High density/ high rise buildings should be developed in the Eisenhower corridor ...easy access to highways and rapid transit; and limited to a one mile radius of Landmark.

(C231) Needs more green space. Too crowded. Density issue.

(C232) Less density

(C235) More single family homes. More duplexes with yards.

(C240) All housing should be the most energy efficient possible and support the most renewable energy on site as possible to make new housing the most sustainable, healthy and comfortable while improving indoor air quality thus reducing health problems for kids.

(C248) Limit increased density

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C3) I am extremely concerned that more development and population will add to transportation congestion. Adding bus and bicycle lands to Beauregard will inevitably squeeze car lanes. The proposed solutions of more use of buses, bicycles, and a transit system difficult to get to will isolate the elderly and those with mobility issues.</p>	<p>(C35) No one and I mean no one needs the headache of that Duke Transitway. We don't revolve around King Street Metro over here. Help us get to the Pentagon Metro faster and more often. Open up the EZPass lanes outside of rush hour.</p>	<p>(C6) The nature of the Beauregard Plan and the Alexandria Mobility Plan needs to be explained before I can say looks good.</p>	<p>(C9) More parks</p>
<p>(C4) Do not sacrifice highway capacity in the Beauregard corridor for busway and bike path</p>	<p>(C37) Recognize the prominence of cars and create better ground transportation routes to affect change of automobile use. Many new and free bus routes needed.</p>	<p>(C96) Please be sure to address congestion and safety at the intersection of Beauregard and King Streets, not only Beauregard and Seminary Rd.</p>	<p>(C36) Improving transportation equity by reducing car dependence should be an explicit objective. Car travel is an important transportation option, but dependence on expensive privately-owned vehicles disproportionately burdens low-income Alexandrians. Add an objective: Improve safety and efficiency for vulnerable road users by providing separate and continuous facilities for walking and biking & avoiding use of narrow (less than 14 ft wide) shared use paths. Use road widths and design that encourage safe vehicle speeds. Discourage car dependency by eliminating parking. Build up BIKES, BUSES, and SCOOTERS!</p>
<p>(C5) Allow small motorized (i.e. golf carts) transport in bike lanes. Speed limits in bike lanes.</p>	<p>(C49) Improving overall mobility for all users should be more explicit and it should be an explicit goal to lower the need to drive a car. We need more sidewalks that are continuously connected and street designs to slow driver speeds and increase safety and visibility.</p>	<p>(C150) The Duke Street in Motion Plan is unnecessary chaos.</p>	<p>(C47) Please make it an objective to reduce car dependence and increase public and bike/pedestrian friendly transportation opportunities</p>
<p>(C35) No one and I mean no one needs the headache of that Duke Transitway. We don't revolve around King Street Metro over here. Help us get to the Pentagon Metro faster and more often. Open up the EZPass lanes outside of rush hour.</p>	<p>(C54) Please do not rely on substandard biking/walking paths (width < 15 feet). Some of the paths in the west end are dangerously narrow. Also please improve connectivity in the cycling and walking networks. That is develop desire paths instead of patching them with half-baked fixes.</p>		<p>(C49) Improving overall mobility for all users should be more explicit and it should be an explicit goal to lower the need to drive a car. We need more sidewalks that are continuously connected and street designs to slow driver speeds and increase safety and visibility.</p>

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C37) Recognize the prominence of cars and create better ground transportation routes to affect change of automobile use. Many new and free bus routes needed.</p>	<p>(C59) Specific plans to address Seminary Rd congestion and speeding issues. Consider connectivity issues for neighborhood west of Beauregard and south of seminary (currently no secondary means of exiting the neighborhood to the east). Work with WMATA and DASH to address gaps left by loss of 16L and 28G bus lines.</p>		<p>(C58) Need to focus on current problems: bikers, scooters, etc. that do NOT obey traffic laws, with seemingly no enforcement.</p>
<p>(C49) Improving overall mobility for all users should be more explicit and it should be an explicit goal to lower the need to drive a car. We need more sidewalks that are continuously connected and street designs to slow driver speeds and increase safety and visibility.</p>	<p>(C132) In attending the meeting in May I will say that I heard various participants interpret these Objectives in very different ways. It seems clear to me that the City Staff understands the important of a grid system to really reduce traffic congestions and speed. The objective of addressing car traffic in an urban context states this. However, this is not what everyone things it means. We have to find a way to get all north south traffic of Beauregard and get all east west traffic off of Seminary. Without true connections for both cars and bike/ped this addressing congestions in an urban context does not occur.</p>		<p>(C65) Police/PROSECUTE noise violations— people, roaring up-and-down Beauregard Street with incredibly loud engines</p>
<p>(C51) More bicycle & pedestrian infrastructure needed</p>	<p>(C158) Buses into DC. Easier buses to metro stations.</p>		<p>(C78) Make reducing car dependence and explicit objective to achieve the transportation equity goal. No Alexandrian should have to own private transportation to get around the city in a reliable and fast manner.</p>

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C53) Add more bus pullouts to keep traffic flowing. Bus pullouts are cheaper than a dedicated busway lane.</p>	<p>(C164) Again, do not continue to make traveling across the City even more difficult. I know the Mayor LOVES the set up in Arlington County but we are not Arlington and do not have the Metro infrastructure that they have, nor will we ever.</p>		<p>(C79) The plan does not consider those that live in Alex west and live outside of the region (ie Mark Center). Priority #1 should be to get workers out of the city during business hours before considering transit, which will not be used by daily commuters that do not live in Alexandria.</p>
<p>(C54) Please do not rely on substandard biking/walking paths (width < 15 feet). Some of the paths in the west end are dangerously narrow. Also please improve connectivity in the cycling and walking networks. That is develop desire paths instead of patching them with half-baked fixes.</p>	<p>(C172) Repair existing bike paths (bridges & tunnels) and add dedicated biking lanes, especially those that can connect to metro system and major bus depots; seek out opportunities to expressly connect Alexandria West to major metro lines & VRE stations (bus routes are not currently effective)</p>		<p>(C80) Please enforce current parking regulations.</p>
<p>(C55) Increase pedestrian safety by putting in flashing lights for pedestrians to stop traffic at all cross walks.</p>	<p>(C196) adding more benches, when it rains a place where kids can sit instead of being out in the rain with nothing to cover them</p>		<p>(C84) Add an objective to: Provide transportation equity by prioritizing more affordable transportation options, i.e. transit, walking and biking. Sub-bullet: Greatly improve upon the out-dated Beauregard plan by providing dedicated center-running bus lanes on Beauregard Street and separated & continuous facilities for people walking and biking.</p>
<p>(C56) Improve safety and efficiency for vulnerable road users - Provide separate and continuous facilities for walking and biking; avoid use of narrow (less than 14 ft wide) shared use paths. - Design streets to encourage safe vehicle speeds.</p>	<p>(C230) Reduce traffic stress on West End streets and feeder streets ...build land bridges from Duke Street to Eisenhower Avenue ...anything else is a bandage approach. Developers should pay into a transportation fund towards costs.</p>		<p>(C136) Needs a major overhaul.</p>
<p>(C58) Need to focus on current problems: bikers, scooters, etc. that do NOT obey traffic laws, with seemingly no enforcement.</p>	<p>(C244) Address congestion and traffic flow in neighborhoods burdened by cut through traffic.</p>		<p>(C137) I don't see anything substantive or compelling on transportation. It reads like a 'cut n paste' from ChatGPT. No mention of inordinate traffic flow and accidents on Seminary, or the failure to limit 'cut-throughs' in the neighborhood. I get it is broad policy plan, but it's not specific enough to be meaningful to me.</p>

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C59) Specific plans to address Seminary Rd congestion and speeding issues. Consider connectivity issues for neighborhood west of Beauregard and south of seminary (currently no secondary means of exiting the neighborhood to the east). Work with WMATA and DASH to address gaps left by loss of 16L and 28G bus lines.</p>			<p>(C138) Raise speed limits on Beauregard St back to what they were. New lower speed limits are ridiculous.</p>
<p>(C62) should include dedicated center-running bus lanes and separated and continuous walking and biking lanes. It will be much safer for pedestrians if cyclists are separated.</p>			<p>(C141) Need to add this as a transportation objective: "Require new streets and streetscapes are attractive, human-scaled, and provide connections that support all modes of transportation."</p>
<p>(C63) More bus routes. Sometimes it is harder than it used to be.</p>			<p>(C148) Needs more explicit discussion/objectives concerning parking issues, especially the increased need for parking availability even with increased transportation options given the current and increasing density.</p>
<p>(C64) Dedicated bike lanes separate from pedestrian path and vehicles</p>			<p>(C155) Safety should be an objective of itself. With the addition of more housing in the west end, roads that are already over congested and safety hazards (I.e. Seminary west of 395) will rapidly become more unsafe</p>
<p>(C75) Include dedicated center-running bus lanes and separated and continuous walking and biking facilities. The existing Beauregard Plan would only allocate only 10-foot wide shared use paths for people walking and biking – standards for for this area should be updated to incorporate dedicated and separated facilities. Explicitly name improving transportation equity by reducing car dependence as an objective. Car travel is an important transportation option, but dependence on expensive privately-owned vehicles disproportionately burdens low-income Alexandrians.</p>			<p>(C150) The Duke Street in Motion Plan is unnecessary chaos.</p>

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C75) More focus on traffic congestion, less on biking/pedestrian concerns</p>			<p>(C157) It is impossible to know, as you do not provide days to support the objectives. What were the survey results?</p>
<p>(C77) If the primary focus isn't public transportation, then you aren't going to meet environmental needs. We don't have any time left for this incremental change unfortunately.</p>			<p>(C163) Please install a roof on the bus stop at 28th & S. Columbus. School bus stops there also, and kids get soaking wet before school.</p>
<p>(C82) I support dedicated center-running bus lanes and SEPARATED and CONTINUOUS (for heaven's sake, CONNECT the bike lanes together!) walking and biking facilities</p>			<p>(C165) I do not think that the Duke street mitigation plan will accomplish the goal. Plus the new housing project on the old land rover property is going to push out even more cars at rush hour in an already impossible traffic pattern to move out that many cars. I do not see a solution since we simply add more traffic to the over used road. I truly think the mitigation project will be a spectacular failure.</p>
<p>(C85) You MUST add room for commuter travel by car -- not just busses and bikes.</p>			<p>(C183) In some cases there was not enough parking provided for residents so those cars end up on the streets. Need to ensure that developers meet the parking needs of the residents.</p>
<p>(C86) Keep transit free and accessible; reduce car dependence</p>			<p>(C186) The Duke Street corridor plan needs to be changed.</p>

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C88) Improve walk-ability by (e.g.) requiring addition of shade trees</p>			<p>(C194) Increase attention to unsafe pedestrian street crossings, particularly the dedicated right turn lanes that do not allow drivers to see pedestrians clearly, and do not allow pedestrians to view oncoming traffic. The lack of parking space is a serious problem and should be emphasized more strongly. Illegal street parking has now taken over bus stop locations.</p>
<p>(C91) Reduce car dependence. The West End is probably the most challenging part of Alexandria to live in without an automobile. Making the area friendlier to live in without a car will simultaneously achieve many of the other goals, like intersection safety and reduced traffic.</p>			<p>(C202) More parking is needed. Alexandrians of all income groups use cars.</p>
<p>(C96) Please be sure to address congestion and safety at the intersection of Beauregard and King Streets, not only Beauregard and Seminary Rd.</p>			<p>(C203) The first two concerns are congestion and safety. The objectives relating to bureaucratic buzzwords, such as Complete Streets, masks a congestion nightmare.</p>
<p>(C98) As roads are redeveloped, add deterrants to excessive noise from modified engines and mufflers (like remove downhill straight-aways by adding turns or speedbumps). Clarify that safely bikable would mean dedicated and protected bike lanes and wide, well-maintained, trails (not through creek water).</p>			<p>(C204) The objectives ignore (1) concerns on congestion and traffic flow, (2) the need for parking, (3) transportation infrastructure maintenance concerns, and (4) concerns about noise from traffic</p>
<p>(C101) Create bicycle highways (not bike lanes) between major sections of the city to increase safety. Bike lanes need to be augmented with crash barriers for safety</p>			<p>(C210) need more parking options, not enough public garages</p>

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C131) Accessible for metro</p>			<p>(C237) All developers need to included parking options in their new development designs. Public Transit needs to be accessible during non-peak (rush hour) times.</p>
<p>(C132) In attending the meeting in May I will say that I heard various participants interpret these Objectives in very different ways. It seems clear to me that the City Staff understands the important of a grid system to really reduce traffic congestions and speed. The objective of addressing car traffic in an urban context states this. However, this is not what everyone things it means. We have to find a way to get all north south traffic of Beauregard and get all east west traffic off of Seminary. Without true connections for both cars and bike/ped this addressing congestions in an urban context does not occur.</p>			
<p>(C135) Stop reducing traffic lanes for bicycles. The bike lanes are over developed and under utilized. Forciing bike lanes does not serve a small group and inconvinces more than they help.</p>			
<p>(C140) 25 mph speed limit on Beauregard is insane. It is an alternate to 395 and you need to keep traffic moving. Go back to 35 mph. Same with Seminary Rd. Don't be influened by a few rich homeowners on Seminary between 395 and Quaker. Again, a major route to Old Town. We have to keep traffic flowing. Do not even think of adding any more bike lanes. Hundreds of cars verses a handful of bikers - not fair!</p>			
<p>(C142) Too vague. Should create firmer directives to support multi-modal and pedestrian infrastructure</p>			

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C144) Acknowledge that expanded busing will still not meet the needs of the existing residential units in the West End not overcome the desire by most to not use a bus and prefer/need to use an automobile.</p>			
<p>(C146) emphasize walkability and biking options</p>			
<p>(C149) emphasize safety on Seminary</p>			
<p>(C155) Safety should be an objective of itself. With the addition of more housing in the west end, roads that are already over congested and safety hazards (I.e. Seminary west of 395) will rapidly become more unsafe</p>			
<p>(C158) Buses into DC. Easier buses to metro stations.</p>			
<p>(C159) More emphasis on bike and pedestrian needs. The Seminary Road road diet backlash seems ungrounded given a total lack of congestion on that stretch.</p>			

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C160) Add Express buses to Beauregard corridor</p>			
<p>(C161) More bike infrastructure</p>			
<p>(C163) Please install a roof on the bus stop at 28th & S. Columbus. School bus stops there also, and kids get soaking wet before school.</p>			
<p>(C167) Address heavy traffic, noise, reckless driving and excessive speeding on Seminary Rd. North of I-395</p>			
<p>المواصلات جد صعبة Transportation is very difficult (C171)</p>			

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C172) Repair existing bike paths (bridges & tunnels) and add dedicated biking lanes, especially those that can connect to metro system and major bus depots; seek out opportunities to expressly connect Alexandria West to major metro lines & VRE stations (bus routes are not currently effective)</p>			
<p>(C177) More frequent bus to metro station services</p>			
<p>(C184) Address the need for bicycles, scooters, etc. to drive on the roadway or bike lane and not on the sidewalks.</p>			
<p>(C192) add more routes to buses</p>			
<p>(C193) Looks good, BUT will you be working with Arlington County to address the congestion on King Street by the Poppey's and Wendy's shopping area. The traffic light and access from the streets and business on the Arlington side of this section of King Street often disrupts traffic and causes back ups on N Beauregard St.</p>			
<p>(C194) Increase attention to unsafe pedestrian street crossings, particularly the dedicated right turn lanes that do not allow drivers to see pedestrians clearly, and do not allow pedestrians to view oncoming traffic. The lack of parking space is a serious problem and should be emphasized more strongly. Illegal street parking has now taken over bus stop locations.</p>			
<p>(C198) Senior transportation like STAR in Arlington County</p>			

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C200) drastically increase walkability and bikability of the plan</p>			
<p>(C201) Need more bike lanes, love me some road diets.</p>			
<p>(C206) Improve driving experience</p>			
<p>(C207) Allow good traffic flow on Beauregard (keep two lanes each way and return speed limit to 35 instead of 25)</p>			
<p>(C208) Do not make Seminary 2 lane, or traffic will choke the entire area. Seminary is a parking lot during rush hour as it stands at 4 lanes.</p>			
<p>(C209) Good or bad. Cars are here to stay for the future. Improve roadways along with bus ways. People are not going to shop for a family of 5 or get kids to 2 places in the city within minutes of each other via bus.</p>			
<p>(C211) Find ways to make the Beauregard corridor less congested by using sensors on lights so that if there is no car on a side street, the light on Beauregard does not turn red thereby keeping traffic moving. 25 on the corridor is not necessary except maybe during school crossing hours. School crossings are very poorly marked. Road crossings are worn out and the signage is poor. More blinking yellow lights needed during crossing hours. Having speed cameras is just not an acceptable solution. It only punishes the people of lower income who live along that corridor. It's what the District of Columbia does and I never thought I would see that in my City. Shame, shame. The turn from Seminary Road on to Beauregard Street going south needs to be reworked. It's confusing and ill thought out.</p>			

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C213) Need more flashing crosswalk signs.</p>			
<p>(C214) Less emphasis on widening streets for mass transit</p>			
<p>(C220) we have more , crawl , with lights and slower speeds, more pollution , granted a desire for more mass transit, but people drive and moving traffic safely, with concerns for pedestriains</p>			
<p>(C223) Too focused on public transit which is a poor fit for the residential communities. Need to balance public transit and recognize cars needed to get out of the area to other parts of community - buses/scooters/bikes don't work for carting two kids around to school, day care and jobs</p>			
<p>(C224) We don't want King Street expanded, so we want the density to be controlled such that King Street can remain as a four lane roadway.</p>			
<p>(C225) Do not put a dedicated bus lane on a street that will always see cut through traffic</p>			

<p>Address transportation and mobility holistically.</p> <p>Evaluate the existing mobility infrastructure for the safety and comfort of all users and consider improvements in the plan that expand on recommendations made in the Beauregard Plan and the Alexandria Mobility Plan relating to transit, pedestrian and bicycle mobility, smart mobility, travel options, and curb space and parking, while also accommodating vehicles in an urban context.</p> <p>Support the goals of frequent transit service corridors outlined in the Transit Vision Plan.</p> <p>Use the transportation study to identify opportunities for traffic and congestion improvements that are consistent with other plans and City goals including environmental goals and reducing noise pollution.</p>	<p>Improve connectivity within the Plan area and to other destinations.</p> <p>As part of redevelopment, provide a connected and accessible network that enables people of all ages and abilities to move safely and comfortably within the Plan area and to destinations outside the Plan area like Old Town, Arlington and DC. Also provide supporting infrastructure like well-managed vehicular and bicycle parking and bus stops and amenities.</p>	<p>Communicate and engage with the community about current and planned transportation projects.</p> <p>In coordination with this planning process, address both traffic congestion and safety for all users at the Seminary and Beauregard intersection.</p> <p>Provide clear information about other current projects like the West End Transitway, Beauregard Multiuse Trail, Safe Routes to School improvements, and others.</p>	<p>Other</p>
<p>(C226) I would like to see “No right turn on red” policies implemented at busy intersections. I frequently cross King st. at Beauregard as a pedestrian, and it does not feel safe! I’m sure this is an issue elsewhere as well.</p>			
<p>(C230) Reduce traffic stress on West End streets and feeder streets ...build land bridges from Duke Street to Eisenhower Avenue ...anything else is a bandage approach. Developers should pay into a transportation fund towards costs.</p>			
<p>(C231) Increase DASH bus frequency.</p>			
<p>(C232) Plan concerning vehicular transportation.</p>			
<p>(C239) safe bike infrastructure</p>			
<p>(C240) Until west end transit line is completed we should consider hubs for cars so that bus transit lines can be more fully used by those who can’t walk long distances to bus lines.</p>			
<p>(C243) Prioritize vulnerable user safety at the Seminary - Beauregard intersection and throughout the area. Prioritize housing affordability over parking, using parking pricing practice to manage parking, rather than mandates.</p>			
<p>(C244) Address congestion and traffic flow in neighborhoods burdened by cut through traffic.</p>			

<p>Ensure the design of new spaces and buildings maximizes safety for all users.</p>	<p>Guide new development and redevelopment that supports a diversity of residential types and housing options, balances residential and non-residential uses, and provides amenities such as retail, restaurants, shops, grocery stores, attractions, etc.</p>	<p>Evaluate existing and planned office and hotel uses given the changing needs for these uses.</p>	<p>Encourage neighborhood centered land use mix that are walkable and support the retention and expansion of neighborhood serving uses. (15-min neighborhoods)</p>
	<p>(C36) Objective 2 should read "Guide new development and redevelopment that supports a diversity of residential types and supply of housing options...and provides amenities accessible with or without a personal vehicle such as..." Objective 5 must include a provision that architecture and design standards should not prioritize aesthetics over housing costs. Increased construction costs will be passed on to residents in the form of higher rents or purchase prices. Objective 9 should add language that "neighborhood improvements should occur alongside increased supply of housing, especially affordable housing, to prevent displacement of existing residents. Streets are for people. So the land should be for people not for cars. Create places that do not rely on cars as the primary and dominant form of transportation.</p>	<p>(C140) Rethink the huge development on the NW corner of Beauregard and Seminary that is supposed to be townhouses and a hotel. Houses and townhouses, yes, with some at affordable prices. But do we really need another hotel when we have the huge Hilton across the street and the Marriott across 395 on Kenmore? The BRAC building is no longer fully occupied and doesn't have a large numbers of TDYers. We have other good hotels in Shirlington.</p>	<p>(C47) Please emphasize increasing housing supply and ensuring amenities are accessible via public transportation, biking or walking</p>
	<p>(C49) Objective 2 should read that new development supports a diversity of housing type and provide amenities that help reduce car dependency. Objective 9 should say that neighborhood improvements should occur alongside increased supply to help prevent displacement of current residents</p>		<p>(C55) Land use should include usage for safe pedestrian and bike lanes.</p>

<p>Ensure the design of new spaces and buildings maximizes safety for all users.</p>	<p>Guide new development and redevelopment that supports a diversity of residential types and housing options, balances residential and non-residential uses, and provides amenities such as retail, restaurants, shops, grocery stores, attractions, etc.</p>	<p>Evaluate existing and planned office and hotel uses given the changing needs for these uses.</p>	<p>Encourage neighborhood centered land use mix that are walkable and support the retention and expansion of neighborhood serving uses. (15-min neighborhoods)</p>
	<p>(C68) Support for more retail, and community services for youth residents</p>		<p>(C227) It seems an opportunity is being missed with the DOD Mark Center building. Folks who work in the building have to walk to Beauregard to buy lunch. Why not put a block of retail or a small town square at the Mark Center with restaurants, maybe a dry cleaners. The restaurants could serve office workers during the week and local residents on the weekend. And, why haven't defense contractors been courted for renting office space at the Mark Center? They would bring jobs to the area.</p>
	<p>(C69) More mixed use including restaurants</p>		<p>(C237) There needs to plans for Social Spaces (such as Bars, Restaurants, and Shopping Town Centers) planned in addition to the additional residential plans.</p>
	<p>(C75) Objective 2 should read "Guide new development and redevelopment that supports a diversity of residential types and supply of housing options...and provides amenities accessible with or without a personal vehicle such as..." Objective 5 must include a provision that architecture and design standards should not prioritize aesthetics over housing costs. Increased construction costs will be passed on to residents in the form of higher rents or purchase prices. Objective 9 should add language that "neighborhood improvements should occur alongside increased supply of housing, especially affordable housing, to prevent displacement of existing residents." The City should study the impact of changes on vulnerable communities to ensure it is taking every action possible to prevent displacement.</p>		
	<p>(C84) Objective 2 should read "Guide new development and redevelopment that supports a diversity of residential types and supply of housing options...and provides amenities accessible with or without a personal vehicle</p>		

<p>Ensure the design of new spaces and buildings maximizes safety for all users.</p>	<p>Guide new development and redevelopment that supports a diversity of residential types and housing options, balances residential and non-residential uses, and provides amenities such as retail, restaurants, shops, grocery stores, attractions, etc.</p>	<p>Evaluate existing and planned office and hotel uses given the changing needs for these uses.</p>	<p>Encourage neighborhood centered land use mix that are walkable and support the retention and expansion of neighborhood serving uses. (15-min neighborhoods)</p>
	<p>(C94) can you include having the retail and restaurants appear to have a small town look and feel; again no high rises</p> <p>(C96) Preserve green spaces to the maximum extent. (I've lived in this area more than 30 years and am tired of all the development around here.)</p> <p>(C116) use space for either affordable housing or more parks</p> <p>(C143) Explore multi-use building - residential, commercial, retail, education, medical, etc. in single buildings.</p> <p>(C155) Address retail to residential balance. Beauregard small area plan for retail needs revisited.</p> <p>(C168) The area needs better restaurant developments.</p> <p>(C170) Please emphasize the buildout of restaurants and other commercial activities in this area. The waiting game everybody is playing that Landmark will be built and everything will come is not very helpful in the short term.</p>		

Ensure the design of new spaces and buildings maximizes safety for all users.	Guide new development and redevelopment that supports a diversity of residential types and housing options, balances residential and non-residential uses, and provides amenities such as retail, restaurants, shops, grocery stores, attractions, etc.	Evaluate existing and planned office and hotel uses given the changing needs for these uses.	Encourage neighborhood centered land use mix that are walkable and support the retention and expansion of neighborhood serving uses. (15-min neighborhoods)
	(C172) Ensure new development has adequate parking and green space		
	(C177) More parks and recreation facilities		
	(C194) Responsibly control development, whether of residential or commercial buildings. Do not reduce open space, and do not increase height of buildings.		
	(C220) in theory good, but a little less building, with required open space or a percentage of new buildings with pervious surfaces		
	(C227) It seems an opportunity is being missed with the DOD Mark Center building. Folks who work in the building have to walk to Beauregard to buy lunch. Why not put a block of retail or a small town square at the Mark Center with restaurants, maybe a dry cleaners. The restaurants could serve office workers during the week and local residents on the weekend. And, why haven't defense contractors been courted for renting office space at the Mark Center? They would bring jobs to the area.		
	(C230) Land abutting rapid transit (i.e., Eisenhower corridor) is underutilized with storage buildings, building supply companies, and low-rise office and apartment buildings ...illogical - poor land use. Hope that mistakes aren't continued by building high rise and office building on the Westside hoping that transportation will follow.		
	(C233) Preference is for building "up" rather than put/sprawl. More possibilities for multi use buildings and smaller footprint		

<p>Ensure the design of new spaces and buildings maximizes safety for all users.</p>	<p>Guide new development and redevelopment that supports a diversity of residential types and housing options, balances residential and non-residential uses, and provides amenities such as retail, restaurants, shops, grocery stores, attractions, etc.</p>	<p>Evaluate existing and planned office and hotel uses given the changing needs for these uses.</p>	<p>Encourage neighborhood centered land use mix that are walkable and support the retention and expansion of neighborhood serving uses. (15-min neighborhoods)</p>
	<p>(C237) There needs to plans for Social Spaces (such as Bars, Restaurants, and Shopping Town Centers) planned in addition to the additional residential plans.</p>		

<p>Establish architecture and design standards that support sustainable, high-quality design, placemaking, and neighborhood identity.</p>	<p>Require new streets and streetscapes are attractive, human-scaled, and provide connections that support all modes of transportation.</p>	<p>Find opportunities for provision community (meeting) spaces within new buildings as part of redevelopment.</p>	<p>Integrate the on-going efforts for the Energy and Climate Change Action Plan, the Environmental Action Plan and the City's green building policy.</p>	<p>Ensure necessary infrastructure is aligned to support new development and redevelopment.</p>
<p>(C36) Objective 2 should read "Guide new development and redevelopment that supports a diversity of residential types and supply of housing options...and provides amenities accessible with or without a personal vehicle such as..." Objective 5 must include a provision that architecture and design standards should not prioritize aesthetics over housing costs. Increased construction costs will be passed on to residents in the form of higher rents or purchase prices. Objective 9 should add language that "neighborhood improvements should occur alongside increased supply of housing, especially affordable housing, to prevent displacement of existing residents. Streets are for people. So the land should be for people not for cars. Create places that do not rely on cars as the primary and dominant form of transportation.</p>	<p>(C47) Please emphasize increasing housing supply and ensuring amenities are accessible via public transportation, biking or walking</p>	<p>(C88) Please upgrade the importance of having community space in the West End; there is not a lot of it here now</p>	<p>(C37) Protect our waters and trees. Work around the need for state approvals. Cancel the Dillon plan!</p>	<p>(C36) Objective 2 should read "Guide new development and redevelopment that supports a diversity of residential types and supply of housing options...and provides amenities accessible with or without a personal vehicle such as..." Objective 5 must include a provision that architecture and design standards should not prioritize aesthetics over housing costs. Increased construction costs will be passed on to residents in the form of higher rents or purchase prices. Objective 9 should add language that "neighborhood improvements should occur alongside increased supply of housing, especially affordable housing, to prevent displacement of existing residents. Streets are for people. So the land should be for people not for cars. Create places that do not rely on cars as the primary and dominant form of transportation.</p>
<p>(C75) Objective 2 should read "Guide new development and redevelopment that supports a diversity of residential types and supply of housing options...and provides amenities accessible with or without a personal vehicle such as..." Objective 5 must include a provision that architecture and design standards should not prioritize aesthetics over housing costs. Increased construction costs will be passed on to residents in the form of higher rents or purchase prices. Objective 9 should add language that "neighborhood improvements should occur alongside increased supply of housing, especially affordable housing, to prevent displacement of existing residents." The City should study the impact of changes on vulnerable communities to ensure it is taking every action possible to prevent displacement.</p>	<p>(C55) Land use should include usage for safe pedestrian and bike lanes.</p>		<p>(C132) Integrate efforts of ongoing Energy and Climate Action. This should be a City wide policy and not objectives of individual SAP. Developments in this area should absolutely follow City Climate Action adopted policy, but should not be held to higher standards than other parts of town for rents and building values can better support such upgrades.</p>	<p>(C49) Objective 2 should read that new development supports a diversity of housing type and provide amenities that help reduce car dependency. Objective 9 should say that neighborhood improvements should occur alongside increased supply to help prevent displacement of current residents</p>
<p>(C94) can you include having the retail and restaurants appear to have a small town look and feel; again no high rises</p>	<p>(C56) Prioritize denser transit-oriented development near major transit hubs, transfer points and BRT stations</p>		<p>(C184) See prior comments on sidewalks and rooftops; require greenery on rooftops to provide shade to air conditioning apparatus, etc. to cool them and cut down on emissions.</p>	<p>(C75) Objective 2 should read "Guide new development and redevelopment that supports a diversity of residential types and supply of housing options...and provides amenities accessible with or without a personal vehicle such as..." Objective 5 must include a provision that architecture and design standards should not prioritize aesthetics over housing costs. Increased construction costs will be passed on to residents in the form of higher rents or purchase prices. Objective 9 should add language that "neighborhood improvements should occur alongside increased supply of housing, especially affordable housing, to prevent displacement of existing residents." The City should study the impact of changes on vulnerable communities to ensure it is taking every action possible to prevent displacement.</p>
<p>(C224) Especially liked objective 5 within the draft objectives.</p>	<p>(C58) Need to include sufficient parking spaces - on street and off. The vision of people getting around solely - or mostly - through public transportation, walking, biking, etc. is NOT realistic</p>			<p>(C76) More focus on need for infrastructure (waste management, parking, road, schools) before allowing more development</p>

<p>Establish architecture and design standards that support sustainable, high-quality design, placemaking, and neighborhood identity.</p>	<p>Require new streets and streetscapes are attractive, human-scaled, and provide connections that support all modes of transportation.</p>	<p>Find opportunities for provision community (meeting) spaces within new buildings as part of redevelopment.</p>	<p>Integrate the on-going efforts for the Energy and Climate Change Action Plan, the Environmental Action Plan and the City's green building policy.</p>	<p>Ensure necessary infrastructure is aligned to support new development and redevelopment.</p>
	<p>(C64) Dedicated bike lanes separate from pedestrian path and vehicles</p> <p>(C141) #6 is a better fit for as a Transportation objective.</p>			<p>(C86) For Objective 9: Neighborhood improvements should occur alongside increased supply of housing, especially affordable housing, to prevent displacement of existing residents.</p>
				<p>(C149) reorder --" Ensure necessary infrastructure " should be number one. it is already out of control</p> <p>(C163) Would like to know what happens to the Dept of Health building on King St once they move out. We will definitely need another public school. All schools are very crowded. Instead of adding another highrise apartment and adding 100 more students, we need another public school.</p> <p>(C225) Stop building new residences without updating services for these new residents</p>

Other Land Use Comments:

(C3) too much density - reduce it

(C4) Cap population in redevelopment areas at existing level

(C5) Require more tree cover by owners, clean up area on Del strip between newport and fillmore (on Beaugard)

(C35) Online surveys are not meaningful community outreach. You have not reached the people who deserve to have input

(C45) More park access

(C51) More density needed.

(C53) Higher density doesn't mean lower prices or better quality of life. Don't ruin what we have.

(C54) Again, we need to be serious about increasing housing supply

(C66) New development shouldn't include increased density, this is what is causing the parking problem. We already need to increase the availability of parking for the current density of housing.

(C79) Do not change zoning density without support of residents. City prioritizes developers over residents and current taxpayers.

(C85) Higher density may fit in areas, such as the old Landmark Mall, but this area is quite congested already. Remember: Virginia's Supreme Court voided these plans because NO studies were done covering the environmental impact, the infrastructure impact, the transportation impact, and other impacts.

(C91) Generally good, but doesn't say anything about *increasing housing supply*. That should be explicit.

(C101) Set a limit on affordable capacity. Alexandria cannot be responsible for creating affordable housing for entire metro. Preservation of the charm of Alexandria should not be compromised.

(C135) City always talks a good game but always caves to the special interests. Just because ten people want something does not make it in the best interest for the other 150,000 residents of Alexandria.

(C136) Stop adding density.

(C137) Too long and unsubstantial. This reads like a laundry list of wants, then anything actionable. I don't know what the priority is here. Recommend scaling down to a more succinct list.

(C144) Changing land use for parcels that have adjacent residential community residents should require a higher hurdle that better engages those adjacent residents who do not deserve to have the character of the neighborhood and the quality of life turned upside down in service to citywide problems for potential residents.

(C145) Not sure agree with rezoning of existing residential areas. Not sure I understand how areas will be selected for rezoning

(C146) keep all recommendations for additional parks and access to parks

(C150) Drop the Landmark redevelopment due to elevated costs.

(C157) It is impossible to know, as you do not provide data to support the objectives. What were the survey results? You have conflicting goals - concern about density, but also supporting more density. It's nonsensical to have both.

(C158) Agree with the points about general crime and safety, as well as additional security and policing.

(C159) Rezone single family lots as much as possible. That's how to truly preserve green space

(C163) Would like to know what happens to the Dept of Health building on King St once they move out. We will definitely need another public school. All schools are very crowded. Instead of adding another highrise apartment and adding 100 more students, we need another public school.

(C164) Be careful of too much density

(C165) Stop the over crowding. Simple as that.

(C171) إيجاد اراضي لاستغلالها لصالح المواطن Finding lands to be exploited for the benefit of the citizen

(C202) The city has reneged on past plans for roads.

(C203) Again, note the community's main concern is too much density. Yet the first sentence is the city wants to "balance" density and redevelopment, There is nothing to balance. Slow down with density -- the community wants better land use, not density!

(C204) The objectives completely ignore density and growth concerns,

(C206) Less development

(C207) Preserve tree canopy along Beaugard

(C213) Again if there is going to be denser developed, more ADU's Code Enforcement needs to be able to inspect and ensure they are up to code.

(C214) Reduce density or maintain current levels, no increases

(C216) Remove R1 zoning and parking requirements!

(C220) in theory good, but a little less building, with required open space or a percentage of new buildings with pervious surfaces

(C240) Preserve areas of Lincolnia Hills where homes are reasonably priced that has led to more BIPOC diversity first time home buyers. Too bad we can't prevent Wall Street from buying these homes and then renting them out and increasing the rents across the city.

(C192) low income housing

(C200) maintain or reduce density, don't increase it

(C210) Too dense especially Southern Towers and the owners plans to build another Clarendon on their property

(C211) This change of zoning which would allow multi-plex units to be built on currently zoned single family plots is a non-starter.

(C231) Too dense. Too many multi-family dwellings.

(C232) Less residential density

(C235) Less density.

(C187) keep enough space that is affordable

Alexandria West Community Planning | Open Space Comments from Community Poll #2 | June 28, 2023

<p>The existing Beauregard Plan recommendations for open space size will not be reduced. Additional focus will be placed on public/publicly accessible open space needs to ensure residents in Alexandria West can access the open spaces.</p>	<p>New development and redevelopment sites will contribute to the community by adding new publicly accessible at-grade open spaces, and/or contributing to existing parks, and/or by providing open space linkages throughout Alexandria West.</p>	<p>All (public) parks will be designed and programmed using community input to be accessible and welcoming to all ages and abilities.</p>	<p>To increase park access within 10 minutes of walking distance, the Plan will identify additional pedestrian and bicycle connections for the existing and planned parks within Alexandria West boundaries and beyond and ensure that planned connections will be easy to access.</p>	<p>Explore ways to retain and increase tree canopy.</p>
<p>(C96) Ensure that existing green spaces will not be demolished for development purposes. I'm especially concerned about the trees on the south side of Beauregard between Fillmore and W. Braddock Rd. across the street from NOVA.</p>	<p>(C44) make sure existing parks are maintained and hopefully new green space realized.</p>	<p>اگر امکان دارد ساحه سبز را بیشتر سازید و ضمنا در (C46) If قسمت وسایل بازی بیشتر برای اطفال اقدام نماید possible, make more green area and also take more action in the area of play equipment for children</p>	<p>(C66) Pedestrian and Bicycle transportation paths outside of Car paths is critical to the above transportation plan. Having all public spaces connected by pedestrian paths linking them would be awesome. Holmes Run needs to be corrected as a first step.</p>	<p>(C5) Require tree planting and maintenance for developer</p>
<p>(C135) Protect open spaces in the west end.</p>	<p>(C45) More green space</p>	<p>(C85) Open spaces do not equal parks, greenery and trees. MORE is needed to support more children and our environment.</p>	<p>(C79) Add more park space prioritizing walking trails, not bike lanes.</p>	<p>(C37) Protect trees and plant more. Lobby Richmond to throw out the Dillon Form of local/state government.</p>
<p>(C140) The Winklers used to keep up the wonderful green space and educational facility around the preserve. Give whatever they ask to keep that going.</p>	<p>اگر امکان دارد ساحه سبز را بیشتر سازید و ضمنا در (C46) If قسمت وسایل بازی بیشتر برای اطفال اقدام نماید possible, make more green area and also take more action in the area of play equipment for children</p>	<p>(C132) I think an addition of public restroom facilities as part of park planning should be addressed. Also Alexandria West does not have one fenced Dog Park. With such density and the desire for more that seems like a miss.</p>	<p>(C177) More accessible open space</p>	<p>(C207) Preserve tree canopy along Beauregard</p>

Alexandria West Community Planning | Open Space Comments from Community Poll #2 | June 28, 2023

<p>The existing Beauregard Plan recommendations for open space size will not be reduced. Additional focus will be placed on public/publicly accessible open space needs to ensure residents in Alexandria West can access the open spaces.</p>	<p>New development and redevelopment sites will contribute to the community by adding new publicly accessible at-grade open spaces, and/or contributing to existing parks, and/or by providing open space linkages throughout Alexandria West.</p>	<p>All (public) parks will be designed and programmed using community input to be accessible and welcoming to all ages and abilities.</p>	<p>To increase park access within 10 minutes of walking distance, the Plan will identify additional pedestrian and bicycle connections for the existing and planned parks within Alexandria West boundaries and beyond and ensure that planned connections will be easy to access.</p>	<p>Explore ways to retain and increase tree canopy.</p>
<p>(C177) More accessible open space</p>	<p>(C69) Add more open space</p>	<p>(C152) less passive green space. people want to use green space.</p>	<p>(C210) Protect existing parks and green spaces and connect bike path in Holmes Run Park, through Dora Kelly Park, along Fillmore Street to NOVA then on N. Beauregard Street to connect to the loop in Arlington at S. Walter Reed Drive</p>	<p>(C224) Especially liked objectives 4 and 5 within the draft objectives.</p>
<p>(C194) Open space includes those areas with grass/bushes/trees in street medians and between developments. These areas should be retained and not developed.</p>	<p>(C85) Open spaces do not equal parks, greenery and trees. MORE is needed to support more children and our environment.</p>	<p>(C161) Bathrooms at parks</p>	<p>(C224) Especially liked objectives 4 and 5 within the draft objectives.</p>	<p>(C244) Develop plans to increase tree canopy in low-income neighborhoods</p>
<p>(C210) Protect existing parks and green spaces and connect bike path in Holmes Run Park, through Dora Kelly Park, along Fillmore Street to NOVA then on N. Beauregard Street to connect to the loop in Arlington at S. Walter Reed Drive</p>	<p>(C99) Have developers build green space for all on their property, not contribute somewhere else.</p>	<p>(C177) More accessible open space</p>	<p>(C231) Needs more parks and green space. Holmes Run Parkway trail needs to be reconnected to AlexandriaWest.</p>	
<p>(C223) Need to maintain open space and not fill it with development</p>	<p>(C136) Not sure where parks/open space will go -- already too dense.</p>	<p>(C183) The kids in the area need more play space, including playgrounds and soccer.</p>		

Alexandria West Community Planning | Open Space Comments from Community Poll #2 | June 28, 2023

<p>The existing Beauregard Plan recommendations for open space size will not be reduced. Additional focus will be placed on public/publicly accessible open space needs to ensure residents in Alexandria West can access the open spaces.</p>	<p>New development and redevelopment sites will contribute to the community by adding new publicly accessible at-grade open spaces, and/or contributing to existing parks, and/or by providing open space linkages throughout Alexandria West.</p>	<p>All (public) parks will be designed and programmed using community input to be accessible and welcoming to all ages and abilities.</p>	<p>To increase park access within 10 minutes of walking distance, the Plan will identify additional pedestrian and bicycle connections for the existing and planned parks within Alexandria West boundaries and beyond and ensure that planned connections will be easy to access.</p>	<p>Explore ways to retain and increase tree canopy.</p>
	<p>(C143) Look at new development to "build up" (i.e., multistory buildings) to create smaller footprints for housing, commercial and retail spaces, which leaves ground level open space.</p> <p>(C146) reenforce need for more parks and access to parks</p> <p>(C171) نقص في المنتزهات A shortage of parks</p> <p>(C177) More accessible open space</p> <p>(C184) Encourage developers to provide rooftop open space/recreation/relaxation facilities.</p> <p>(C190) More open space with trails</p> <p>(C192) around southern towers more parks</p> <p>(C196) needs more parks, with safety 24/7</p> <p>(C206) More open space</p>	<p>(C209) Definition of parks and open space needs to be revisited to ensure that there is ample free space for kids AND TEENS AND YOUNG ADULTS to meet for pick up games of a variety. Should encourage outdoor play. A 30x30 square where plant grass and put a bench is not usable green space or is not a park. Not usable to families</p>		

Alexandria West Community Planning | Open Space Comments from Community Poll #2 | June 28, 2023

<p>The existing Beauregard Plan recommendations for open space size will not be reduced. Additional focus will be placed on public/publicly accessible open space needs to ensure residents in Alexandria West can access the open spaces.</p>	<p>New development and redevelopment sites will contribute to the community by adding new publicly accessible at-grade open spaces, and/or contributing to existing parks, and/or by providing open space linkages throughout Alexandria West.</p>	<p>All (public) parks will be designed and programmed using community input to be accessible and welcoming to all ages and abilities.</p>	<p>To increase park access within 10 minutes of walking distance, the Plan will identify additional pedestrian and bicycle connections for the existing and planned parks within Alexandria West boundaries and beyond and ensure that planned connections will be easy to access.</p>	<p>Explore ways to retain and increase tree canopy.</p>
	<p>(C214) Increased emphasis on open space</p> <p>(C230) Having high density developers build a postage-stamp green space is not equivalent to an open space park.</p> <p>(C231) Needs more parks and green space. Holmes Run Parkway trail needs to be reconnected to Alexandria West.</p> <p>(C232) Greater Open space</p> <p>(C235) Large park spaces need to be included. Not postage stamp size lots. removed from streets for safety.</p>			

Alexandria West Community Planning | Open Space Comments from Community Poll #2 | June 28, 2023

The Plan will incorporate recommendations and best practices from Alexandria's Park Improvement Plans and Open Space Plans.	All public and publicly accessible open spaces should be designed to include a mixture of uses, including and not limited to active, passive, natural, educational, physical fitness, cultural, and social elements for all ages and abilities.	Public/publicly accessible open spaces should be designed to support and encourage special events and community activities supporting the community and/or City of Alexandria's programs.	Opportunities for public art need to be prioritized within new development as well as within existing or redeveloped open space to ensure equitable access for all residents.	Interim recreational, cultural, entertainment, or other uses that increase community social interactions and activation of spaces that can be held on existing surface parking lots, sidewalks, or other areas are encouraged to the extent feasible.	Evaluate recreational center services and other municipal facilities offered and amenities within the Plan area to better serve the current and future needs of the community.
	<p>(C46) اگر امکان دارد ساحه سبز را بیشتر سازید و ضمناً در (C46) If possible, make more green area and also take more action in the area of play equipment for children</p>	<p>(C137) It would be good to see a capital investment into the parks in AW. More too often the spaces are neglected or underfunded, making them futile or an eyesore. AW needs an 'destination public space' that would attract interest. Old Town, Del Rey have their own charms, but AW has no substantial aesthetic or draw to it. Use the our spaces (eg Dora Kelley) as anchors for the community. We need to think bigger. Marginal improvements like 'more access' will have limited impact.</p>	<p>(C76) Not all spaces need to be mixed use, no need for government funded art</p>		
	<p>(C98) Does #7 include playgrounds and tot lots?</p>	<p>(C141) Need to group/organize these objectives similar to housing and transportation objectives. Also, edit objective 8 as follows: "Public/publicly accessible open spaces should be designed to support and encourage **recreational programs,** special events and community activities supporting the community and/or City of Alexandria's programs. Also, concern with #7. Sounds like all parks/open space should be all things to all people, which may not be feasible or desirable. Instead, collectively the parks/open space in this area should achieve these objectives, but some individual parks may have a special role to play that checks some boxes but not others. Finally, need add objective to identify gaps in current parks/public space offerings and plan to address those gaps through execution of the plan.</p>	<p>(C87) When considering public art for public spaces, please consider local artists or groups that engage locals - especially teens and kids - to create the art. A great way to prevent graffiti/tagging is to get kids in the area to take ownership of the projects by participating in them.</p>		
	<p>(C132) I think an addition of public restroom facilities as part of park planning should be addressed. Also Alexandria West does not have one fenced Dog Park. With such density and the desire for more that seems like a miss.</p>	<p>(C152) less passive green space. people want to use green space.</p>	<p>(C181) public art requirement</p>		

Alexandria West Community Planning | Open Space Comments from Community Poll #2 | June 28, 2023

<p>The Plan will incorporate recommendations and best practices from Alexandria's Park Improvement Plans and Open Space Plans.</p>	<p>All public and publicly accessible open spaces should be designed to include a mixture of uses, including and not limited to active, passive, natural, educational, physical fitness, cultural, and social elements for all ages and abilities.</p>	<p>Public/publicly accessible open spaces should be designed to support and encourage special events and community activities supporting the community and/or City of Alexandria's programs.</p>	<p>Opportunities for public art need to be prioritized within new development as well as within existing or redeveloped open space to ensure equitable access for all residents.</p>	<p>Interim recreational, cultural, entertainment, or other uses that increase community social interactions and activation of spaces that can be held on existing surface parking lots, sidewalks, or other areas are encouraged to the extent feasible.</p>	<p>Evaluate recreational center services and other municipal facilities offered and amenities within the Plan area to better serve the current and future needs of the community.</p>
	<p>(C141) Need to group/organize these objectives similar to housing and transportation objectives. Also, edit objective 8 as follows: "Public/publicly accessible open spaces should be designed to support and encourage **recreational programs,** special events and community activities supporting the community and/or City of Alexandria's programs. Also, concern with #7. Sounds like all parks/open space should be all things to all people, which may not be feasible or desirable. Instead, collectively the parks/open space in this area should achieve these objectives, but some individual parks may have a special role to play that checks some boxes but not others. Finally, need add objective to identify gaps in current parks/public space offerings and plan to address those gaps through execution of the plan.</p> <p>(C152) less passive green space. people want to use green space.</p> <p>(C161) Bathrooms at parks</p> <p>(C183) The kids in the area need more play space, including playgrounds and soccer.</p> <p>(C209) Definition of parks and open space needs to be revisited to ensure that there is ample free space for kids AND TEENS AND YOUNG ADULTS to meet for pick up games of a variety. Should encourage outdoor play. A 30x30 square where plant grass and put a bench is not usable green space or is not a park. Not usable to families</p> <p>(C235) Large park spaces need to be included. Not postage stamp size lots. removed from streets for safety.</p>		<p>(C185) In the following sentence please remove "prioritized." Implies it's more important than the other objectives. Opportunities for public art need to be prioritized within new development as well as within existing or redeveloped open space to ensure equitable access for all residents.</p>		

Other Open Space Comments:

(C13) Maintenance

(C26) Fix the park!

(C34) Maintenance

(C35) Online surveys are not meaningful community outreach. You have not reached the people who deserve to have input

(C37) Protect trees and plant more. Lobby Richmond to throw out the Dillon Form of local/state government.

(C44) make sure existing parks are maintained and hopefully new green space realized.

(C53) Fix Holmes Run Trail soon. Why wait? If you wait it looks like you are waiting for too much time to pass, so that the original architect and builder are not responsible for inadequate design that failed. As a non-engineer the structure behind the wall did not have the strength or bulk to survive floods.

(C55) Clarify who is in charge of current public places such as John Adams Elementary School so that they are maintained better. Create a plan for upkeep.

(C57) The city needs to make sure that Parks and trails are maintained and not take three or four years to fix them when there's a flood or something happens

(C63) I worry about crime in parks

(C65) Fix the Holmes Run trail already—the part that has been closed for YEARS

(C77) This was actually the best part, aside from the fact that we need more if we want safer spaces and cleaner air

(C80) The trail leading into Dora Kelly park from N. Morgan has been in disrepair for years. Why can't the city fix that? We don't need grandiose plans for more parks and public art. We need competent management of existing parks.

(C92) The prices/the pricing (translation)

(C95) The parts of the Holmes Run Trail damaged by the 2018 flood should be repaired ASAP. Sections have been unusable far too long.

(C104) Not Clean

we need more parking spaces!

(C116) Fix the parks

(C117) is ok

(C123) maintenance

(C128) Fix it

(C130) Improved law enforcement and security at neighborhood parks

(C137) It would be good to see a capital investment into the parks in AW. More too often the spaces are neglected or underfunded, making them futile or an eyesore. AW needs an 'destination public space' that would attract interest. Old Town, Del Rey have their own charms, but AW has no substantial aesthetic or draw to it. Use the our spaces (eg Dora Kelley) as anchors for the community. We need to think bigger. Marginal improvements like 'more access' will have limited impact.

(C140) The Winklers used to keep up the wonderful green space and educational facility around the preserve. Give whatever they ask to keep that going.

(C141) Need to group/organize these objectives similar to housing and transportation objectives. Also, edit objective 8 as follows: "Public/publicly accessible open spaces should be designed to support and encourage **recreational programs,** special events and community activities supporting the community and/or City of Alexandria's programs. Also, concern with #7. Sounds like all parks/open space should be all things to all people, which may not be feasible or desirable. Instead, collectively the parks/open space in this area should achieve these objectives, but some individual parks may have a special role to play that checks some boxes but not others. Finally, need add objective to identify gaps in current

parks/public space offerings and plan to address those gaps through execution of the plan.

(C155) Address overall cleanliness and usability of parks and public space. Several areas in west end are multiuser, like John Adams and William Ramsey elementary have major trash and overuse issues

(C157) It is impossible to know, as you do not provide days to support the objectives. What were the survey results?

(C170) Holmes Run Trail needs to be repaired and fixed. For too long there has been focus on fixing the trails closer to Cameron Run, Beverly Hills, Del Ray. This emphasis on Alexandria West is alot of talk with not alot of funding when every other area in the city are getting upgrades. The lack of flooding in this area and the lack of money on parks highlights city council lack of commitment to this area but just making sure we feel good about studies that do nothing

(C172) Update neighborhood playgrounds & repair broken pedestrian & bike bridges in Dora Kelly Nature park; add safety lighting to bike/jogging paths

(C193) Looks great, BUT it needs to includes more native plants and removal of invasive species.

(C201) Use eminent domain to take over someone's yard and make that into a park

(C211) There is so much potential for Dora Kelly to be a beautiful park and the city has done nothing to help that park realize any kind of potential. The entrance from N. Morgan has been closed for years and the city does nothing. City has not bothered to fix the bike trail along Holmes Run even though it has no problem causing traffic back ups on Seminary with a road diet for bikers. Kind of a "contradiction" of purpose. I have not seen any new green space added for the new high rise apartments at Beauregard and Seminary. Winkler reserve is a mess and gets no attention. He's rolling in his grave right now. Is Old Town the only part of this City that is going to get any attention?

(C219) Better maintenance of Holmes Run Trail and flood control

Alexandria West Community Planning | Open Space Comments from Community Poll #2 | June 28, 2023

(C220) wishful thinking, arlington hasw missing middle, the mayor is using a strategy of past racial inequities to change the zoning, similar to missing middle, the result a loss of tree canopy and more impervious surface, resulting into more runoff and flooding problems sooner and later

(C223) Need to maintain open space and not fill it with development

(C225) We are forsaking open space for density

(C237) The existing Parks and Open Space in Alexandria need to be better publicized and there needs to be improved maintance.

(C240) Better upkeep of current parks - too much litter around Ramsey rec center.

Support access to neighborhood goods and services such as grocery stores, medical/dental uses, etc.	Explore opportunities to enhance neighborhood access to community resources including job and language training, wireless internet service, and programs to support and engage youth and seniors through collaboration with local partners.	Pursue opportunities to provide community gardens, including shared resource gardens within new/redevelopment as well as City parks and/or other City-owned properties such as libraries and/or recreational centers and schools.	Other
(C6) Direct access to the new Alexandria Hospital by public transit	(C137) "Exploring opportunities" tells me this isn't a priority. How about something actionable, like a real rec center that all people in the neighborhood can enjoy rather than tucking it away where's accessible to very few. Need to improve this section, pretty weak.	(C76) Too much focus us on community gardens, which are good but have very limited impact	(C35) Online surveys are not meaningful community outreach. You have not reached the people who deserve to have input
(C36) Goods and services should be safely accessible with or without a privately owned vehicle, especially via active transportation. People get and stay healthy because they walk. Make sure all these resources are not focused on car reliance. Cars are bad for your health!	(C148) Continue and increase accessible methods of connecting City government services and communications to all facets of the community. (This process has been the first sustained series of productive communications between the City and this area of residents in quite a while.)	(C170) Community Gardens are nice but are not necessary. If healthcare is the goal, making more rentable bike stands in the apartment complexes across Alexandria West would be helpful. Hard to believe there is a commitment when Capital Bikeshare only has one location in the city west of 395. The entire Sanger ave area could support 2-3 bike share locations I imagine.	(C37) Create many more bus routes.
(C37) Create many more bus routes.		(C224) Especially liked number 3.	(C38) Goods and services should be safely accessible with or without a privately owned vehicle, especially via active transportation. Increased supply of safe and affordable housing should be added as an objective in this section.
(C38) Goods and services should be safely accessible with or without a privately owned vehicle, especially via active transportation. Increased supply of safe and affordable housing should be added as an objective in this section.		(C240) More shared, community gardens to support food pantries.	(C64) Dedicated bike lanes separate from pedestrian path and vehicles
(C47) Ensure safe and easy accessibility to community amenities for those taking public transportation, biking or walking			(C77) We need more assurances and percentages. It's all very flowery without any real numbers
(C64) Dedicated bike lanes separate from pedestrian path and vehicles			(C84) Include an objective or sub-bullet to include, "Ensure goods and services are accessible without access to a personal motor vehicle.
(C84) Include an objective or sub-bullet to include, "Ensure goods and services are accessible without access to a personal motor vehicle.			(C85) These plans do not look healthy. And don't expect people to abandon their cars - it won't happen. The infrastructure issues MUST be addressed first before any new development can be considered.
(C91) Should focus on making these resources easily accessible *without a car*.			(C87) Please include accessibility of services and events for those with disabilities explicitly in this plan, in particular increasing the ability of those with mobility impairments to access the full range of activities our city has to offer.
(C98) Walkable access sports fields/courts for soccer, frisbee, basketball, etc. Running trails with soft surface (like dirt). Protected, dedicated, bike lanes connecting key destinations to trails. (It is currently quite difficult to play soccer as a casual hobby in Alexandria).			(C98) Walkable access sports fields/courts for soccer, frisbee, basketball, etc. Running trails with soft surface (like dirt). Protected, dedicated, bike lanes connecting key destinations to trails. (It is currently quite difficult to play soccer as a casual hobby in Alexandria).
(C119) more hasptal			(C135) Balderdash !

Support access to neighborhood goods and services such as grocery stores, medical/dental uses, etc.	Explore opportunities to enhance neighborhood access to community resources including job and language training, wireless internet service, and programs to support and engage youth and seniors through collaboration with local partners.	Pursue opportunities to provide community gardens, including shared resource gardens within new/redevelopment as well as City parks and/or other City-owned properties such as libraries and/or recreational centers and schools.	Other
(C148) Continue and increase accessible methods of connecting City government services and communications to all facets of the community. (This process has been the first sustained series of productive communications between the City and this area of residents in quite a while.)			(C141) Need to objective noting the need for additional/enhanced parks/open space to support community health and resiliency.
(C184) Encourage the location of vital commercial services (dry cleaning, drugs, grocery store, etc.) at or adjacent to bus stops, or vice-versa.			(C142) More focus needed on shared spaces, restroom / amenities availability, and local social support
(C235) With the Health Department now based in the Del Pepper building this should not be an issue.			(C145) Ambitious plans
			(C146) add health services
			(C157) It is impossible to know, as you do not provide days to support the objectives. What were the survey results?
			(C159) Affordable housing (in poverty terms) is NOT an end-all be-all. The issue is housing supply, not affordable unit supply. The City's attempt to do the latter and not also heavily the former is going to further segregate the City.
			(C169) safe walking trails in natural settings
			(C170) Community Gardens are nice but are not necessary. If healthcare is the goal, making more rentable bike stands in the apartment complexes across Alexandria West would be helpful. Hard to believe there is a commitment when Capital Bikeshare only has one location in the city west of 395. The entire Sanger ave area could support 2-3 bike share locations I imagine.
			(190) We are full in the west end
			(C192) Casey clinic
		(C201) Something more realistic	
		(C204) The objectives completely ignore the adverse health effects of increased density within City limits	
		(C206) Lower property taxes to improve affordability	

Support access to neighborhood goods and services such as grocery stores, medical/dental uses, etc.	Explore opportunities to enhance neighborhood access to community resources including job and language training, wireless internet service, and programs to support and engage youth and seniors through collaboration with local partners.	Pursue opportunities to provide community gardens, including shared resource gardens within new/redevelopment as well as City parks and/or other City-owned properties such as libraries and/or recreational centers and schools.	Other
			(C210) Plans for development will destroy health and resiliency of the residents now there including the assisted living facilities.
			(C211) Too much of anything that can be considered an "event" or something fun for the residents only happens in Old Town. That further proves that the City has little to no regard for the current residents of the Western part of the City.
			(C230) Moderate density
			(C231) More parks. Better public transportation. No walkable retail to speak of.
			(C244) Strengthen measures to increase safety at shopping centers.