



OPENING MEETING | PUBLIC FEEDBACK

The following is a transcription of comments received from participants during the meeting held on Monday, June 20, 2005 at 6:30pm at the Jefferson Houston School.

Public Comments from Comment Sheets

1. Grocery Store
2. Green Building
3. Metro- not too much!!
4. Restore old buildings, not destroy
5. Pedestrian friendly
6. Public space/dog park
7. Retail
8. Affordable housing
9. Support small business; not just “Starbucks”
10. Outdoor community pool or senior club
11. Grocery store
12. Market the North end to attract residents/tourists
13. User-friendly retail, not all high end
14. Not so much emphasis on density - who benefits, besides the developer?
15. More “main streets” like Del Ray - small businesses, hardware, unique restaurants
16. Recognition of the Parker Gray Historical District through use of plaques etc.
17. Enhance low cost housing less concentrated and better look – developers could offer to landscape the low cost housing areas
18. Balance metro area (use west side of Metro)
19. Mixed uses – residential and retail
20. Restoration of historic sites
21. Open space=environment
22. Start development immediately (council/city are holding up development)
23. Consult other cities/states connect metro
24. Ask Mount Vernon what they did
25. Time is of the essence/taxes are increasing and we are not seeing any outcome for 20% and up)
26. Metro/transit/traffic consultation
27. Start development to decrease crime in this section of time (there you will not have to spend \$\$ for more police) start moving concepts to plans
28. Public safety pedestrian safety
29. System view of P.G.H.A. needs to be looked at for uniformity in “Old Town”
30. Bar needs to assist evolving the developers – create what people want – “Walk ability”
31. Proactive involvement by AHRA and city to maximize efficiency and location value of public housing sites – seek out innovative design approaches and financing to redevelop housing sites to integrate plan vision and housing needs
32. Concentrate on West St. opposite metro as key sites for redevelopment with street level retail and above housing or office – ¾ stories
33. Market loft concepts as live/work housing concept
34. Create gateway focal points with architecture and public spaces at realigned Rt.1 Monroe Br approach.
35. Reinforce transition of scale from low-density to higher density right next to metro station



IDEAS WORKSHOP

36. No 9/10 stories across from 2/2½
37. If community needs distinction, create sense of place. Improve streetscape with more trees, make a park, continue bike path behind Colecroft up to Monroe St. Bridge and beyond.
38. Better streetscape and on Patrick and Henry for green. Better entry-scape or focal point when entering neighborhood
39. Mess at Braddock Metro – open urban space or mixed use?
40. High density residential in North end with open space connected to surrounding neighborhoods.
41. Traffic doesn't seem to be addressed by plan
42. Additional parking
43. Historic character and standards - neighborhood acknowledging trade-off-embracing new development
44. Need for retail presence
45. Focus on the metro station, its opportunities and its obligations for Alexandria
46. Focus on what welcome, but sensible, development can do for the city's tax base
47. We need to capture the metro movement. This process is about how to do it. We need to really create this part of the circle. The people at our table are in favor of concentrating uses near to metro. One man also mentioned getting tired of just town houses and advocated a variation of higher rises in the area
48. Underground shopping – under metro station
49. No parking at metro
50. Housing – low rise
51. Retail – mixed, but not large 'block'
52. Restaurants – to keep area "active" later than at present
53. Park and ride
54. 'Mini' parks (green spots w/ seating)
55. Condominiums to always have underground parking
56. Mainly single family houses
57. Keep building levels low which will differentiate the historic area from other areas of Alexandria
58. Buses to encourage churchgoers to not drive to church
59. We need a urbanized plan but need to recognize suburban constraints
 - a) Lack of access (pedestrian, vehicular, bicycle, limited bus schedule)
 - b) Single usage lack of amenities
 - c) No open space
 - d) No ground floor retail
60. Connectivity to other areas are too limited by the above constraints
61. Architectural design
62. Mixed use pedestrian oriented development with emphasis on visual interest
 - a) Pocket parks
 - b) Architecture
 - c) Ground floor retail
63. Underground Route 1
64. Ensure that the vista on Fayette of the Washington monument must be maintained
65. Appropriate scale is important
66. Recover federal buildings for local use (buildings near US Post Office)I believe GSA/or GPO buildings
67. Grid system invented
68. Tree canopy with no trade-off
69. Wide sidewalks of 11' minimum width
70. Diversity of building facades
71. Diversity of heights
72. Housing above retail



IDEAS WORKSHOP

73. Elimination of long, high walls – unfriendly to pedestrians
74. Mandated day care facility
75. Parks available for public use
76. Maintain the vacant land between Braddock metro/ West St. (adjacent to PBS bldg.) as a “pocket park” (why not develop warehouses instead of building on open land) (no brainer)
77. Improve crime rate/shooting rate on Fayette Street between Madison and Wythe and West St.
78. Manage the “Fayette Corridor” between Henry St. to Madison St.
79. Define the development plan for the vacant land between Potomac Yards and shopping center to Braddock Rd. Metro
80. Maintain the vacant land between Braddock Place/Madison at Braddock, metro/West St. (adjacent to PBS bldg) as a pocket park
81. Metro Shops-retail, food, shops
82. General: grocery, restaurants
83. Pedestrian friendly
84. Replace warehouses with residential and retail
85. Better lit streets
86. Better use of empty lots
87. Mixed use with lower rise residential atop retail
88. Better use of metro stop with shops
89. Better connectivity and walk ability
90. Visual interest
91. Green, park areas
92. Redevelop metro parking area
93. Convert 1st strand extension to pedestrian/bike path connected to Slater’s lane
94. Need grocery store
95. Redevelop public housing with mixed-income housing
96. Make Henry St into retail store
97. Make Fayette St. landscape green spine
98. Wide sidewalks
99. Traffic calm route 1 north of Patrick/Henry split
100. It is important to concentrate well designed, well thought out, residential high density development around the metro station. This concept will contribute to the movement of traffic and pedestrians around Alexandria and the whole of Northern VA. In addition, this residential development will contribute to retail viability in the area, which will spur activity and synergy in the Braddock road planning district.
101. It is important to integrate parks open space within the plans for development which will contribute to the pedestrian experience.
102. To allow these concepts to be feasible it is vital to allow high density residential.
103. Improve pedestrian safety at Braddock Rd. Metro
104. Route 1 is one of the “gateways” to the city
105. Need more amenities, especially grocery store
106. Extra building height okay if public benefit like neighborhood services
107. Need more urban amenities – this is an urban area, not the suburbs
108. Also need more restaurants/entertainment
109. Why can’t we be a little more innovative in architecture? Create a sense of place
110. Hennage project will hopefully improve public safety
111. Good grocery store!!!! (One we can walk to)
112. Take advantage of metro – higher densities of metro a step down to older, more residential areas
113. Mixed use with retail to the extent there is market support
114. Need better sidewalks



IDEAS WORKSHOP

115. Underground route 1 – until the problem of route 1 is solved, the solutions to the neighborhood are more DASH service especially on weekend
116. More visual relief – area is “gray.” Needs color, architectural features, greenery
117. Infill in the southeastern portion of the area and Columbus Street
118. Update traffic light timing on Madison and Columbus and Montgomery and Columbus
119. Eye level development to be interesting visually
120. Find end take advantage of views and vistas
121. New residential should not be only 1 bedroom – need variety/unit types/condos are okay – not everything should be a townhouse
122. Underground parking in new buildings
123. Retail corridor
124. Locations for density/next to metro
125. Widening sidewalks on Rt.1
126. Bike trail to parkway
127. Usable green space
128. Variety in housing types
129. Low cost, affordable housing
130. Housing, retail, historic, trail connection, pedestrian access
131. Relate planning area to a larger area (Potomac Yard) (parkway)
132. To encourage participation of African American residents by asking neighborhood churches to past flyers of upcoming Braddock Area planning meetings
133. Train tracks a barrier – can we get under passes or overpasses across the tracks?
134. Want idea of an underground metro station to be considered
135. When new development comes – break up new buildings for pedestrian walkways
136. New development must provide its own parking
137. Need wide sidewalks everywhere and need to maintain sidewalks – protect residential neighbors. Do not let existing townhouses be devoured by future development
138. Density can’t overwhelm existing neighborhoods
139. Need to correct lack of public open space
140. Consider alternate affordable housing models
141. Need restaurants – ground retail with later focus
142. Create bike lane to the street parallel to King St.
143. Use it or develop it as a shopping street with a shoppers trolley
144. Have enough set back at every building so there is an opportunity for greenery and landscaping and wide sidewalks.
145. Need cafes, hardware stores, garden shop
146. Keep period appropriate architecture not too much contrast to existing buildings
147. Keep scale reasonable
148. Developments coming in must prefer visible green areas at grounded level so the areas can green up
149. Want mixed use
150. Parks – bikes, connections, open space, lighting – define neighborhood
151. Transition – heights
152. Grocery store/drug store
153. Braddock Metro
154. Pedestrian safety, retail, coffee shop, daycare, vending

Group Summary of Round Table Discussion [as Recorded by City of Alexandria Staff]

155. Historic character
156. Need for retail presence
157. Public space-make existing parks more public more pocket parks



IDEAS WORKSHOP

158. Access-incorporate pedestrian access along rt. 1 corridor to metro station
159. Address use of route 1 as regional thoroughfare as opposed to local road
160. Articulation in new development
161. Taller buildings closer to metro
162. Mixed use – inc. retail and office in areas
163. Not necessarily residential – new residential should have retail
164. More traffic calming; wider sidewalks
165. Transition – low density in PG; higher density near metro
166. Need for sense of community
167. Continue bike path beyond Colecroft
168. Better streetscaping at Patrick and Henry as you enter from Braddock
169. Concentrate residential in Northern triangle with proximity to metro – have public open space
170. Pedestrian crossings at the Patrick and Henry
171. Make Wythe more attractive to get to waterfront
172. Train tracks are barrier – need over or under passes
173. New development to provide own parking
174. Need wide sidewalks everywhere and well-maintained
175. Affordable housing
176. Need restaurants and retail with later hours
177. Develop shoppers trolley – Wythe
178. Greenscape
179. Cafes, hardware stores
180. Period appropriate architecture
181. Be mindful of scale due to existing townhouses
182. Mixed use new development – keep some of
183. Pedestrian access – difficult to cross Rt. 1 West St., Braddock, Wythe
184. Traffic at Montgomery
185. Make Columbus a joy and make more walkable
186. People walk and want it safer to encourage walkers in neighborhood near metro
187. Green space wanted at N and S end – pocket parks at south end
188. Transition to lower – scale exist develop
189. Butcher, grocery store
190. Lots of streetscaping
191. No permanent structures at metro parking lot
192. Remove warehouse to make a park
193. Preserve all existing trees
194. Connections to exist parks – especially bike trail lighting
195. Don't like bulky buildings – higher ok if it provided open space
196. Need urban amenities - grocery and drug stores
197. Pedestrian safety big issue at metro
198. Urban amenities at metro – day care, coffee shop
199. Define neighborhood at metro
200. Retail corridor w/ synergy
201. Density near metro wider sidewalks along rt. 1
202. Bike trail to connect to parkway
203. Variety of housing types – something other than townhouses
204. Create affordable housing
205. Larger area and look at Old Town--include in study area, it will impact area
206. Reinforce Parker-Gray historic district
207. Recreation is important
208. Wish for Rt. 1 to be underground



209. Low rise scale; architecture important too
210. Low rise keeps historic mass and scale – you can tell you’re coming into historic area
211. Visual relief for sidewalks - trees
212. More area for bicycles
213. Restaurants – for night-time activity
214. Park and ride to get to metro
215. Mini-parks with seating
216. Underground shopping at metro as opposed to above ground – dine in Europe
217. Connectivity – both at it
218. Existing – suburban area - make more urban – cul-de-sacs, bus schedule is suburban
219. Rt.1 grid locked during evening rush – that is why suggested putting it underground
220. Make feel urban – visually – pocket parks, grid, neighborhood retail, scale commensurate with surrounding area
221. Ground floor retail
222. Pedestrian connectivity
223. Supportive of more development in this area – particularly in northern triangle
224. Redevelop public housing, in blocks across street from metro
225. Alternate housing and variety of scale
226. Connect metro across
227. Straightening Braddock at Wythe to make safer
228. Good street wall along rt. 1
229. Hole around metro station – warehouse uses
230. Neighborhood served better by retail or by retail anchors
231. Density belongs around metro station – provides reasons, ways to get to this area
232. Linear park from Braddock to King St.
233. Give us something to do in evenings other than go to public meetings
234. Above ground power lines – undergrad them to make area more attractive and reduce power outages
235. Put Rt. 1 underground – make local traffic above pedestrian oriented

Group Summary of Round Table Discussion [as Recorded by HOK]

236. Website – post material
237. Keep heritage of Parker-Gray District
238. Look at traffic on West
239. Need retail presence in area
240. Make existing parks more public
241. Add pocket parks
242. Improve pedestrian access on rt. 1 and to metro
243. Rt. 1 provides regional access and it has no local emphasis
244. New development needs articulation
245. Mix uses
246. Higher buildings near metro
247. More traffic calming
248. Transition to neighborhood imp.
249. Sense of community near metro
250. GW school side – connect bike path
251. Add green on Patrick and Henry
252. Emphasize entry to area
253. Improve pedestrian crossings at Patrick and Henry
254. Concentrate on Wythe as direct access to water
255. Train – barrier (put underground)



IDEAS WORKSHOP

256. Break up buildings – smaller buildings are better
257. Wide sidewalks needed
258. Scale and transition is an important concept to address
259. Explore alternative affordable housing models
260. Restaurants, café, hardware
261. Use period appropriate architecture
262. Developments (new) need green space
263. Pedestrian access across Rt. 1/West Braddock/Montgomery should be looked at
264. Safety is a concern
265. No connectivity between open space
266. Need green space/pocket parks in north and south portion of Braddock
267. Shorter blocks on 1st Street
268. More commercial (butcher, grocer)
269. Create usable open space near metro
270. Add bike paths and connect bike trails in area
271. Preserve existing trees
272. Use lighting to define area
273. Don't like big, bulky super blocks
274. Grocery store, drug store are needed uses
275. Pedestrian safety at metro is problem
276. Coffee shop/day care at Metro
277. Retail corridor with synergy to succeed
278. Density next to metro
279. Wider Rt. 1 sidewalks
280. Create visible open space
281. Housing type variety
282. Look at larger area then study connections to area
283. Recreation area
284. Trails with connection to GW parkway
285. Put Rt. 1 underground
286. More low rise housing – need good architecture to respect historic district
287. Sidewalks need visual relief
288. Really pay attention to parking plans
289. Mini-parks with seating needed
290. Underground shopping at metro
291. Connectivity to surrounding areas
292. Area has poor vehicular access
293. Buses have 'suburban' time schedule
294. Ground floor retail
295. Need park areas in north and south portion of the Braddock area
296. Development in this area is good
297. Change area is good opportunity
298. Mixed use around metro
299. Links across tracks needed
300. Metro entrance on other side (add)
301. Good street wall on Rt. 1 corridor
302. Need retail in area
303. Need retail anchor in Braddock Place
304. Need density around metro
305. Make area inviting (“give us something to do in evening”)
306. Put power lines underground