



## MEETING NOTES

The following comments were received from participants during the community meeting held on Thursday, November 10, 2005 at 7:00pm at the Jefferson Houston School. The purpose of this meeting was to discuss options for retail, open and public space, and the form of new construction.

### Attendees included:

William D. Euille, Mayor

Del Pepper, Vice Mayor

Jesse Jennings, member, Planning Commission

John Komoroske, moderator and Vice Chair, Planning Commission

Eileen Fogarty, Director, Department of Planning and Zoning

Kimberley Fogle, Division Chief, Neighborhood Planning and Community Development

Kathleen Beeton, Planner, Department of Planning and Zoning

Pat Mann, Planner, Department of Planning and Zoning

William Haynes, Department of Transportation and Environmental Services

Al Himes, DASH

Steve Schukraft, HOK Planning Group

Abbey Roberson, HOK Planning Group

Heather Arnold, Retail Compass

## KEY IDEAS

The following key ideas were discussed at the meeting. For more information, please [click here](#) to view the presentation.

- Potential for New Parks and Squares
  - Trail connections to link Braddock Road Metro to adjacent neighborhoods and beyond
  - New pocket parks along Wythe Street
  - New green in northern gateway area
  
- Location and Scale of New Buildings
  - Conservation in Parker Gray neighborhood
  - Lower heights on Henry Street and Route 1
  - Height and mass transitions between new development and existing residences
  
- Retail
  - Neighborhood retail center at Fayette Street
  - Small clusters in northern gateway area and by Metro Station
  - Enhance Queen Street businesses
  
- Alternative Proposals for Metro Station site



## PLAN CONCEPTS

- Pedestrian and circulation improvements
- Limited development, redesigned circulation allowing large public square; development on block frontage west of station
- Larger development with smaller public square

At this meeting, we reached general agreement on height transitions for new buildings, define housing conservation areas and protect existing housing, improvements to existing housing, retail clusters and review the expansion of the Parker Gray Historic District. We have not yet reached agreement on future development at the Metro Station and locations of open space.

## PUBLIC FEEDBACK

1. Question about timing of Monroe Avenue bridge construction and impact on Braddock area.
2. Concern about lack of parking in upper King Street area, amount of general parking is diminishing, be sensitive to parking as people have vehicles and need to park them.
3. Question about ownership of warehouse buildings near the Post Office.
4. Pleased to see some of Braddock Area Team (BAT) concepts in the Plan; need to create a safer crossing from the North East neighborhood but not at First Street; open space by Metro Station is absurd, not a good use of land; some development on Metro site is appropriate; the open space in the gateway area should be more centrally located.
5. Good idea to have open space at Metro Station as it is a gathering space for people in the neighborhood, should be a beautiful place; desperate for open space in area; redevelopment of public housing gain open space will cost a lot of money, easier and cheaper to buy nearby land; redevelop warehouses and break up scale of new buildings into multiple buildings, not a single, block-long building.
6. Concern about future views from building it new, taller buildings are constructed, consider views of people living in these buildings as new development occurs; make an open space in the northern gateway area.
7. Concerns about traffic and transportation issues; likes density of Colecroft, density should not be increased at Metro; consider impact of new construction and make it safe for people to walk and drive in the area as new construction occurs.
8. Metro Station developed as a suburban station, difficult to put urban density into a suburban station area; increase in traffic with new development; no real good access to Braddock area; need to focus more to create a pedestrian-oriented environment.
9. Concern about low-income housing and lack of integration with Plan; need a plan to enhance the low-income housing.
10. Excited about plans for Metro, Metro site is underutilized, want more retail at Metro on West Street; Wythe Street as pedestrian street is a good idea.
11. Dangerous to walk in the area, streets are not safe; need pedestrian flow to make streets more lively and safer during operating hours of the Metro Station.
12. Question about integration of planning for redevelopment of Charles Houston Recreation Center with this Plan.
13. Concern about rising property assessments and residents' quality of life.
14. Area is more diverse than any place in the City; need to incorporate all organizations into planning.
15. Ensure appropriate street and sidewalk widths and provide proper lighting.



## PLAN CONCEPTS

### NEXT STEPS

- December 1, 2005 community meeting to discuss pedestrian safety, transportation issues, and parking.