

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 21, 2007

TO: BRADDOCK METRO NEIGHBORHOOD PLAN STAKEHOLDERS

FROM: FAROLL HAMER, DIRECTOR
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: STAKEHOLDER LISTENING TOUR REPORT

I have received the *Stakeholder Listening Tour Report-Themes and Messages* which summarizes the results of the stakeholder interviews conducted by Kramer & Associates over the summer. I am making copies of this report available.

I appreciate the time and thought given to this effort by the people who were interviewed. The extent of agreement in many areas is encouraging; we will build on this and work our way through those areas where there are differing points of views.

I look forward to sharing with you the next steps in the Braddock Metro Neighborhood Plan community planning process at the town meeting to be held at the Jefferson Houston Elementary School on Monday, September 24th at 7:00pm.

Enclosure

K R A M E R & ASSOCIATES, INC

1997 ANNAPOLIS EXCHANGE PARKWAY · SUITE 110 · ANNAPOLIS, MD 21401
410-268-3035 · FAX 410-268-4620

September 19, 2007

Ms. Faroll Hamer, Director
Department of Planning and Zoning
City of Alexandria
P.O. Box 178
Alexandria, VA 22313

Dear Ms. Hamer,

The Kramer & Associates team appreciates the opportunity to work with you and your staff on the Braddock Metro Neighborhood Plan.

We have enjoyed meeting many area stakeholders and learning about their issues and expectations for the Braddock area.

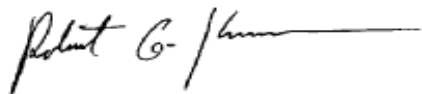
Enclosed is our final *Stakeholder Listening Tour Report-Themes and Messages*.

We think you will find, as we did, that there is widespread community interest in completing the Braddock Metro Neighborhood Plan within a reasonable period of time. Also, there are many areas of agreement which can serve as a basis for re-energizing the plan preparation process.

I look forward to summarizing the report during the September 24th town meeting.

If you have any questions, please call me.

Sincerely,



Robert G. Kramer
President

Enclosure

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Braddock Metro Neighborhood Plan Stakeholder Listening Tour Report

Themes and Messages

September 19, 2007

I. INTRODUCTION

The City of Alexandria Department of Planning & Zoning hired Kramer & Associates (KA) to assist the Department with the Braddock Metro Neighborhood Plan (BMNP), a process that had been underway for almost two years. Through the course of the planning process, the Department held several public meetings and eventually issued a draft BMNP. The draft plan was criticized by some members of the public, resulting in contentious and unproductive public meetings. As a result of the breakdown in the planning process and a perceived lack of credibility of that process, Faroll Hamer, the new Director of Planning & Zoning, engaged KA to assist the Department in re-engaging the public and establishing an open and credible process that could lead to a broadly supported BMNP.

KA was first introduced to the public at the June 11, 2007 Town Hall meeting at the Jefferson Houston Elementary School. At this meeting it was announced that KA would be conducting a stakeholder listening tour in which community stakeholders would be interviewed by KA to get their opinions and feedback on the planning process to date, the content of the plan and a process for moving the plan forward that best involves the community. It was further explained that the interview process was not intended to be a scientific or statistical analysis of community views, but a means to discover common themes and messages as expressed by the interviewed stakeholders.

KA received an initial list of stakeholders who had been active in the BMNP planning process from the Department of Planning & Zoning. In addition to the stakeholder list provided by the City, KA sought additional stakeholders who represented a cross section of the BMNP area including:

- Residents
- Business owners
- Developers
- Public housing residents
- Civic leaders

The interviews were conducted by Bob Kramer, Andrew Bing and Ed Thomas of KA. Each interview lasted between 30 minutes and two hours, and each interviewee was told that the substance of the interview would be summarized into themes but that no comments would be attributed to any individual. In addition to normal questions and answers during the interview, each interviewee was asked if there were other individuals they thought should be interviewed as part of the stakeholder listening tour. It was made clear to each interviewee that not all people suggested would be interviewed but that we were interested in discovering whether common names were offered by several people.

A list of stakeholders interviewed is included in Section IV of this report, as well as a map showing the geographic distribution of the stakeholders (not including Elected Officials, Planning Commission members and other individuals affiliated with Alexandria government).

Following is a summary of themes and messages that were delivered by the interviewed stakeholders. Although this report is helpful in understanding the views of the stakeholders interviewed regarding the content of the plan and the process moving forward, it does not reflect the views of all residents and other stakeholders but only of those interviewed. The stakeholder listening tour and this report are not intended to replace the public process but rather to complement this process and serve as a starting point for re-engaging the public and moving the BMNP process forward.

II. KEY THEMES AND MESSAGES

The interviews revealed both areas of substantial agreement among interviewed stakeholders as well as areas in which there were widely divergent, if not conflicting views. In this section those views have been combined into two categories of key themes and messages: Preparation of the Plan and Content of the Plan.

A. PREPARATION OF THE PLAN

1. Process

- Many interviewees who have been participants in the process indicated it has already taken too long and has been increasingly disorganized and chaotic.
- As the process continued on and on without an end in sight, and with increasing rancor, some interviewees said they just stopped participating. “We have families, demanding jobs, other interests and additional community responsibilities.” This has resulted in many participants frustrated with and exhausted by what is seen as an interminable process whereby the last person standing will have the final say.
- Concern was expressed by many of the interviewees that there is no clearly articulated process but one that chugs and churns without direction or destination.

- Those economic development experts interviewed, as well as some of the interviewed residents and developers, fear that the lengthy delay in getting agreement on a plan may cause the area to miss out on an entire market cycle should projects and investments come to a halt or go elsewhere. They fear this could set back efforts to bring community-serving amenities to the area and create more of a sense of place.
- Some interviewees who bought properties in recent years, and others who advocate redevelopment of the old warehouse sites, want to see the process end and a plan actually implemented.
 - “When we purchased we were told improvements would be forthcoming; we want to see them.”
 - “There is fear that the city will change the development ground rules as the planning process continues.”
- From the interviews, it is clear that segments of the community have not participated in the plan preparation process, particularly lower income residents and long-time owners/residents in Parker-Gray and nearby areas. Some interviewees suggested that lower income and older residents may not participate because they feel:
 - They have been overlooked by the City for decades and that will not change now
 - They may not have the skills to participate in public meetings or may be intimidated

2. Communication

- Interviewees stated that City staff became less proactive as the process continued; the staff spent time re-explaining aspects of the draft plan rather than responding. These same people suggested that City staff needs to address specific requests, demands, comments, suggestions, and questions. Most interviewees viewed communication efforts by the City, especially in the last nine months, as poor.
- Some members of the public are concerned about and/or turned off by the at best confusing, at worse, contradictory, facts, such as those regarding transit ridership/Metro station use.
- KA interviewees were often asked by the interviewees how we can move forward and arrive at an “acceptable” plan in the current hostile environment of strongly held, often widely differing views.

3. Elements Missing

- Several people pointed out that key elements of the plan, for example, the housing and transportation chapters, were not made available in a timely manner.
- Bus Rapid Transit (BRT), along with a related tax district proposal, were introduced late in the process. While the City explains that BRT was

introduced as a concept needing a decade of analysis and public involvement, for several interviewees, particularly those living on or near US 1, BRT galvanized opposition to the draft plan.

- An overwhelming majority of those interviewed expressed frustration with the lack of coordination within City government that is reflected in the draft plan, particularly involving transportation and public housing.
 - Residents were incredulous that the City put forth a draft plan initially without a transportation element to meet current and future traffic demands and to serve the needs of the people who live in the area.

4. Trust

- Many interviewees stated that their questions, comments and suggestions were ignored or at least not responded to or discussed in subsequent meetings. These interviewees felt that the draft plan does not reflect a response to public input.
- For those interviewees who expressed deep feelings of distrust toward City government, a lack of coordination and the incomplete nature of the draft plan (originally published with three key chapters missing) furthered their skepticism toward the City as they suspect the City is deliberately withholding material that will be slipped in later: “The City doesn’t listen or care about us, and will do what it wants regardless; we will continue to be Alexandria’s dumping ground!”
- A number of those interviewed emphasized a record of broken promises, agreements/conditions not enforced, lack of answers and have a sense that politics will always prevail. This is further evidence of the considerable distrust, disdain and lack of faith in City processes. Residents fear that if they agree to conditions in order to get concessions, “we will give, but we won’t get.”
- There are signs from the interviews that distrust flows in multiple directions: developers and community representatives don’t trust each other and together they don’t have confidence in the City.
- There is strong concern held by some interviewees that the considerable community effort people have or would expend in working toward achieving an acceptable area plan will be undermined in the future by the lack of political will or fortitude and/or by future changes, amendments, interpretations, exceptions, special approvals, etc.

B. CONTENT OF THE PLAN

1. Sense of Place

- Based on comments from the interviewees, residents of the Braddock Metro Neighborhood Plan area, with very few exceptions, are not satisfied with the status quo and hope the future will look different.
- Almost everyone wants a community that provides a **sense of place**. Many ingredients were cited during the interviews that will create neighborhoods with that “sense of place,” defined as “where I want to live with my family and/or neighbors,” and include:
 - Walkability, pedestrian friendly
 - Across-the-fence conversations
 - Outward- rather than inward-facing buildings
 - Wide sidewalks allowing people to meet and congregate, not buildings to the curb or with narrow sidewalks
 - Eyes on the street
 - Lighting
 - Safe, crime-free
 - Underground utilities
 - Streetscaping
 - Areas where cars are not king
 - Restaurants, cafes
 - Outside events, gathering places
 - Attractive, inspiring architecture
 - Areas for celebrations
 - Vistas
 - Clear recognition of Alexandria’s historic legacy, especially the African-American history of this area – signs, trails, markers, flags
 - Retail services, stores
 - Day-care
- Residents of the planning area have very differing views/expectations regarding the future of the area. Some interviewees who live there see or want a suburban or low-rise setting with single family homes, cars, and open spaces without congestion. Others who reside in the area desire an urban, city-life environment with the amenities that come with more dense, populated areas and view congestion as part of living in a city.

2. Density, Scale, Mass

- As indicated below, many interviewees offered examples to illustrate what they like and dislike:
 - Colecroft – attractive, varied, appropriate scale
 - Meridian – too high, unattractive
 - Monarch – massive, inward-oriented away from sidewalks/streets

- The interviewees expressed a variety of views in support of or in opposition to higher density and taller buildings:
 - Supporters expressed preference for:
 - Set-backs and step-ups so scale and mass fit in with existing neighborhoods
 - Higher buildings near the Braddock Road Metro Station
 - Reduced height of buildings as the distance increases from the Metro Station
 - Opponents are concerned about:
 - Loss of views when their homes are overshadowed by taller buildings
 - Traffic congestion and parking problems from influx of new people
 - Loss of open space/green space

- It is evident, according to the comments made by many interviewees, that there is confusion or a lack of understanding pertaining to what is currently allowed by-right, possible under the Special Use Permit process, and what is proposed by the draft plan.

- It is apparent from the interviews that community members need confidence that what they agree to/support is what will finally be approved and built. Property owners and developers interviewed pointed out that they need predictability; that if they propose projects that are consistent with the plan, they will receive approval on a timely basis. Some interviewees suggested techniques to achieve predictability, such as:
 - Graphics that enable people to clearly visualize what buildings, streets, open spaces, etc. will look like
 - Sufficient definition of trade-offs and “deliverables”
 - Form-based zoning/design guidelines for individual neighborhoods/streets
 - An efficient development approval process, without ongoing delays, that provides predictability

- The Special Use Permit (SUP) process, according to a few people who were interviewed, appears to tarnish community attitudes toward developers and erodes community confidence in City staff and political leaders, “We give, we don’t get.”

- Some interviewees feel that projects under construction, recently approved and as foreseen in the draft plan will encourage structures that are overwhelming, out of scale and devalue the community they have now. Whereas, other interviewees feel that higher density and taller buildings will bring the amenities and sense of place they desire. Many interviewees expressed an understanding that trade-offs and compromises will be needed to bring these opposing views into balance and in support of a revised plan.

3. Transportation, Moving People

- Several interviewees stressed that the plan must include transportation. How will people be moved? They feel the plan must address the impacts of highway and transit services in moving people and goods within and through the community.
- Interviewees pointed out that a vast majority of the residents work outside of the area and many more people pass through the area to get to work and for a variety of other reasons.
- Some people who were interviewed indicated that the area contains heavily used major arterial roads that are congested and, by contrast, some local streets that do not experience traffic problems.
- Some interviewees are convinced that by holding down the number of square feet of future development – density, height of buildings, and the number of people – then traffic and congestion will be lessened. Other residents of the area are convinced that new, modern forms of transportation should be introduced and higher density, mixed use, transit-friendly development will lessen the growth in traffic and congestion. This latter group believes congestion is and will remain a part of everyday life in Alexandria and in the Braddock area because it is an increasingly desirable urban setting.
- To some interviewees, the impact of more traffic and residences has created major parking problems. Some of the interviewees expressed concern about safety when they are not able to park in front of their homes. To others, parking may be a little more inconvenient but isn't a major problem. "So I can't park right in front of my house," said one interviewee. Some feel that transit should play a greater role in city life, while others say they only want their cars and nearby parking.
- Some interviewees believe that when it comes to transportation, the plan should address only local community concerns. Others stated that the plan must recognize the larger citywide and regional context of which this area is a part.
- The colliding views and expectations expressed by some interviewees – ranging from "we are being dumped on" to "we are part of a broader transportation network" – need to be considered as the plan is being revised.
- Interviewees suggested that the plan must address at a minimum:
 - Metro: level of use, type of access
 - Particular attention to Patrick, Henry and Washington Streets
 - How to handle buses
 - How to address parking
 - Pedestrian traffic
 - Use and protection of local streets

4. Housing

- Nearly every interviewee stated that “housing” – public housing, affordable housing, workforce housing, and housing in the historic area – is a major issue that must be addressed in the plan.
- Housing and demographic diversity are objectives shared by most people interviewed who want the Braddock Road area to embrace different housing sizes and types (apartments, condos, townhouses, single-family detached houses) and people with different socio-economic characteristics (age, race, income, family size).
- At the same time many people interviewed felt that the area has a disproportionate amount of public housing. These individuals urge the City to pursue a “fair share” housing policy whereby public housing would be distributed equally throughout the City.
- Some of the existing residents who were interviewed fear that the amount of public housing in the Braddock area is and will remain an impediment, making it difficult – if not impossible – to attract new development which will bring the amenities and sense of place they desire.
- A few of the interviewed residents indicated that if improvements are not evident, largely related to real or perceived public safety and crime, they will consider moving out of the area. “We expected improvements; they have not been forthcoming. If they don’t begin to appear, we have major decisions to make.”
- Some interviewees commented that the residents of public housing were there first, some for generations, that this is their home, their community and “where do these newcomers get off wanting to kick them out?”
- Several residents of public housing suggested that additional job training, information about the availability of jobs and assistance regarding how to get jobs should be made available to public housing residents. Likewise, they suggested that employers should do more to make jobs available to people who live in the area. They feel the schools, churches, economic development agencies, major employers, businesses and related groups should work together to advance the job opportunities for area residents, particularly young persons.
- Some public housing residents are concerned about the consequences of the Charles Houston Recreation Center being unavailable for up to two years. They fear current users, particularly teenagers, will not travel to the temporary replacement facilities and there are no other programs or facilities nearby.

- People familiar with public housing stressed that public housing residents have the same basic objectives as other residents of the area: safe, crime-free, enjoyable, attractive community-oriented living.
- Many interviewees expressed concerns regarding the future of Parker-Gray and other older, lower-density residential areas in the southern part of the Braddock area, such as:
 - Older, long-time residents have been “gentrified” out.
 - People are worried that rising property values, taxes, cost of maintenance and utilities may force others to sell and leave.
 - Delay in the historic designation of Parker-Gray has imposed problems without accompanying relief.
 - Areas that once offered affordable housing no longer do so and values continue to rise.
 - Most interviewees felt it was too late to reverse the pattern of long-term African-American residents moving out of the area.
- Several of the people who were interviewed suggested that concerns for these older, historic areas can be addressed by providing incentives and tax relief which could be funded by revenues produced by new development.
- Several interviewees pointed out the need for a range of housing types and places, with more workforce housing that bridges the gap between public housing and \$500,000 to \$1 million townhomes, condos and single-family homes. “You can’t have a viable community with just public housing and \$500,000 condos.”
- Some public housing residents and advocates believe the redevelopment of public housing sites is inevitable given the high-priced value of the land. Furthermore, they stressed the need to find suitable relocation housing early in the process for redeveloping any of the public housing sites. Several public housing residents stressed that they want to remain in the same area where they currently reside.
- Interviewees stressed the need for the City and the Alexandria Redevelopment and Housing Authority (ARHA) to work closely together to develop and execute a plan for the future of public housing.
- Some of the public housing residents who were interviewed are not opposed to redevelopment of public housing but expressed concern:
 - That the new units would not be affordable with utility costs
 - Replacement units would not be sufficient for larger families (4-5 bedrooms)
 - About the design or layout of replacement housing
- Concern was also expressed that receiving sites for public housing must have good public transportation and access to services such as exist now for public housing residents in the Braddock Road area.

- While there is unanimity that the plan must address housing issues, particularly the future of public housing in the area, there is certainly no agreement on what the solutions should be. Some suggestions offered by interviewees include:
 - Better coordination among ARHA and City agencies
 - Improvements within and around public housing
 - Disperse some of the public housing units to other parts of the city
 - Redevelopment of public housing sites
 - Use of revenue from new development to purchase properties in other parts of the city to relocate public housing residents
 - Providing workforce housing at 60–120% of median household income that offers realistic alternatives for residents of public housing
 - Focus on job skills training in cooperation with local employers for residents of public housing, particularly young people

5. Community-Serving Amenities

- The interviewees expressed nearly unanimous interest in adding an array of new amenities to the Braddock area.
- Many interviewees are convinced that amenities will help establish the desired sense of place, creating a vibrant community alive 16 hours a day, rather than the community as currently perceived by many as a 9–5 “roll up the sidewalks” area.
- Several interviewees suggested that a variety of community-serving amenities were required to serve the needs of the current and future residents of the area. The amenities should be provided through the private market, community/civic interests and by the City. As a result, the community would be enhanced and have a distinct identity. Several suggestions that were made during the interviews include:
 - Cafes and restaurants
 - Retail shops
 - Convenience stores
 - Grocery store
 - Services
 - Open spaces/parks – usable open space meeting neighborhood needs. Not small, poorly located, inaccessible areas
 - Keeping 1261 Madison as a dog-friendly neighborhood park

6. Braddock Road Metro Station

- The area around the Braddock Road Metro Station is of considerable interest to most people in the area. From comments made by many of the interviewees, it is clear that views about the future of this site could not be more disparate. Options discussed include:
 - Green space/park
 - Parking structure
 - Bus transfer station
 - High rise office/shops/mixed use

- The transit line and station are seen by some interviewees as major public investments surrounded by high value underutilized land.
- Some interviewees see the station site as the area’s greatest asset, and others view it as having a negative impact on the area.
- The transit line serving as the western boundary of the Braddock Metro Neighborhood Plan area is seen by some interviewees as an artificial limitation to realizing the full potential of the station site. Others see it as being beneficial, as it limits the potential impacts to the east side of the rail line.
- Some of the interviewees feel strongly that a development plan should be prepared for transit oriented development around the station – “a 360° Metro Station plan.” Other people feel the station and surrounding area should not change, while still other people feel that, even if only east of the rail line, moderate or even more intense development should take place.
- Some interviewees expressed concern that people from outside of the Braddock area want to dump development and density there to keep it out of their communities.
- There is concern, expressed by several interviewees, about impacts to the local streets and neighborhoods should access to the station be improved with greater use of multi-modal transit service. Will parking woes increase and public safety decrease as ridership increases?
- Some interviewees suggested that communities that successfully fought density increases near stations in their neighborhoods in the past now want to force more density into the Braddock area; therefore, some Braddock area residents feel it is their turn to “beat down” unwanted development proposals.
- Some of those interviewed pointed out that the potential for the station to contribute to the revitalization of the Queen Street business area and older residential areas in the south and southeastern parts of the planning area needs to be addressed in the plan.

III. OBSERVATIONS

Based on many of the themes and messages summarized in the previous section of this report, KA offers the following series of observations. KA feels these observations deserve consideration as the Department of Planning and Zoning decides on the next steps that will be taken to revise and obtain adoption of the BMNP. KA realizes that some of the observations may extend beyond the purview of a small area plan.

- Although there are disagreements on certain aspects of the plan, one area of agreement is the desire to create a sense of place. Therefore, community members need to begin by addressing this area of agreement and then moving on to discuss tradeoffs and areas where there are differences of opinion.
- Part of creating a sense of place is making neighborhoods safe—residents need to be and feel safe. Therefore, it is key that the plan contain elements to make current and redevelopment areas safe. Present and future residents need to see that the plan addresses personal safety and spells out how that safety will be put in place and maintained.
- Revision/completion of the plan will require a sense of give and take, trade-offs or compromises, among the parties who currently exhibit very strong views. Participants can't merely draw a line in the sand and refuse to budge; however, when people modify their stance they expect something in return. The City needs to create a process from which changes to the draft plan can be prepared. The process needs to be inclusive, speedy, and the City needs to be willing to help generate and accept revisions to the draft plan.
- The public needs confidence that agreements reached between the public and the Department of Planning & Zoning will be kept and not undermined by the political process.
- It is essential that a balance be found and incorporated in the plan regarding density, scale and mass/bulk of future development.
- Property owners and developers need predictability that, if they follow designated guidelines and standards, their site will not be subject to unreasonable delays or new conditions.
- There is fear that failure to adopt an acceptable plan will mean “by-right” development, which will bring greater density without needed design standards and without contributing to creating a sense of place or furthering the community-serving amenities.
- There is need to clarify what the BMNP can and cannot accomplish or what the City can control vs. what is a product/result of market forces.
- The plan needs to provide a vision for the entire area and how the area relates to adjacent small area and citywide plans and policies.
- Participants in the plan process will need to understand the role and limits of the plan in shaping the development of privately owned land.
- There needs to be a visual representation of what the plan would produce.
- The plan should provide guidelines, suggest incentives, and make recommendations regarding community serving amenities.

- The future of the Metro Station and surrounding area needs to be addressed in the plan. There needs to be a vision for the area and how, when and by whom it will be realized.
- Residents and developers alike need clarity, detail and specification to enable them to have a common understanding of what will take place in the future.
- The impacts of land use decisions on transportation and how transportation needs can be met should be addressed while recognizing that both the transportation pressures and their solutions are not just local, but also city-wide issues.
- Without the plan, the future of the Braddock area will be determined in a piecemeal fashion and the sum of the parts will not reach the full potential for the area.
- The relevance of the plan will diminish as the amount of vacant and/or re-developable land without already approved plans continues to diminish.
- People are “checking out” or “not signing in,” as, in addition to process and trust reasons, there is concern about intimidation, having skills needed to participate in large public meetings, unfair/inaccurate commentary resulting in real or perceived damage to personal reputations, careers and families. “I Googled myself and was astonished by what came up first.”
- Key groups or demographic segments of the Braddock Road area are not yet engaged (even as participation by others diminishes). For example, older long-time residents of the Parker-Gray area and residents of public housing. Extraordinary measures will need to be taken to inform these groups about future steps in the BMNP process and to encourage their participation.
- The revised plan needs to be inclusive, coordinating the plans of organizations and agencies whose responsibilities impact the area, such as those dealing with transportation and housing. The plan must be detailed and make firm commitments that the City will stand behind.
- There are several issues – public housing and transportation, in particular – that are not just BMNP issues but will require a broader, citywide strategy of which the BMNP is only a part. This will require close coordination among City agencies and with ARHA and strong leadership by City officials.

IV. LISTENING TOUR STAKEHOLDER INTERVIEWS

A. CITY ELECTED OFFICIALS

Mayor

William Euille

Vice Mayor

Redella “Del” Pepper

City Council

Ludwig Gaines

Rob Krupicka

Timothy Lovain

Paul Smedberg

Justin Wilson

B. CITY APPOINTED OFFICIALS AND OTHER ORGANIZATIONS

City Manager

James Hartmann

Transportation and Environmental Services

Tom Culpepper

Alexandria Redevelopment and Housing Authority (ARHA)

Melvin Miller

Ramona Hatten (former Board member)

Planning Commission

Eric Wagner, Chair

Stewart Dunn

Jesse Jennings

John Komoroske

Economic Sustainability Work Group

Nigel Morris, Chair

Economic Development Partnership

Stuart Litvin, Executive Director

Parker-Gray BAR

David Zuckerkandel, Chair

C. NEIGHBORHOOD STAKEHOLDERS

(In Alphabetical Order)

1. Engin & Agnes Artemel
2. Sarah Becker
3. Duncan Blair
4. Rev. James Buck
5. Bill Campbell
6. Katy Cannady
7. Steven Carman
8. Eddy Cettina
9. Rebecca Chambers
10. Herb Cooper Levy
11. William Cromley
12. Antonio Damiani
13. Officer Gerald Ford
14. Mark Freeman
15. Traverse Gray
16. Angela Griffin
17. Trey Hanbury
18. Amy Harris White
19. Bud Hart
20. Louis Hicks
21. Glenn Hopkins
22. Poul Hertel
23. Mike Hobbs
24. Nancy Hughes
25. Joel Kravatz
26. Ed Landgrover
27. Charlotte Landis
28. Marguerite Lang
29. Rev. Earl Lee
30. Keith & Rebecca Leonard
31. Gerri Madrid-Davis
32. James Miller
33. Kenneth Moll
34. Carolyn Nash
35. Rev. James Parker
36. Ellen Pickering
37. Mariella Posey
38. Joyce Rawlings
39. Cheryl Reynolds
40. Lonnie Rich
41. Debra Sabourin
42. Michelle & Robert Saylor
43. Patricia Schubert
44. Stewart Schwartz
45. Ilona Shtrom
46. Richard Storms

47. Janet Talbert
48. Wilson Thompson
49. Dorothy Turner
50. Van Van Fleet
51. Boyd Walker
52. Officer Matthew Wilson
53. Roger Wood
54. Salena Zellers Schmidke
55. Leslie Zupan

D. NEIGHBORHOOD MEETING

On September 17th, 2007 a meeting was held at the St. John's Baptist Church attended by approximately 40 people (33 people signed in), many, if not all, who reside in the James Bland public housing units. Views expressed during this meeting are reflected in the Themes and Messages and Observations sections of this report.



**Braddock Metro Neighborhood Plan
Map of Stakeholders Interviewed, Summer 2007**

Map Produced:
09-19-2007



Legend

- Stakeholder Interviewed
- Old & Historic Alexandria District
- City Boundary
- Braddock Metro Plan Area
- Parker-Gray Historic District

Numbers in the yellow circles correspond to the list of Neighborhood Stakeholders in Section IV. C. of the Stakeholder Listening Tour Report.

This map was produced by the GIS Division of the Department of Planning and Zoning, City of Alexandria, Virginia

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