Market Commons
- No car connectivity to neighborhoods, street network
- Pedestrian connectivity to neighborhoods behind difficult to find/not useful
- Block sizes too large
- Type of retail stores is undesirable (big box major retailers)
- Size and scale of buildings is overwhelming
- Open space area is not used often; does not feel comfortable

Old Town
- Scale works well, proportion of buildings to streets
- Smaller-sized retail works well
- Varied texture of buildings in Old Town is interesting
- King Street is easy to navigate

General Comments
Positives:
- Developed streetscape filled with trees
- Storm water management planters
- Outdoor dining on sidewalk
- Active uses at street level
- Active uses on the roofs, however to limited when immediately adjacent to the existing residential in Del Ray.
- Potential permanent structure for market use, ex. Union Market (DC)
- Charlottesville’s pedestrian mall could be another precedent example
- Benches and wide boulevard in Shirlington creates sense of place, would prefer no cars

Concerns:
- Need further discussion of design relationship between Potomac Yard, Oakville, and Del Ray
- Potential for spillover parking from uses or from people walking to transit
- How to preserve space for service uses
- Future of storage units currently in Oakville
- Focus on needs of locals vs. regional needs
- Loss of industrial uses
- Parking garages should not be visible to residential uses (lined/underground)
- Mosaic District is “canyon-like”

Mt. Jefferson Park
- Currently quiet, shaded, enclave-like, some don’t want to lose that quality
• Widening the park vs. keeping the park the same size
• Activate the park with retail or residential frontages vs. keeping “natural” feel and focusing active frontages along Route 1/elsewhere in the site

Building Heights
• General consensus that building heights should be higher near Route 1/middle of the site and lower near the edges of the site to transition to the residential uses in Del Ray

Streets/Connectivity
• Del Ray scale streets would be appropriate for the site
• Consider a small street along Mt. Jefferson Park, townhouses along one side facing park
• Pedestrian access through the park to Oakville is important
• Improve pedestrian access from Mt. Jefferson Park to Simpson Fields
• Need further discussion of potential connection at Stewart Avenue vs. no connection
• Need multimodal options, bike racks and bikeshare
• Pedestrian connections important for businesses

Uses
• Too much office in area, potential for small amount in Oakville
• Residential in Oakville to buffer existing residential in Del Ray
• Hotel would be acceptable along Route 1, height is concern
• Retail is acceptable
• Open space should be distributed throughout site