

Community Comments to-date

Last Updated: 2/24/2018

| Comment Origin | Comment | Category Classification (presentation unit) | Theme Classification |
|---|--|---|-----------------------------------|
| Charrette and Orientation Meeting (1/16/18) | Concern about what happens after HUD contract expire | Housing Affordability | Affordable housing education |
| Community Meeting (2/20/18) | What is the Office of Housing and what do they do? | Housing Affordability | Affordable housing education |
| Community Meeting (2/20/18) | You said affordable housing has gone from 18,000 units to 1,800 in 10 years. If there is an Office of Housing and this is the concern, how has this been allowed to happen over time and why not addressed earlier? What is your target you are trying to get to? | Housing Affordability | Affordable housing education |
| Olde Towne West Office Hours | I don't understand what the contract means (with HUD). What is the plan to move us? | Housing Affordability | Affordable housing education |
| Pop-up 1 (1/6/18) | The Housing voucher program is only a hunting license – no transp. offered to those seeking housing. | Housing Affordability | Affordable housing education |
| Community Walking Tour (2/24/18) | How are affordability contracts relevant to the Heritage and Old Town West properties? | Housing Affordability | Affordable housing education |
| Community Walking Tour (2/24/18) | What's the difference between a Section 8 Voucher and a Project Specific Voucher? | Housing Affordability | Affordable housing education |
| Community Walking Tour (2/24/18) | How many committed affordable units are there throughout the city? | Housing Affordability | Affordable housing education |
| Community Walking Tour (2/24/18) | How many committed affordable units are there in the focus area? | Housing Affordability | Affordable housing education |
| Community Walking Tour (2/24/18) | How many residents are in the focus area? | Housing Affordability | Affordable housing education |
| Community Meeting (2/20/18) | Concern that individual properties within the area are slated for redevelopment | Housing Affordability | Engage and reach all stakeholders |
| Community Meeting (2/20/18) | Concern with relocation plan (or lack of) regarding ASBC redevelopment as well as for Old Town West and Heritage Apartments | Housing Affordability | Engage and reach all stakeholders |
| Community Meeting (2/20/18) | If City approves ASBC application, is there a voucher one can receive if we do not want to go back in the neighborhood? Can we relocate wherever we want? | Housing Affordability | Engage and reach all stakeholders |
| Community Meeting (2/20/18) | Where is your consideration for people who are retired, disabled and on fixed incomes? Where are the people in this plan who cannot afford \$1,000/mo? | Housing Affordability | Engage and reach all stakeholders |
| Olde Towne West Office Hours | I am told that I have to move to either the Carpenter's Shelter or on Beauregard. I don't know those places. I live in a townhouse now – will I have to move into a smaller place? | Housing Affordability | Engage and reach all stakeholders |
| Olde Towne West Office Hours | Where will I go if my home is taken? I am told that it will not be as nice of a place. | Housing Affordability | Engage and reach all stakeholders |
| Olde Towne West Office Hours | I have been in the same unit for 18 years. Where will I go? This is my home. | Housing Affordability | Engage and reach all stakeholders |
| Phone call | Very concerned about whether or not "the city is going to take his house again". | Housing Affordability | Engage and reach all stakeholders |

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| Pop-up 2 (1/18/18) | People living in the affordable housing are afraid to speak up. | Housing Affordability | Engage and reach all stakeholders |
| Community Walking Tour (2/24/18) | Concern about relocation plans/process – how does the City track where these residents go? | Housing Affordability | Engage and reach all stakeholders |
| Charrette and Orientation Meeting (1/16/18) | Concern of whether or not the existing affordable units are designed as accessible units | Housing Affordability | Housing design and function |
| Community Meeting (2/20/18) | Quality of redevelopment is important | Housing Affordability | Housing design and function |
| Charrette and Orientation Meeting (1/16/18) | Can we try to get more affordable units in redevelopment over and above replacing the existing units? There is a real lack of affordable housing in the City. | Housing Affordability | Increase affordable housing opportunities |
| Pop-up 1 (1/6/18) | We need more affordable housing, not less... much will be lost. <u>MORE</u> – thousands of affordable. | Housing Affordability | Increase affordable housing opportunities |
| Pop-up 2 (1/18/18) | New housing developments replacing old commercial buildings | Housing Affordability | Increase affordable housing opportunities |
| Pop-up 2 (1/18/18) | Need more - and a balance and transition for all the income ranges | Housing Affordability | Increase affordable housing opportunities |
| Pop-up 2 (1/18/18) | It's OK to go up in height, to preserve affordable housing. | Housing Affordability | Increase density/height to expand affordable housing opportunities |
| Pop-up 4 (1/31/18) | Am OK with increased density <u>IF</u> we can maximize affordable units. # 1 priority is to retain affordability! | Housing Affordability | Increase density/height to expand affordable housing opportunities |
| Pop-up 1 (1/6/18) | City shouldn't be responsible for housing anymore. Sorry. | Housing Affordability | Limit role of City in affordable housing |
| Pop-up 2 (1/18/18) | Housing affordability is a losing battle | Housing Affordability | Limit role of City in affordable housing |
| Pop-up 1 (1/6/18) | Persons need to stay in a community where they have access to basic needs, bus, etc. | Housing Affordability | Locate affordable housing near transit, amenities, services |
| Pop-up 4 (1/31/18) | Don't lower the value of my house. | Housing Affordability | Maximize property values |
| Pop-up 4 (1/31/18) | Maximize tax base to help fund schools. | Housing Affordability | Maximize property values |
| Community Meeting (2/20/18) | This is the last neighborhood that is affordable. My concern as a neighbor is that we maintain the housing for the people who live here. The City is bringing in federal offices that do not pay residential taxes. The City | Housing Affordability | Preserve affordability and housing choice |
| Community Meeting (2/20/18) | What if families are in a townhouse now? Will they still get a townhouse after redevelopment? | Housing Affordability | Preserve affordability and housing choice |
| Community Meeting (2/20/18) | The City is laying out a vision for everyone in the Southwest Quadrant – it doesn't just affect the Heritage and Old Town West apartments. Average people live in this area, not wealthy people | Housing Affordability | Preserve affordability and housing choice |
| Olde Towne West Office Hours | I don't want to leave this neighborhood. | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 1 (1/6/18) | No more million dollars \$ + townhomes. | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 1 (1/6/18) | I rent in a market affordable house, but can barely afford it (60% of my income). Worried I will get priced out. | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 1 (1/6/18) | Retain the affordability of the homes. | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 1 (1/6/18) | Retain the housing as is | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 1 (1/6/18) | Preserve the garden apartments at Gunston (Church/Green/Wash) & (Green & Jefferson/Wash) | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 2 (1/18/18) | Definitely want to preserve, but match the general appearance of rest of community. | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 2 (1/18/18) | Hate to see all go! | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 3 (1/23/18) | I'm so happy you're helping to save affordable housing | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 3 (1/23/18) | We really like it here and want to keep it affordable for other people | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 3 (1/23/18) | I think there should be a cap on housing prices – or increases in small increments | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 3 (1/23/18) | I'd rather have less amenities, so I don't have to pay more in rent | Housing Affordability | Preserve affordability and housing choice |

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| Pop-up 3 (1/23/18) | I like my neighborhood just the way it is +1 | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 4 (1/31/18) | Keep affordable housing – city doesn't have good track record of this issue. | Housing Affordability | Preserve affordability and housing choice |
| Pop-up 4 (1/31/18) | We need affordable housing. | Housing Affordability | Preserve affordability and housing choice |
| Community Meeting (2/20/18) | Have you looked to see what neighboring jurisdictions are doing for affordable housing? What are other models? | Housing Affordability | Pursue creative approaches to preserve/ create housing opportunities |
| Community Meeting (2/20/18) | Look at how Asia approaches housing | Housing Affordability | Pursue creative approaches to preserve/ create housing opportunities |
| Community Meeting (2/20/18) | Can some of these affordable units be moved to other parts of the city? | Housing Affordability | Pursue creative approaches to preserve/ create housing opportunities |
| Community Meeting (2/20/18) | How about using housing choice vouchers to create more affordable homes? | Housing Affordability | Pursue creative approaches to preserve/ create housing opportunities |
| Pop-up 1 (1/6/18) | City needs to consider co-locating affordable housing with City, non-profit and religious properties. | Housing Affordability | Pursue creative approaches to preserve/ create housing opportunities |
| Pop-up 1 (1/6/18) | City <u>MUST</u> maintain affordable housing in this area – must be mixed racially, culturally income. | Housing Affordability | Support diversity through affordable housing |
| Pop-up 1 (1/6/18) | Affordable housing and a mix community of racial and cultural background. | Housing Affordability | Support diversity through affordable housing |
| Pop-up 1 (1/6/18) | Retain heterogeneity of neighborhood | Housing Affordability | Support diversity through affordable housing |
| Pop-up 2 (1/18/18) | Losing diversity | Housing Affordability | Support diversity through affordable housing |
| Pop-up 3 (1/23/18) | Our Community is OK with affordable housing and we welcome the diversity | Housing Affordability | Support diversity through affordable housing |
| Pop-up 4 (1/31/18) | Diversity | Housing Affordability | Support diversity through affordable housing |
| Pop-up 4 (1/31/18) | Maintain affordability to foster diversity. | Housing Affordability | Support diversity through affordable housing |
| Olde Towne West Office Hours | I like the bus service very much. | Mobility, Accessibility and Safety | Accessibility/ Proximity to transit, amenities, services |
| Pop-up 2 (1/18/18) | Lee Center: Seniors cross Route 1 go to Nannie Lee for the Seniors programs | Mobility, Accessibility and Safety | Accessibility/ Proximity to transit, amenities, services |
| Pop-up 3 (1/23/18) | I like it here, it is close to everything and safe | Mobility, Accessibility and Safety | Accessibility/ Proximity to transit, amenities, services |
| Pop-up 3 (1/23/18) | I like that I live close to the bus stop/route | Mobility, Accessibility and Safety | Accessibility/ Proximity to transit, amenities, services |
| Pop-up 4 (1/31/18) | Metro/Bus and Transit | Mobility, Accessibility and Safety | Accessibility/ Proximity to transit, amenities, services |
| Community Walking Tour (2/24/18) | People don't know Lee Center exists or how to get there | Mobility, Accessibility and Safety | Accessibility/ Proximity to transit, amenities, services |
| Community Meeting (2/20/18) | Are you going to focus on bicycle awareness and responsibility? Bike share locations? | Mobility, Accessibility and Safety | Biking and motorist education |
| Community Meeting (2/20/18) | Also need to focus on motorist responsibilities | Mobility, Accessibility and Safety | Biking and motorist education |
| Charrette and Orientation Meeting (1/16/18) | Incorporate an entry feature or raised pedestrian crossing at Franklin and Route 1 | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Olde Towne West Office Hours | Need a stop light added to crosswalk at Wilkes and S Alfred. Very dangerous. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Phone call | Mentioned cross over bridge for pedestrians – long walk going up, over and back, but it was good not to have to deal with the traffic/ road | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Phone call | Wilkes and Patrick – blind curb because of bushes... can't see if someone is running through the light before crossing. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 1 (1/6/18) | All-way stop – No traffic light at Henry Street & Franklin Street | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 1 (1/6/18) | Signage not to block the box on Gibbon and Alfred | Mobility, Accessibility and Safety | Ped-Bike Crossings |

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| Pop-up 1 (1/6/18) | 4-Way Stop or SOMETHING at Franklin & Alfred – SO DANGEROUS | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 1 (1/6/18) | Safer Crossings at Franklin/Alfred and Gibbon/Alfred | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 1 (1/6/18) | CROSS WALK at Franklin & Alfred - is Dangerous – Worse after the crosswalk sign was put in. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 1 (1/6/18) | Crosswalks at Jefferson/Col. – Franklin/Col are <u>dangerous</u> - need traffic calming | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 1 (1/6/18) | Build land bridge over S. Patrick to increase accessibility for residents to both sides of City. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 1 (1/6/18) | Daily traffic heading west on Duke St. needs to have better timed lights. Last week took 6 minutes to move 1 block – 600 Duke St. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 2 (1/18/18) | Difficult to cross Duke from one side to the other. DITTO! | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 2 (1/18/18) | Payne and Duke cyclists hit by people turning right | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 2 (1/18/18) | Wilkes light! timing to get across – but new cross walk/curb is great. Agreed. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 3 (1/23/18) | Sometimes crossing Washington Street toward Gibbon is hard | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 3 (1/23/18) | I want the Pedestrian/Bike safety discussion to extend down to Church St. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 4 (1/31/18) | Pedestrian bridge over Rt. 1 (+2) | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 4 (1/31/18) | Pedestrian/bike bridge over Route 1 | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 4 (1/31/18) | Pedestrian walkway over Route 1 to beautify. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | concern about inability to cross Route 1 safely | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | There needs to be traffic calming measures on Route 1 to cross safely | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | My children attend programs at the Nannie J. Lee Rec Center – we only live two blocks away, but are unable to walk to the center because of speeding traffic and safety issues crossing Route 1. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | The crosswalk signals on Route 1 are extremely short. When they do finally turn, pedestrians and bikes have a very short amount of time to cross. It's a wide street. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | There is a crosswalk on south side of intersection of Gibbon and Route 1, but I never use it because I'd be competing with and potentially hit by drivers turning left to get on to the beltway. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | Pedestrian signals should be on a shorter timer – can't tell if they will automatically turn or if they only turn when a pedestrian pushes the button. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | Every time the City repaves the streets, it narrows the crosswalks. They need to be wider and more visible. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | Bike crossing at Route 1 and Wilkes has been moved to be right next to the pedestrian crosswalk. But then once the bikes cross route 1, they have to immediately move to the opposite side of Wilkes for the sharrows. It's very dangerous for them. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | S Henry at Franklin should have stop signs instead of a stop light. Currently there is a light that only gives pedestrians 7 seconds to cross. | Mobility, Accessibility and Safety | Ped-Bike Crossings |

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| Community Walking Tour (2/24/18) | Wilkes should have a four-way signal and a driveway entrance to the parking area for the Heritage properties. This intersection should function like a real intersection. It's confusing right now. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Pop-up 1 (1/6/18) | Safer dual ped. crossing at Franklin St. across S. Patrick St. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Community Walking Tour (2/24/18) | The light at Franklin and Route 1 is completely ignored by drivers. | Mobility, Accessibility and Safety | Ped-Bike Crossings |
| Olde Towne West Office Hours | Very nice neighborhood to walk in. <i>Very safe and peaceful.</i> | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Olde Towne West Office Hours | I like the walkability of the neighborhood. | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 1 (1/6/18) | Keep/Expand pedestrian paths | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 1 (1/6/18) | Safer bike and running routes | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 1 (1/6/18) | No cut off for walkers to CVS & bus stops & drug stores – Safeway, etc. | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 1 (1/6/18) | Do not cut one community off from another – keep a walkers pathway. | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 1 (1/6/18) | Make sure there are no gates or cut offs in the community. Keep a pathway. | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 2 (1/18/18) | Bicycles that cut through on private property - don't like cut through bicyclists - better programs to educate cyclists. | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 2 (1/18/18) | Cars should not always have the right of way. | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 2 (1/18/18) | Walkability or accessibility to DMV area | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 3 (1/23/18) | Concerned with walkability through the new redevelopment | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 4 (1/31/18) | Connect Washington St. bike path with this side of Route 1 | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Pop-up 4 (1/31/18) | Reopen the walking path from Duke Street past the sewage treatment plant alongside the beltway past the transformer past the cemetery. | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Community Walking Tour (2/24/18) | Wider sidewalks on Route 1 | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Community Walking Tour (2/24/18) | Need streetscape improvements (trees) on Route 1 | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Community Walking Tour (2/24/18) | We need more and better ped/bike connections/access. | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Community Walking Tour (2/24/18) | Need wider sidewalks on Route 1 | Mobility, Accessibility and Safety | Ped-Bike Routes/Connections |
| Email | Redeveloping area may also give city opportunity to reconfigure the street layout to address traffic bottlenecks at the Gibbon traffic lights; <i>and/or add green space for area residents' use.</i> | Mobility, Accessibility and Safety | Traffic congestion |
| Email (issues discussed at HOA meetings/ submitted by HOA members to Call.Click.Connect) | 1. Mitigate traffic congestion on residential streets during evening rush hour. The 500-700 blocks of S. Alfred and 600 block of Columbus Streets are jammed with traffic leaving OT between 4:30-6:30+ each weekday. Prior to 2008 the city had a traffic officer at the intersection Alfred and Gibbon which kept traffic moving and prevented drivers from blocking intersections. This needs to be reinstated. The traffic has increased since then and residents are trapped in their homes for several hours each evening listening to drivers sound their horns. For example, I'm no longer able to take classes at Chinquapin Rec Center because of the traffic immediately around my home in the evenings. | Mobility, Accessibility and Safety | Traffic congestion |

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| Pop-up 2 (1/18/18) | While very congested w/Rt 1 entrance to City, we still enjoy how walkable the neighborhood is. | Mobility, Accessibility and Safety | Traffic congestion |
| Pop-up 4 (1/31/18) | People block intersections on Gibbon | Mobility, Accessibility and Safety | Traffic congestion |
| Pop-up 4 (1/31/18) | Insane to get in and out of the neighborhood in car and crazy to cross on foot. | Mobility, Accessibility and Safety | Traffic congestion |
| Pop-up 4 (1/31/18) | People make U turns and cause back ups | Mobility, Accessibility and Safety | Traffic congestion |
| Charrette and Orientation Meeting (1/16/18) | Concerned about increased traffic that may come from additional density if properties redevelop. | Mobility, Accessibility and Safety | Traffic volumes |
| Charrette and Orientation Meeting (1/16/18) | Concerned about all the traffic that goes through the neighborhood | Mobility, Accessibility and Safety | Traffic volumes |
| Phone call | concerned about increased traffic but also mentioned she did not want to see a new thoroughfare in the area. | Mobility, Accessibility and Safety | Traffic volumes |
| Pop-up 1 (1/6/18) | Current traffic on Sunday a disaster near Alfred St. New church proposal too big and does not fit. | Mobility, Accessibility and Safety | Traffic volumes |
| Pop-up 3 (1/23/18) | Concerned with increased traffic new development would bring | Mobility, Accessibility and Safety | Traffic volumes |
| Pop-up 3 (1/23/18) | Route 1 is very busy | Mobility, Accessibility and Safety | Traffic volumes |
| Community Walking Tour (2/24/18) | There is a lot of truck traffic on Route 1 and through the neighborhood. | Mobility, Accessibility and Safety | Traffic volumes |
| Community Walking Tour (2/24/18) | Do not accommodate for more on-street parking on Alfred because it only encourages more vehicular traffic. There will never be enough parking. | Mobility, Accessibility and Safety | Traffic volumes |
| Charrette and Orientation Meeting (1/16/18) | Need another light at the Franklin intersection because people coming into Old Town don't make it to Duke Street... they turn down Franklin and speed through. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Email | I did find and read through the notes from the community meetings held on 1/6, 1/18, and 1/23. Of particular interest to me were comments made regarding the traffic signal at the intersection of S Henry and Franklin St and the right turn from Franklin St to Route 1. As far as the signal goes, since people use Henry St as a cut through to avoid traffic on Route 1 (particularly in the evening rush), people often race to the light in order to get through it and turn left onto Franklin. Certainly speeds above 25mph are common on Henry St, between Gibbon and Franklin. If it were a stop sign, it would force all drivers to stop and therefore make less sense to race from the stop sign at Gibbon and S Henry St to the light at Franklin. I also agree that enforcement of the 'No Right Turn from 3-7pm' at Franklin St onto Route 1 would help eliminate the use of Henry St as an evening rush hour commute cut through. I see people do it all the time. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Email | I can only speak for myself but a huge construction project in my neighborhood, which currently suffers from traffic issues and a lack of pedestrian safety during rush hours, has the potential to negatively impact quality of life. We have construction workers parking on Columbus/Green/Alfred and walking over the bridge to get to work, Waze routing drivers through the neighborhood that sometimes cause insane backups on multiple streets and too many cars zipping down Alfred/Columbus without stopping at stop signs. I love my home and love living in Old Town. This is our second home in Old Town and our child attends Lyles-Crouch. Some of her friends are part of families who do live in Old Towne West so I very much understand the need for affordable housing options. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Pop-up 1 (1/6/18) | Monitor Right turn on Franklin onto Route 1 between 3 – 7 PM | Mobility, Accessibility and Safety | Vehicular connectivity |

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| Pop-up 1 (1/6/18) | Church St. off Beltway – VERY DANGEROUS... As they come off onto S. Columbus & S. Alfred... commuter traffic need safety measures | Mobility, Accessibility and Safety | Vehicular connectivity |
| Pop-up 1 (1/6/18) | Better one-way signage on Franklin St. on weekends, many cars drive the wrong way on the street to exit onto Patrick. Not well marked. Signage lacking or knocked down by gas stations. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Pop-up 1 (1/6/18) | No left turn at Gibbon on Route 1 | Mobility, Accessibility and Safety | Vehicular connectivity |
| Pop-up 2 (1/18/18) | Residents have very little ways to get from point A to B because of “rules” (one ways, timing turn constraints) and private held road control – gates at West St. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Pop-up 3 (1/23/18) | Intersections with Washington St. are diverted by people illegally turning left on Alfred & Columbus during rush hour | Mobility, Accessibility and Safety | Vehicular connectivity |
| Pop-up 4 (1/31/18) | Why is Old Town Village block West Street | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Why is Franklin Street three lanes and one way? It encourages speeding. It’s like a ‘super highway’. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Traffic and transit issues need to be discussed. Will traffic patterns be addressed in this process? | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Speeding drivers cut corners throughout neighborhood – do not wait for pedestrians to cross. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Can we get hourly restrictions for cars traveling onto side streets? | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | The no turn lane is completely ignored at Franklin. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Signage is ignored by drivers on Franklin and Gibbon | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Turning from Wilkes onto Route 1 is near impossible. Route 1 traffic during rush hour continually blocks the intersections – drivers will not let Wilkes Street traffic to access. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Wilkes and Patrick are like “U-Turn Avenue” | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | The parking lot behind The Heritage (parallel to Route 1) is used as a cut-through street by drivers. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Alfred Street Baptist Church parishioners are allowed to park on both sides of Alfred Street on Sundays. It ends up turning into a one-way street. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Why is S Henry at Wilkes one way? | Mobility, Accessibility and Safety | Vehicular connectivity |

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| Community Walking Tour (2/24/18) | S Columbus and Gibbon is a bottleneck. There needs to be some permanent enforcement. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Perhaps the greenway at Wilkes should be turned back into a road like it once was | Mobility, Accessibility and Safety | Vehicular connectivity |
| Community Walking Tour (2/24/18) | Perhaps the landscape strip along Alfred should be narrowed to allow more on-street parking. | Mobility, Accessibility and Safety | Vehicular connectivity |
| Email | Several city officials said that they want to address the speed of cars upon entering the city from the South or 495 and how drivers seem to treat Patrick St as a continuation of a highway. Allowing businesses within the city limits to operate without noise restrictions, loudly blaring advertisements, reinforces driver perception that they are not in a residential area. If the city wishes to slow down traffic, increase pedestrian safety, and clearly set city boundaries, then it should update SUPs on commercial sites in focus area to help address the city's goals and improve the quality of life for residents. I would not have purchased my home today. The area has become unwalkable – due the speed and volume of cars and ongoing crime issues - and I'm no longer able to sit in my yard or open windows without hearing gasoline advertisements. Several homeowners within our HOA have moved because of these issues. | Mobility, Accessibility and Safety | Vehicular Speeds |
| Email (issues discussed at HOA meetings/ submitted by HOA members to Call.Click.Connect) | 2. Address speeding in/out of OT to improve pedestrian and driver safety and quality of life for residents. Cars driving at high speeds entering and leaving OT on Rt. 1 or Franklin/Gibbon Streets used to be an occasional occurrence, now it happens several times an hour. Drivers use Franklin/Alfred/Gibbon to turn around on Rt 1 and often drive at high speeds on these residential streets when making their U-turn and then can be heard racing South on Rt 1. Several of my neighbors and I have contacted the city about speeding and the city built-out the curb on the corner of Franklin/Alfred a few years ago to slow drivers who turn left onto Alfred and improve pedestrian safety. Unfortunately it did not help – pedestrians still have difficulty crossing Alfred and Franklin at that corner due to the volume of traffic and drivers' disregard for speed limits, so majority cross in the middle of the streets. Car accidents are common at the Franklin/Alfred and Gibbon/Alfred intersections. The city needs to look at options to slow traffic in the area under study. | Mobility, Accessibility and Safety | Vehicular Speeds |
| Pop-up 1 (1/6/18) | Lower speed limits | Mobility, Accessibility and Safety | Vehicular Speeds |
| Pop-up 2 (1/18/18) | Treacherous from Duke to Franklin because of blind corners and people not following speed limit. | Mobility, Accessibility and Safety | Vehicular Speeds |
| Pop-up 3 (1/23/18) | People drive too fast on Route 1 | Mobility, Accessibility and Safety | Vehicular Speeds |
| Community Walking Tour (2/24/18) | Is it possible to have parallel parking along Route 1? This may cause traffic to slow. | Mobility, Accessibility and Safety | Vehicular Speeds |
| Community Walking Tour (2/24/18) | Can we have a police presence on Route 1 during rush hour? To help slow traffic and ensure drivers obey the traffic signs? Red lights are ignored. | Mobility, Accessibility and Safety | Vehicular Speeds |
| Community Walking Tour (2/24/18) | There don't seem to be posted speed limits in this area. | Mobility, Accessibility and Safety | Vehicular Speeds |
| Charrette and Orientation Meeting (1/16/18) | It would be helpful to prime the community with precedent images. Members of the community could provide ideas for precedents as well. | Neighborhood Compatibility & Placemaking | Building height, density & design |

| Comment Origin | Comment | Category Classification (presentation unit) | Theme Classification |
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| Community Meeting (2/20/18) | I hope the feeling/character/charm of this neighborhood is preserved | Neighborhood Compatibility & Placemaking | Building height, density & design |
| Community Meeting (2/20/18) | Will these properties redevelop into high rise buildings? | Neighborhood Compatibility & Placemaking | Building height, density & design |
| Pop-up 1 (1/6/18) | Current traffic on Sunday a disaster near Alfred St. New church proposal too big and does not fit. | Neighborhood Compatibility & Placemaking | Building height, density & design |
| Pop-up 3 (1/23/18) | Concerned with increased density | Neighborhood Compatibility & Placemaking | Building height, density & design |
| Pop-up 3 (1/23/18) | Concerned with scale of new redevelopment in relation to surrounding areas | Neighborhood Compatibility & Placemaking | Building height, density & design |
| Pop-up 3 (1/23/18) | Need indoor storage for bikes | Neighborhood Compatibility & Placemaking | Building height, density & design |
| Community Walking Tour (2/24/18) | Concern about height limits | Neighborhood Compatibility & Placemaking | Building height, density & design |
| Olde Towne West Office Hours | We all know each other here and help one another. I have lived here for 15 years. | Neighborhood Compatibility & Placemaking | Community |
| Olde Towne West Office Hours | The schools in the neighborhood are great! I don't want to have to move my family out of this community. It is important that the kids can remain where they built relationships. | Neighborhood Compatibility & Placemaking | Community |
| Olde Towne West Office Hours | I like the sense of community here. | Neighborhood Compatibility & Placemaking | Community |
| Pop-up 1 (1/6/18) | Lots of children, dogs, elderly in our (<i>illegible</i>) neighborhood Franklin & Church St. – not to preserve | Neighborhood Compatibility & Placemaking | Community |
| Community Meeting (2/20/18) | Can we do something about people trespassing on private property? | Neighborhood Compatibility & Placemaking | Crime and safety |
| Email (issues discussed at HOA meetings/ submitted by HOA members to Call.Click.Connect) | <p>3. Redevelop the Heritage apartments site to improve appearance, safety, use of space, and quality of life for residents. Crime has been an issue in area and city police have said several times over the years that the source is the Heritage apartments. Our community has dealt with trespassing, vandalism, theft, and burglary. Heritage residents sell drugs from their cars parked on Alfred and Gibbon and on the playground behind Old Town West (OTW) on 600 block of Alfred. (Our HOA parking lot is adjacent to the playground.) OTW residents will not allow their children to play outside when these individuals are on playground. There was a shooting on playground last Spring - 6 or more shots were fired that began on playground and continued onto Alfred street. Heritage has been unresponsive to OTW property managers' requests for assistance by Heritage security to keep their residents from trespassing, or to address the crows and starlings that nest behind the grates on side of the shorter apartment buildings each Spring. The city should consider redeveloping the 400 and 500 blocks of Alfred/Columbus. If the Alfred Street Baptist Church (ASBC) expanded on the site where the shorter Heritage apartments facing Patrick are now; and a new tall affordable housing apartment building is built on the tall Heritage apartment site, it would improve appearance, safety, use of space, and quality of life for all residents and visitors. The larger site would help alleviate city residents' size concerns of ASBC's current expansion proposal on the 300 block.</p> | Neighborhood Compatibility & Placemaking | Crime and safety |
| Olde Towne West Office Hours | Very nice neighborhood to walk in. Very safe and peaceful. | Neighborhood Compatibility & Placemaking | Crime and safety |
| Pop-up 3 (1/23/18) | I like it here, no one bothers me | Neighborhood Compatibility & Placemaking | Crime and safety |

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| Pop-up 4 (1/31/18) | It's quiet | Neighborhood Compatibility & Placemaking | Crime and safety |
| Charrette and Orientation Meeting (1/16/18) | Incorporate an entry feature or raised pedestrian crossing at Franklin and Route 1 | Neighborhood Compatibility & Placemaking | History, branding and beautification |
| Community Meeting (2/20/18) | What does it mean to "strengthen the character of the neighborhood"? | Neighborhood Compatibility & Placemaking | History, branding and beautification |
| Community Meeting (2/20/18) | There is a lot of history here - how do we recognize it in the planning? | Neighborhood Compatibility & Placemaking | History, branding and beautification |
| Email | It would also be nice to add a prominent historical marker identifying area as site of the first free black community in Alexandria (The Bottoms started on the 300 block of S. Alfred and extended the entire Rt 1 study area). | Neighborhood Compatibility & Placemaking | History, branding and beautification |
| Olde Towne West Office Hours | It is important to preserve the historic buildings in the neighborhood. That is why so many tourists visit the city. | Neighborhood Compatibility & Placemaking | History, branding and beautification |
| Pop-up 1 (1/6/18) | Modern Art or some visual improvement on the sound barriers | Neighborhood Compatibility & Placemaking | History, branding and beautification |
| Pop-up 2 (1/18/18) | Would like to see general aesthetics of entrance to Old Town more beautiful. | Neighborhood Compatibility & Placemaking | History, branding and beautification |
| Pop-up 2 (1/18/18) | How do you build the SW Quadrant brand?! It's a hodge podge and Rt 1 is the true divide. Agreed. | Neighborhood Compatibility & Placemaking | History, branding and beautification |
| Pop-up 3 (1/23/18) | I'm happy to live in this area – may need more brightness inside | Neighborhood Compatibility & Placemaking | Increase lighting |
| Pop-up 3 (1/23/18) | More lighting in parking lot east of S. Patrick north of Wilkes | Neighborhood Compatibility & Placemaking | Increase lighting |
| Pop-up 3 (1/23/18) | Need more lighting | Neighborhood Compatibility & Placemaking | Increase lighting |
| Charrette and Orientation Meeting (1/16/18) | There are dilapidated commercial properties on Franklin and Route 1 | Neighborhood Compatibility & Placemaking | Nuisance mitigation |
| Email | See complaint letter on properties at northwest corner of Route 1 and Franklin regarding neglected property with trash issues | Neighborhood Compatibility & Placemaking | Nuisance mitigation |
| Email | The Speedway gas station at 620 S. Patrick installed TVs at each pump when it purchased the station from Hess. Until recently the volume was loud enough to hear inside our homes when windows are opened, and in our yards. The Speedway owner recently agreed to voluntarily lower the volume; however per Planning and Zoning, this property is under a 1982 Special Use Permit (SUP), created before the area around it became residential. It does not contain the standard condition about adhering to the city's noise ordinance, or the standard condition prohibiting outdoor speakers. Per city when auto service stations with gas pump audio/video screens have this condition in their SUPs, the city allows the businesses to operate these without volume. It would be very helpful to add this condition to the SUP since the gas station has turned over several times and the next owner may not be as cooperative. If there is an opportunity in planning process to update the SUP, it would really be appreciated. | Neighborhood Compatibility & Placemaking | Nuisance mitigation |
| Phone call | the brick sound barrier wall to the west of her property is not as effective as the plexiglass sound barrier on the Woodrow Wilson Bridge. | Neighborhood Compatibility & Placemaking | Nuisance mitigation |
| Pop-up 1 (1/6/18) | Like sound barrier for sound reduction | Neighborhood Compatibility & Placemaking | Nuisance mitigation |

| Comment Origin | Comment | Category Classification (presentation unit) | Theme Classification |
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| Pop-up 1 (1/6/18) | ASSESS PROPERTY BLIGHTED FEES ON BURNED OUT GARAGE – CORNER OF FRANKLIN AND PATRICK | Neighborhood Compatibility & Placemaking | Nuisance mitigation |
| Phone call | concerned about what impact future construction would have on her property considering it was built in the 1890s. | Neighborhood Compatibility & Placemaking | Physical impacts to adjacent property |
| Pop-up 1 (1/6/18) | Environmental concern dealing with possible ASBC project of water underneath and harm to surrounding homes. | Neighborhood Compatibility & Placemaking | Physical impacts to adjacent property |
| Pop-up 1 (1/6/18) | Increase commercial & retail opportunities in the quadrant. Currently very limited. | Neighborhood Compatibility & Placemaking | Proximity to retail |
| Pop-up 2 (1/18/18) | Keep gas stations please + 1 | Neighborhood Compatibility & Placemaking | Proximity to retail |
| Email | Redeveloping area may also give city opportunity to reconfigure the street layout to address traffic bottlenecks at the Gibbon traffic lights; and/or add green space for area residents' use. | Neighborhood Compatibility & Placemaking | Trees and open space |
| Pop-up 1 (1/6/18) | TREES! | Neighborhood Compatibility & Placemaking | Trees and open space |
| Pop-up 1 (1/6/18) | MORE TREES! | Neighborhood Compatibility & Placemaking | Trees and open space |
| Pop-up 1 (1/6/18) | Trees: 50% to 70% die – waste of money – Contractor needs to plant more than 3 feet from water lines. Responsible Dept. needs to meet with neighbors to assure watering by them. | Neighborhood Compatibility & Placemaking | Trees and open space |
| Community Walking Tour (2/24/18) | Greenway should not be turned into a road. Many children and families from the neighborhood use that space for playing and talking. It's a refuge for people who have just crossed Route 1! | Neighborhood Compatibility & Placemaking | Trees and open space |
| Charrette and Orientation Meeting (1/16/18) | Need online engagement. How will it be reported out? | Planning Process | Community input and engagement |
| Community Meeting (2/20/18) | Concern about community participation or lack of | Planning Process | Community input and engagement |
| Community Meeting (2/20/18) | Engagement is a two-way street. Community members are also responsible for getting involved. | Planning Process | Community input and engagement |
| Community Meeting (2/20/18) | What if people cannot attend the charrette? | Planning Process | Community input and engagement |
| Pop-up 2 (1/18/18) | Trigger issues to the community up front | Planning Process | Community input and engagement |
| Community Meeting (2/20/18) | Will the document at the end of the charrette be binding? | Planning Process | End product clarification |
| Community Meeting (2/20/18) | Be more specific about what the vision is for this strategy | Planning Process | End product clarification |
| Community Meeting (2/20/18) | Confusion regarding the focus area shown in yellow on the project maps - The initial flyer had one portion highlighted then another flyer that showed whole community. What exactly is the plan area? | Planning Process | Focus area clarification |
| Community Meeting (2/20/18) | What is the boundary and what does it mean to be in the boundary? | Planning Process | Focus area clarification |
| Community Walking Tour (2/24/18) | Will the historic significance of the area be taken into account during this process and by Alfred Street Baptist Church during their redevelopment? | Planning Process | History, branding and beautification |
| Community Meeting (2/20/18) | Concern with notification process and how the process is being publicized | Planning Process | Notification |

| Comment Origin | Comment | Category Classification (presentation unit) | Theme Classification |
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| Community Meeting (2/20/18) | How were residents in the focus area notified and how were residents in the Southwest Quadrant area notified? | Planning Process | Notification |
| Charrette and Orientation Meeting (1/16/18) | The timeframe for this process seems compressed. | Planning Process | Planning timeframe |
| Community Meeting (2/20/18) | People do not understand the rush to approve this plan, we need more time. A broader area will be affected. Why this is being done such and intense way before May. | Planning Process | Planning timeframe |
| Community Meeting (2/20/18) | How does the Alfred Street Baptist Church (ASBC) redevelopment project factor in to this planning process? | Planning Process | Project scope |
| Community Meeting (2/20/18) | Concerned about research you've been doing for this | Planning Process | Project scope |
| Community Walking Tour (2/24/18) | What is the Southwest Quadrant small area plan and will it change with this plan? How do these co-exist? | Planning Process | Project scope |
| Community Walking Tour (2/24/18) | What is the difference between this process and the Alfred Street Baptist Church redevelopment process? | Planning Process | Project scope |
| Community Walking Tour (2/24/18) | The southwest green space (drainage area) on Route 1 south of Duke where a fatal accident occurred last year is a "no man's land" – hard to identify when give directions to people. Resident has contact the City about a downed pole there recently and City staff still cannot find it. | Planning Process | Project scope |
| Community Walking Tour (2/24/18) | Will the Old and Historic District boundary be maintained? | Planning Process | Project scope |
| Community Meeting (2/20/18) | Where are you getting your data? And what is the most recent data pulled? | Planning Process | Project scope |
| Community Meeting (2/20/18) | Concern that decisions are being made in a vacuum | Planning Process | Project scope |
| Community Meeting (2/20/18) | I've heard that the entire Southwest Quadrant is being rezoned. Will it be removed from the historic district? | Planning Process | Project scope |
| Community Meeting (2/20/18) | The City is laying out a vision for everyone in the Southwest Quadrant – it doesn't just affect the Heritage and Old Town West apartments. Average people live in this area, not wealthy people | Planning Process | Project scope |
| Email (issues discussed at HOA meetings/ submitted by HOA members to Call.Click.Connect) | 4. SW Planning Area Map. When re-doing the area plan, please ensure the streets are zoned correctly in order to receive city services. Since I've lived in my home, the city has never cleaned 600 block of S. Alfred and the 900 block of Franklin, including Fall leaf passes, without a HOA resident submitting a request to the city. Debris from the dozen or so mature city trees that line the blocks often clog the curb area until a request is submitted, and have remained there until the following year. Leaf debris is sometimes so thick people stumble while walking to their parked cars (people attending ASBC and nearby Greene Funeral Home often park on 600 S. Alfred). Please ensure area maps reflect there are residences on these blocks that receive city trash services (and therefore city crews are supposed to clean the streets and remove leaves). | Planning Process | Project scope |
| Community Meeting (2/20/18) | Feeling of distrust with City | Planning Process | Transparency |
| Pop-up 2 (1/18/18) | Convince people the plan is not pre-cooked. | Planning Process | Transparency |