These notes were taken by City staff during the reports of each of the three breakout groups to all attendees at the workshop.

**MORNING SESSION**

**GROUP 1 – Mike McGuire**

**Transit priorities**
- walk to Metro; improved bike trails to Metro; link Metro to Mall and include nodes in between
- purchase of rail lines behind Cameron
- traffic from outside Alexandria is a problem; work with Fairfax County to make agreements about through-traffic
- DASH does not serve this area well

**Affordable housing**
- everyone supports it
- emphasis on workforce housing 75-100%AMI
- most low-rent housing already exists in West End
- less emphasis on public housing

**Building heights** – variety of building heights is appropriate

**Small parks** within an area but also a larger green space; plant trees; redevelop Backlick Run to improve environmental quality and recreational use

**Green building standards** – encourage them

**Plan goal** – improvement of ridership at Van Dorn Metro; it is underutilized

**GROUP 2 – Andres Domeyko**

**Metro location** – better connections and access

**Connectivity** to the Mall with public transportation

**Creating nodes** along Metro/Mall connection – make safe connections for pedestrian and automobile

**Consider other transportation options** besides Metro

**Automobile access** is important – don’t exclude because of proximity of 395 and Beltway

**Mixed use**, enhance quality of streetscape, make Van Dorn more pedestrian friendly
Balance of bike and pedestrian paths (multi-use); dedicated lanes versus off-street paths—group thought it was important to have separate off-street multi-use path as opposed to dedicated bike lanes
Existing retail versus existing industrial (commercial) - what will remain? What will be redeveloped?
Metro area and Mall area are very different; Mall is right for redevelopment while Metro would be less easy; set broad zoning categories for Metro area because we don’t know how it will redevelop; multiple owners there.
Parks – create new areas for parks, be opportunistic and also be more intentional about planning for future parks
Parking – some surface parking will be necessary; highest and best zoning; let infrastructure match highest and best use
Preserve natural areas and wetlands; create new ones
Economic sustainability – use city’s sustainability task force recommendations- 50% mix of commercial and residential
Create gathering places – recreational/cultural attractions – need to create these because right now they do not exist.

GROUP 2 – Ingrid Sanden
Fewer cars and everything should be walkable
Address isolation of Metro
Make Mall a hub of transportation
Tighten up street grid to make areas more appealing
Make bike paths separate from road so people of all abilities can use them
Pockets of activity along Van Dorn; wide sidewalks
Coordinate engineering and landowners so that all the connections work
Open space – excited about small parks—huge need; dog parks; bike paths; public art
Open space more important as density increases; create opportunities for people to interact
Mix incomes of housing, not types necessary, so that there is mixed income housing, workforce housing, low-income housing – make sure everyone is included and represented
Maintain international flare of West End
Incorporate history into the site because people don’t even know there is history
Farmers market, ice rink – amenities that are flexible with the seasons
Evening uses – things you can do after work
Need a recreation center
Uses for children of all ages; small recreation areas
Public art is important and fun
Shirlington is a good model – theater
Need local leaders to help push for these things
Green roofs, green buildings – avoid thermal hot spots, reduce amount of asphalt, encourage builders to embrace those ideas
Stormwater management – work with consultant to help manage stormwater
Consider using tax increment financing (TIF)
Limit car use by having adjacent walkable uses
Incorporating Metro into area is good, but asphalt plant is a problem. What happens to asphalt plant? Shouldn’t that also be included in the plan so that the problem can be fixed?
Don’t depend so heavily on residential taxes
Marquis tenant at gateway – incorporate Metro into that plan

AFTERNOON SESSION

GROUP 1 – Mike McGuire
Van Dorn is the spine of this small area
Group supports grid system – alternative connections are good, though group did not draw them.
Priority: connection to Metro- either pedestrian, automobile, transit etc.
Pedestrian connection up Pickett Street via bridge
Land uses: transit stops with development occurring at the stops. Mixed use should occur;
further development of existing commercial areas
Tenants should be closer to Landmark Mall because of proximity to 395
Residential on top of retail
Secondary daily amenities to be located on Van Dorn, smaller commercial uses
Stream valley connections of multi-use paths
Include large green space at the Mall
Small areas/pockets of green throughout
Coordinate transit system with Fairfax County

GROUP 2 – Andres Domeyko
Increase access points into Mall site
Create interior collectors/corridors
Extend Whiting to Pickett Street
High rise and mid rise area east of Van Dorn is not likely to redevelop. Preserve as housing.
Create pockets of commercial and mixed use at neighborhood scale
Mixed use corridor along Van Dorn – concentrate density here
Create large park west of Van Dorn
Mixed use at BJ’s
Include structured parking deck for shared/public parking for residential/commercial similar to
Arlington County
Neighborhood retail along Pickett Street
Cultural and arts center in several places
Direct trail connection to Eisenhower Avenue at Van Dorn – ramp down to Metro parking lot

GROUP 3 – Ingrid Sanden
Transportation piece is most important
Grid system attempted, more connections
Red dotted lines are proposed road connections
Gateways – know when you are in Alexandria, when you drive, change in localities
Van Dorn and Pickett
North/South connection very important but could have commercial on Pickett Street
Distinct green spaces along Van Dorn and also maybe at Stevenson
High profile hotel, offices, fancy retail at Mall
Van Dorn – bike connection, green corridor, to connect to Holmes Run
Work closely with developers to get more green