

Braddock Metro Neighborhood Plan
Planning Commission Community Meeting Notes
March 20, 2007

The following is a summary of the comments, questions and concerns expressed at the March 20 Community Meeting on the Braddock Metro Neighborhood Plan. Responses have been provided by staff. Comments and responses have been organized into the following topic area categories:

- Land Use, Density, Zoning
- Development, Form, Scale
- Transportation
- Public Housing
- Metro Station
- Crime
- Open Space
- Historic District
- Infrastructure

LAND USE, DENSITY, ZONING

Comments:

- If you want to protect Parker-Gray, why not all townhouses
- Dense development of condos, why not single family townhomes instead
- Public health concerns related to worsening air quality
- This plan needs to be addressed holistically: BRT/ housing/density/retail/transit, to produce better answers for all parties
- Transit Oriented Development is positive: it's what we need to answer these problems

Response: The Braddock Metro Neighborhood Plan (the Plan) establishes a vision for the redevelopment of the formerly industrial, warehouse and service uses that exist in the area adjacent to the Metro station. The goal of the Plan is to create a vibrant urban village, with new retail, residential and office uses, safe and attractive streets that encourage positive activity, and new buildings that respect the character and scale of existing residential areas and the Parker-Gray Historic District. With regard to future protection of the historic district and character of the Parker-Gray neighborhood, survey work related to nomination of the Parker-Gray Historic District to the National register has begun. Over 1,200 structures within the existing historic district and another 400 structures adjacent to the historic district have been surveyed, with the information gathered and submitted to the state. Staff has met with the Inner City, Upper King Street and Old Town Civic Associations and is planning to hold a larger community meeting this June. We will notify the civic associations and post information to the website regarding the date, time and location of that meeting so that those interested can participate.

The Plan seeks to create a vibrant area, where existing and future residents and workers can live, work and shop, with increased retail options, lively storefronts, streetscape improvements, enhanced pedestrian and bicycle safety, high quality building materials and design, enhanced transit access, affordable housing options, and new community open space and trails. As redevelopment occurs, public benefits that the community desires such as wider sidewalks, new street trees, improved lighting, and street furniture will be provided to create a safer pedestrian

environment and encourage positive activity on the streets. Lighting of trails is also a concern and will be provided to discourage criminal activity.

The Plan is consistent with the goals established for this area in 1992, which include:

- *Encourage higher density commercial development in areas accessible to the Metro Station and away from the established residential neighborhoods;*
- *Preserve residential areas by retaining the existing residential zoning, vigorously adhering to the Parker-Gray Historic District Standards, and by changing the zoning of land that is currently zoned commercial but used residential, to residential; and*
- *Provide for zoning which ensures height and density transitions between established low scale residential areas and areas of potentially more intense commercial development.*

A key principle of the Plan is transit-oriented development. Consistent with the City Council's Strategic Plan, the City is committed to smart growth that ultimately reduces traffic and improves the quality of life for residents by locating compact development with appropriately-scaled buildings adjacent to transportation hubs—in this case the Metro Station, regional and local bus service, and taxis.

Comments:

- There should be an equality of development—why is the 7-11 on Braddock Road identified for less intense development than that planned on the other side of the tracks
- Why no density in open space to West of Metrorail/railroad tracks; in order to reduce density on east side of the tracks

Response: The area west of the Metrorail tracks is substantially different in character and scale from the area east of the Metrorail tracks. The property located west of the Metrorail tracks is also located in a different planning area, the Potomac West Small Area Plan. The existing land use and density of the George Washington Middle School, Braddock Fields and the 7-11 site are consistent with the land uses identified in the Potomac West Small Area Plan. In addition, the fields are heavily used and provide an important active recreation resource for residents who live near them, in Del Ray, Rosemont and the Inner City and other nearby neighborhoods. Notwithstanding this, a decision was made early in the planning process not to include this area in the study; however, nothing in the draft Plan precludes consideration of this area in future planning studies.

Comments:

- Didn't move to area for density
- Rezone and reduce density like Eisenhower East

Response: The existing zoning approved in 1992 allows a range of densities and heights up to 2.5 FAR with a SUP and 90 feet in height. The draft Plan recommends allowing additional density in three specific locations in close proximity to the Metro Station. To achieve additional density, rezoning to a Coordinated Development District (CDD) and development special use permit (DSUP) approval will be required to ensure that new development complies with the site and building standards set forth in the Plan. Rezoning and DSUP applications both require approval by City Council, after public hearings by Planning Commission and City Council. With regard to height, the draft Plan recommends reducing existing allowable heights along Henry Street from 77/90 feet to 50 feet to respect the scale and character of nearby homes.

Retail

Comments:

-Focus on more retail activity, longer hours, to increase activity and safety

Response: The draft Plan requires retail in key locations to help create a critical mass that will in turn provide increased positive activity, with eyes on the street, to support retail and create a lively, safe environment. The Plan designates retail focus areas where ground floor retail is required; a similar approach was utilized in the Old Town North Small Area Plan and as the formerly warehouse and service uses are redeveloped, new retail uses are being provided along with office and/or residential uses. In this way, a mix of uses is established to support the neighborhood's desire and need for goods and services.

Comments:

-Is Harris-Teeter dead? Will we get a food store in the neighborhood?

Response: Harris-Teeter has decided not to pursue a store in the Braddock area; however, other grocery stores have expressed a possible interest and City staff is actively working to get a grocery store within the Braddock Metro area. From contacts with nationally known and/or specialty grocers to date, staff is encouraged by the response.

DEVELOPMENT FORM, SCALE

Comment:

-Lots of talk about scale transition: the concept is not a plan – it creates canyons out of our streets

Response: The Plan focuses height close to the Metrorail tracks and in the area where taller buildings exist west of Route 1. Taller buildings provide an opportunity to achieve a greater amount of ground-level open space. In addition, the Plan includes standards for step downs and transitions on blocks adjacent to residential neighbors.

Comment:

-The Monarch is terrible looking so far: cold and unfriendly from the street

Response: During the construction phase, it is often difficult to envision the final appearance of a building; once the final façade, landscaping and pedestrian features are in place they will add scale and interest to the buildings including at the pedestrian level.

Comments:

-We've heard many words: is this a plan, a concept, or a scheme. When do we get to see how the buildings really look

-This proposal shows soulless development, whose only motivation is to make profit and increase tax revenue

-Appreciate comments on neighborhood scale; question about how to apply concepts

-Setbacks, wider sidewalks

Response: The Plan recommends new site and building design standards to ensure that the Plan's key principle of protecting the residential neighborhood by requiring transitions in height, are met when new development in the Braddock area is proposed. Currently, there are

no standards to ensure compatibility of new buildings, appropriate building massing, or wider sidewalks. With adoption of the Plan, there will be standards that will require developers to design and build new buildings that fit in and complement the existing character of the neighborhood. At the time a developer files an application, staff will review the site plan for compliance with these adopted standards and work to ensure that they are met through the development review process. Staff will meet with the community to discuss the specific development application to gain community input and work to resolve concerns identified by the community.

TRANSPORTATION

Comments:

-Why aren't we getting a Metro station at Potomac Yard? When it was being planned, we were promised all these good things, and now all of its congestion is being pushed out onto Route 1, which is already clogged.

Response: Land has been reserved at Potomac Yard for a possible Metro Station should future funding be available. One potential option is dedicated transit on Route 1, which can help relieve congestion by providing an efficient alternate mode of transportation.

Comments:

- Braddock Plan should be coordinated with Transportation Task Force recommendations.
- No BRT on Route 1. Allow right- turn only at First Street, and go directly to Metro Station; suggestion that clean fuel buses be used.
- BRT Special Tax District: what is this and who's in it

Response: Currently BRT, also referred to as dedicated transit, is being evaluated in the City in the Route 1 corridor between Arlington County and the Monroe Avenue Bridge. It also would extend service into Arlington County and provide service to and from Crystal City, as well as service as far as the Pentagon. The City has studied potential alignments and will soon be making a recommendation to the Planning Commission and City Council. Public hearings will be held by both bodies to determine the future alignment between East Glebe Road and the Monroe Avenue Bridge.

The possibility of a special tax district to help fund expanded transit services has been included in the Potomac Yard CDD since its adoption by Council. It was contemplated that special tax district revenues raised in Potomac Yard would be 100% used to fund capital or operating expenses of transit services in Potomac Yard. The exact boundaries and properties of a special tax district have not been defined at this point in time. If commercial properties in the Braddock area redevelop, they could be considered for inclusion in the special tax district. It is not contemplated that existing single family homes or condominiums would be included in any special tax district that is proposed.

Neither the adoption of the CDD for Potomac Yard nor the adoption of the Braddock Plan means that a special tax district would be adopted. The adoption by City Council of such a district is a separate decision process that would entail numerous public meetings.

Comments:

-Additional concerns about BRT: we don't want it here. Does this plan depend on BRT.

-Drop all reference to BRT in the Braddock Plan

Response: The Plan does not depend on BRT. If and when the City determines the need to provide dedicated transit on Route 1 to Fairfax County, there will be a separate set of community meetings and public hearings. The draft Plan identified the work of the Transportation Task Force (TTF) with regard to its recommendation of dedicated lanes for transit on Route 1. The Plan recognized that the TTF recommendation has not been adopted by City Council and is therefore not an adopted City policy. The Plan also indicates that additional study and community outreach is necessary before dedicated transit is implemented on Route 1 or on any of the other TTF proposed dedicated transit routes in the City. The TTF continues to meet and will be holding community meetings this summer to discuss its recommendations and provide opportunity for public comment.

Comments:

- Where does all the traffic generated from all this development go
- We are very concerned about increased traffic in the neighborhood, which is already congested
- 3+ million SF of development: what is the real traffic impact
- It is impossible to separate the TMP from the plan
- How will the plan address traffic and safety

Response: The City conducted a traffic study to assess the potential impacts associated with new development. Traffic counts were used to determine current traffic volume, and projections were made for 2015 under the following scenarios:

- *no new development,*
- *new development permitted under current zoning, and*
- *new development permitted under proposed density of the sites expected to redevelop over the next 5-10 years.*

The study found that the proposed development adds only 8% more peak hour trips than the number of trips generated by the amount of development allowed under the existing zoning, equating to approximately one-sixth of a lane of traffic.

The study found that irrespective of redevelopment in the Braddock area, through traffic levels on Route 1 in particular and the area in general will increase whether or not the envisioned development occurs. This is because development will occur outside the Braddock area, in Potomac Yard, and Crystal City. These changes are expected to result in more regional vehicle trips along Route 1 than observed in previous years, resulting in an expected 3 percent annual growth rate, equating to an approximate 30 percent increase in volume over the next 10 years. Over a 20-year period, the average growth rate would flatten out, likely returning to a yearly rate closer to the historical average of 2 percent.

The study recommends an aggressive transportation demand management plan to off-set the impacts associated with new development and notes that, with implementation of these improvements, traffic impacts could be reduced to 2015 levels under the no new development scenario. Techniques to reduce impacts include infrastructure improvements to improve access and circulation; a new traffic signal at First Street and Route 1; traffic signal coordination for signals on Route 1; improved pedestrian and bicycle conditions; and coordinated transportation management programs (TMP) required of developers with program elements such as transit

incentive programs, establishment, monitoring and management of a bicycle program, car sharing and other related programs to increase transit usage and reduce vehicular trips, and the cost sharing of future transportation-related infrastructure improvements, such as new traffic signals, crosswalks, and other similar improvements. (For more details on the study, its findings and recommendations, please visit the Department of Planning and Zoning website at http://www.alexandriava.gov/planningandzoning/pdf/braddock_transportation_study.pdf)

These techniques, combined with the Plan's recommended transit-oriented development policy of a mix of land uses at the Braddock Road Metro will result in higher transit usage, improved commuting patterns during morning and evening rush hours, and a healthier environment by promoting walking, bicycling and transit usage.

PUBLIC HOUSING

Comments:

- What are the City's plans for Andrew Adkins; where do all the units go
- Why not include Bland in planning/redevelopment-- this would address crime
- Why is Andrew Adkins off the table
- Resolution 830: time to reassess it
- Where do we stand on dispersal of public housing
- We need to get rid of public housing – no quality neighborhood possible without this
- Why aren't all of the other public housing areas being considered for redevelopment?
- Incomprehensible that the city had the ability to change Andrew Adkins, and it did not
- Need more time to negotiate through the issues
- Need to reevaluate Decision 830 and figure out how to disperse public housing throughout the city
- Need to dissolve Resolution 830 and disperse public housing

Response: The Andrew Adkins block east of the Metro Station is included in the Plan as an integral part of the redevelopment of the Metro Station area. The current concept for the Andrew Adkins block is a mixed use redevelopment combining office, retail, residential and a significant amount of new public open space. The residential component could include market rate units, or a combination of market rate and public housing units.

As part of its current plans for the older stock of public housing, ARHA is looking at the redevelopment of the James Bland development east of Route 1. The Braddock Plan considers the redevelopment of this area and the adjacent Samuel Madden Uptown development and proposes building and site guidelines to ensure that redevelopment is compatible with the historic scale and character of the surrounding Parker-Gray neighborhoods. Any redevelopment of the Andrew Adkins, James Bland or other ARHA properties will require the provision of replacement units, some of which will be relocated off-site in other areas of the City. In particular, the density proposed for the Adkins site will likely mean a majority of the ARHA Adkins units will likely need to be relocated to off site locations. The City and ARHA have in the past identified sites throughout the City for the dispersal of public housing units, and ARHA has built replacement units on many of these sites. For example, of the previous 100 public housing units at what is now Chatham Square, 48 of the units were moved to three different off site locations in the City. Future redevelopment/relocation of existing public housing units will depend on the availability of suitable sites.

METRO STATION

Comments:

- Why not consider a hotel at Metro; if tourists were there, the City would address the crime issue.
- What is WMATA capacity; we have heard that Metro is running out of capacity- can it even carry more people at this station; it's already seriously overcrowded during rush hours.
- Why so much density at the Metro
- Not reasonable to build on Metro lots—concern about the need for space for future transit needs such as at the King St Metro Station

Response: The City supports transit-oriented development because it will increase transit ridership and reduce dependence on automobiles and related traffic congestion, all of which have positive impacts on air quality and quality of life for residents and workers in the area. At almost three acres in size, the Braddock Metro site is large enough to support the existing transit facilities, and new office, retail, residential and/or hotel uses. The site provides an opportunity to create a special and unique place for the community and city at large. Creation of this place will provide the Braddock neighborhood with a combination of important benefits: a civic gathering space, new retail uses, and opportunities for a cultural venue.

The Plan recognizes that the Metro Station site is a regional transportation hub and its continued functionality and efficiency as a transit center is critical to the City as well as the transit system. Staff has met with representatives from WMATA and DASH to discuss planned improvements and future service needs so as not to preclude them should the site develop. Staff continues to work closely with these transit agencies as the conceptual plans for the site have evolved during the planning study. The current concept fully accommodates both DASH and WMATA planned service improvements and future needs and results in a more efficient use of the site, both in terms of transit service and pedestrian accessibility. The Plan also recommends improved bicycle facilities to promote bicycle ridership and car sharing to provide alternatives for people traveling to and through the Braddock area.

According to data from WMATA, Metrorail ridership at the Metro Station has increased in the last few years, growing from approximately 3,400 average daily boardings in 2000 to 4,315 boardings on a typical weekday. Peak travel averages are 1,025 entries and 310 exits between 7:30 a.m. and 8:30 a.m. and 270 entries and 905 exits between 5:00 p.m. and 6:00 p.m.

For the Yellow and Blue Line ridership which serves the City's Metrorail stations, rail car capacity is within WMATA standards for capacity limits. WMATA Operations uses 120 passengers per car (ppc) for their rail car capacity standard, however, the WMATA Board prefers to use 100 ppc as the standard for maximum car capacity. Currently, ridership on the Yellow Line is below standard capacity with 93 people per car (93%) when factored at the maximum load point, Pentagon station. Blue Line ridership is also below capacity with 85 ppc at the maximum load point, Rosslyn station. With the 6-year Metro Matters capital program providing an additional 184 rail cars to the system, by 2008, car capacity will improve to 89 ppc on the Yellow Line and 84 ppc on the Blue Line, even when factoring projected ridership growth.

WMATA recognizes that concerns exist around the region in its ability and capacity to support ridership growth. To that end, WMATA offers the following information regarding its planning to ensure that it meets the needs of current and future riders.

- *In 2003, WMATA launched the Metro Matters capital program campaign to address rapid growth in weekday rail ridership and a resulting gap between funding availability and capital needs for the Metrorail system. Among the investments supported by this campaign were 184 new rail cars, representing a **20% increase in Metro's railcar fleet over the next 2-3 years.***
- *In 2007, with Metro Matters funding in place, rail capacity relief is at hand. The first 50 rail cars are being deployed. The remaining railcars are due by December 2008. By the end of 2008, half of Metro's peak hour trains will have 8 cars, reducing peak period crowding on all lines.*
- *Regarding longer-term projections of Metrorail capacity, it is important to make a few key points.*
 - ***First**, projections of Metro ridership in 2025 and beyond are based on Round 7 Cooperative Forecasts that make an explicit assumption that transit station area growth takes place generally as we are recommending. Thus, our recommended land use designations would not support growth above and beyond forecasts, but would align with currently - in- place growth expectations.*
 - ***Second**, the Metro capacity constraints that are of regional concern are based on limited capital funding support, not on irrevocable physical constraints. If WMATA can obtain sufficient funding to expand the rail fleet to allow for **100% 8-car train operations – a 33% expansion in peak hour capacity compared to a 15% increase in downtown employment over the next 25 years** – many near-term capacity constraints are expected to move into the mid 2020s timeframe.*
 - ***Third** – Recent ridership changes in the past few years suggest that ridership growth will not be focused just on the peak commuting period (off-peak ridership grew 11 percent last year). Growth in evening and weekend ridership has been fueled by new residential development and retail and entertainment activities downtown. For example, the return of the Washington Nationals had a significant impact on evening ridership. Metrorail has a great deal of available capacity in the off-peak time period and for reverse commuting. Creating activity centers that encourage off-peak ridership increases and reverse commuting from the City's core – as we are recommending for Tenleytown and Friendship Heights – is a key strategic approach of this type, helping WMATA support ridership growth without requiring additional capital or operating support.*
- *Other options for increasing transit capacity will also improve WMATA's ability to move people. New pedestrian tunnels are planned between the Farraguts (North and West) and between Metro Center and Gallery Place that will relieve platform crowding at the busiest downtown transfer stations.*
- *Other strategic responses include the modernization not only of WMATA's bus equipment, but of bus corridors throughout the region, including advanced traveler information systems, transit signal prioritization, queue jumps and dedicated bus lanes, improved traffic enforcement, and bus corridor-oriented development, all of which could enhance the capacity of the Metrorail's companion bus network to support growth in transit ridership.*

The combination of rail capacity expansion, other transit improvements, and changes in ridership patterns will enable Metro to serve more people and maintain a high quality of service.

CRIME

Comments:

- How do we stop the crime in this neighborhood – it's a terrible problem.
- Concerned that a disproportionate number of people do not care about the neighborhood, and there are significant issues with crime.
- Crime associated with vacant properties

Response: The Alexandria Police Department contributes the following Police resources to the Braddock Road Metro area:

- *School Resource Officer assigned to George Washington Middle School.*
- *One Community Oriented Police Officer assigned full-time to Andrew Adkins and one Residential Police Officer and one Community Oriented Police Officer assigned Full-time to James Bland.*
- *Consistent and continuous Police Patrol presence*
- *Street level narcotics Unit*
- *Motor Unit*
- *Bicycle Patrol*
- *Community Relations Officer*
- *Crime Analysis Unit*
- *Criminal Investigations Unit*
- *Parking Enforcement*

In addition, the Police Department partners with City agencies including the Alexandria Redevelopment and Housing Authority (ARHA), Code Enforcement, T&ES, City Manager's Office, Parks and Recreation and Planning and Zoning and has liaison officers assigned to address quality of life issues in and around the Braddock Road Metro area.

With regard to crime in the Braddock Metro area, the Police Department has provided the following statistical information regarding Part 1, nuisance, and other crime activity that has occurred in the area for 2005 and 2006.

Part 1 Crime in the Braddock Metro Neighborhood Area accounted for 6.2% of Part 1 Crime in the City of Alexandria in 2006. Part 1 Crime consists of homicide, rape, robbery, aggravated assault, burglary, larceny, and stolen auto. Crime in Andrew Adkins and James Bland accounted for 24.1% of the Part 1 Crime in the Braddock Metro Neighborhood in 2006. It accounted for 30% of Part 1 Crimes in 2005. While homicides and robberies increased slightly Citywide in 2006, violent crime in the Braddock Metro Neighborhood decreased 14.6%. The increase in burglaries in this area followed the Citywide and regional trend in 2006.

- *Two of the three homicides that occurred in this area in 2005 occurred in James Bland (1 case) and Andrew Adkins (1 case). Both were closed by arrest. All three of these homicides involved the use of a firearm.*
- *All five of the rape cases that occurred in the Braddock Metro Neighborhood during the two year time period (2005 and 2006) were committed by suspects who were known to the victims. Four of the five rape cases have been closed by detectives. Only one case is still under investigation.*
- *Three of the 28 robberies that occurred in this area between 2005 and 2006 occurred on public housing property (Andrew Adkins and James Bland).*
- *In 2005, 7 aggravated assaults in the Braddock Metro Neighborhood involved shootings and 2 assaults were firearm brandishing cases. In 2006, 4*

aggravated assaults in this area involved shootings and 4 cases involved firearm brandishing.

- *58% of the burglaries in the Braddock Metro Neighborhood in 2006 were commercial burglaries. Several businesses in this area were victimized several times during 2006.*

In 2006, 40% of larcenies in this neighborhood involved thefts from vehicles. 11 of the vehicles broken into in this area were unsecured. In addition, 11 of these larceny cases involved the theft of license plates from vehicles.

The Police Department also tracks nuisance crime such as destruction/vandalism, drug offenses, gambling, prostitution, disorderly conduct, and drunkenness. There was about a 20 % increase overall in nuisance crime from 2005 to 2006. According to the Police, nuisance crime statistics are often not a good measure of the level of criminal activity in a neighborhood and crime statistics can change dramatically year-to-year depending upon the police presence in a neighborhood and self initiated police activity. The increase in drug offenses in 2006 in this area is due to an increase in police operations and task force activity in the James Bland and Andrew Adkins communities. Several operations targeting drug activity and other nuisance crimes contributed to the increase in nuisance crime arrests in 2006. Possession with Intent to Distribute Cocaine cases increased 80% (10 cases in 2005 and 18 cases in 2006). Cocaine possession also increased 150% from 12 cases in 2005 to 30 cases in 2006. This does not represent an increase in drug activity or drug use in the area, but merely an increase in police presence and attention to drug-related crime in the Braddock Metro Area. In 2006, 74% of the drug offenses in this area occurred on public housing property (Andrew Adkins and James Bland).

Finally, with regard to other crime, the Police Department reports that in 2006, 148 trespassing arrests were made, a 37% increase in trespassing arrests from 2005 (108 total arrests). 142 of the 148 trespassing arrests occurred on public housing property (Andrew Adkins and James Bland). These trespassing arrests were made because of the barment policy the Alexandria Redevelopment and Housing Authority (ARHA) has in place with the Alexandria Police Department.

OPEN SPACE

Comments:

- This scheme is too low on open space, too dense, will cause more traffic congestion; developers should be forced to contribute to an open space fund
- Mayor Reilly presentation last May: get the public spaces right, and the rest will follow
- Preserve 1261 Madison Street as open space

Response: The Plan recommends the creation of new public open space throughout the planning area. Most of the properties in the planning area are currently developed with buildings, surface parking and little or no usable open space. In order to increase the amount of usable, ground level open space, the Plan calls for major new open spaces at the following locations: Northern Gateway (approximately 1 acre); Andrew Adkins block (approximately 1 ½ acres); Metro Station site (approximately ½ acre); Colecroft (approximately 1/4 acre); and Payne Street Condominiums (approximately 1/3 acre). New open space will also be provided at the redeveloped Charles Houston Community Recreation Center. With regard to 1261 Madison Street, the Plan calls for the creation of a new pocket park on Madison Street, consistent with the

developer's proposed site plan. Given the existing zoning at this site coupled with the value of residential property, the cost to purchase this site would be significantly more than what the City could afford to pay with its limited open space funding. In total the Plan creates approximately 4 acres more open space than exists today which is equivalent to more than four football fields.

The Plan also takes into consideration the location and character of these open spaces. For example, the parks at the Northern Gateway and at the Andrew Adkins block are envisioned as neighborhood parks that allow opportunities for both active and passive recreation for families, children and senior citizens. By contrast, the half-acre open space at the Metro Station site is envisioned as a programmed, civic space that could serve as a venue for year-round activities and cultural events, including concerts, festivals, farmers' markets, and other similar events. Hunter-Miller Park is under renovation and meetings will be held to gain community input.

HISTORIC DISTRICT

Comments:

- Why is Samuel Tucker house at 901 Princess Street not a listed Historic Site?
- Why isn't Parker-Gray on the National Register of Historic Places

Response: The Parker-Gray National Register Historic District process is proceeding on schedule. Survey work began in the early fall of 2006 and has resulted in a completed survey of 1600 structures which includes 1200 structures located within the present locally-designated Parker-Gray District, as well as 400 additional structures surrounding the local district. Information about each resource must be entered into the state electronic database. To date, 80% of the properties have been entered into the database. In addition, staff has attended civic association meetings to discuss the National Register process and to distribute information. Meetings have been held with the Inner City Civic Association, Upper King Street Neighborhood Association and the Old Town Civic Association. Staff plans to hold a larger community meeting in June to share the research and survey findings and review the next steps in the National Register process. As to the 901 Princess Street property, it is currently in the local Parker-Gray Historic District and is being evaluated for inclusion in the proposed National Register Historic District for Parker-Gray.

INFRASTRUCTURE

Comments:

- Do our sewers have the capacity for the proposed level of development?
- Concern about existing infrastructure problems; don't want development until study is completed

Response: Development projects located within the Braddock Metro area will be evaluated on an individual basis during the site plan review process to determine if adequate storm water outfall is available. If not, additional capacity must be made available prior to issuance of a certificate of occupancy. Sanitary sewers for development projects in the Braddock Metro area will be connected to the Potomac Yard Trunk Sewer which was built with significant excess capacity.

The City has recently begun a study of the Braddock Road and West Street intersection that will explore alternatives to correct the existing flooding problem at that intersection. With the

completion of the study, which is anticipated within 10-12 months, the City will have a better understanding of the solution and cost of any preferred alternative. The next phases consist of design work and bidding the project, followed by construction. It is likely that the cost will be significant and no funding has been allocated for the construction of the preferred alternative. Combined with stormwater improvements at this intersection, the Plan recommends the reconfiguration of the intersection to create a safer intersection, more on-street parking to serve the retail uses at Colecroft, and open space.

New development will not aggravate the existing situation at this intersection, because all new development is prohibited from increasing the storm water runoff from the site. This is accomplished by detaining any additional runoff on the site until after the peak has occurred in the collection system. The City already requires development in this drainage shed to "over detain", or hold more water on site than would normally be required, because of the existing problem at the Braddock Road and West Street intersection. In addition, redevelopment in this area is likely going to involve improvements to the existing storm sewer system in order to provide adequate outfall for the projects, so it is likely that such redevelopment will generally improve the overall storm water capacity.