

City of Alexandria, Virginia

MEMORANDUM

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~~12-10-02~~

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1-25-03

DATE: DECEMBER 4, 2002

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER *PS*

SUBJECT: CONSIDERATION OF THE ALTERNATIVE CONCEPT PLAN FOR THE POTOMAC YARD/POTOMAC GREENS COORDINATED DEVELOPMENT DISTRICT AND THE STRAIGHTENING OF THE MONROE AVENUE BRIDGE

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**ISSUE:** Consideration of the "Alternative Concept Plan" for the Potomac Yard/Potomac Greens CDD, which calls for the replacement of the Monroe Avenue Bridge with a straightened bridge.

**RECOMMENDATION:** That City Council:

- (1) Receive this report and schedule it for public hearing January 25, 2003, at Council's Saturday public hearing meeting; and
- (2) At the conclusion of the public hearing, adopt the following staff recommendations:
  - (A) select the Alternative Concept Plan as the operative concept plan for the Potomac Yard/Potomac Greens CDD;
  - (B) accept responsibility, on behalf of the City, for the cost difference between the Concept Plan and the Alternative Concept Plan; and
  - (C) authorize the City Manager to provide written confirmation of this selection and acceptance to Crescent Resources.

**BACKGROUND:** In 1999, City Council approved a Concept Plan for the Potomac Yard/Potomac Greens Coordinated Development District (CDD). The approved Concept Plan incorporated two possible alternatives for development on the southern portion of the site. The first alternative, called the "Concept Plan," keeps the existing Monroe Avenue Bridge in its present configuration, and adds a connection (by means of a bridge) between the proposed spine

road (Potomac Avenue) and Route One at the eastern end of the Monroe Avenue Bridge immediately north of Slaters Lane (Attachment 1). The second alternative, called the "Alternative Concept Plan," replaces the existing Monroe Avenue Bridge with a new bridge on a straightened Route One alignment (Attachment 2).

In 1999, Transportation & Environmental Services staff, as well as Planning & Zoning staff, supported and recommended the "Alternative Concept Plan" approach, with its straightened bridge, citing substantial land use and transportation benefits to the City. However, because the "Alternative Concept Plan" also raised complex cost issues which could not be resolved without significant delay to the Concept Plan approval process for Potomac Yard, the Concept Plan was approved incorporating both options and a time-frame and process for the City to utilize in selecting one of the two options. This process requires the developer of Potomac Yard, Crescent Resources, Ltd., to provide the City with cost estimates for implementing each of the two plan options. The process then provides for the City to select between the two options after determining whether the cost difference between the two concept plans is reasonable given the City's goals. The Alternative Concept Plan, with the straightened bridge, becomes the operative plan only if the City agrees to assume responsibility for paying the difference in construction costs between the Alternative Concept Plan and the lower-cost Concept Plan. If the City decides not to assume the cost difference, then the Concept Plan automatically becomes the operative plan, and Crescent Resources, Ltd. is responsible for the entire cost of the Concept Plan.

Significant public participation occurred in the approval of the Potomac Yard Concept Plan. The Concept Plan was the culmination of almost ten years of planning processes. The Planning Commission, along with its recommendation of approval for the Potomac Yard Concept Plan, specifically noted its support for the straightened bridge concept.

Since City Council's approval of the Potomac Yard Concept Plan in September 1999, staff has worked with the Potomac Yard team to undertake the analysis necessary for the City's decision. In May 2000, the City held a community meeting with Commonwealth Atlantic Properties (the previous owner of Potomac Yard) to review alternative designs for the Monroe Avenue Bridge under the Concept Plan and Alternative Concept Plan. About 200 people attended this meeting, providing valuable comments that were considered during the design process.

Crescent Resources, the current landowner, has prepared cost estimates for the two alternatives, as required under the Concept Plan. City staff have reviewed (with outside professional assistance) and accepted the cost estimates provided by Crescent Resources. The estimates show the cost difference between the Concept Plan and the Alternative Concept Plan to be approximately \$15 million in year 2006 dollars. The cost to the City is the difference in the total cost of the demolition and replacement of the existing bridge and the cost of building the Potomac Avenue ramp to the existing bridge.

In 2000, the City requested that the Virginia Department of Transportation program money into its six-year budget for the City's share of the replacement of the Monroe Avenue Bridge, and

VDOT included \$15 million for this project in its six year plan. Since then, City staff have been working with VDOT staff to facilitate the process, in the event City Council approves the Alternative Concept Plan. In November 2001, Council passed a resolution requesting VDOT to establish an Urban Highway project for the replacement of the Route One bridge at Monroe Avenue. This resolution was then forwarded to VDOT, and VDOT has begun the State environmental review process.

**DISCUSSION:** Staff recommends that the Alternative Concept Plan be selected and they have begun the State Environmental Review Process. The Alternative Concept Plan provides a better vision for Potomac Yard and better meets the current and future needs of the City in the areas of land use, recreation, transportation and aesthetics. Each of these areas is discussed below.

### Land Use Benefits

The elevated bends in the roadway at each end of the present Monroe Avenue Bridge, once necessary to span the shortest distance across the original rail tracks, today serve no useful purpose and leave a dangerous and disorienting section of roadway which psychologically separates Old Town from the Del Ray area and the historic Town of Potomac. The Alternative Concept Plan, with its straightened Route One bridge and reconfigured local street system (particularly Monroe Avenue), transforms the southern portion of the Potomac Yard site from a series of isolated land uses located at a "dead end" of the Yard, with distant connections to the area west of Route One, into a more cohesive development with a natural connection to the surrounding neighborhoods.

The straightened bridge plan creates a greater amount of land for development south of the new bridge, results in less severe grades around this area because the length of the bridge span is reduced and the embankment for Monroe Avenue is eliminated, and allows Monroe Avenue to be at-grade. The reconfigured Monroe Avenue would go under the straightened bridge (Route One), connecting directly with the new main street of Potomac Yard, becoming part of a more neighborhood-oriented network of streets from which Route One would then be accessed. While today Monroe Avenue ramps to an unattractive terminus at the bridge, the straightened bridge allows Monroe Avenue to be lowered to grade with Simpson Field Park and bordered by new street trees, sidewalks and pedestrian scale decorative street lights, connecting to the future Main Street within Potomac Yard. The straightened roadway also allows the new City athletic fields to be located immediately adjacent to and combined with Simpson Field, rather than on a disconnected parcel beneath the existing bridge.

The straightened bridge design allows the entire portion of Potomac Yard south of Howell Avenue to be developed as an extension of the existing neighborhoods, knitting the new with the old through extension of the street grid and providing access to Potomac Yard and its green space to the existing neighborhoods. Under the Alternative Concept Plan, new development on the portion of the tract south of the bridge will relate better to the existing neighborhoods to the west. The heights and scale of the new development at Potomac Yard will have a much better

relationship to the small town homes of the existing neighborhood because the new blocks within Potomac Yard are smaller, in scale with existing neighborhoods, and the street vistas of the existing neighborhood will continue through Potomac Yard.

### Recreational Benefits

The reconfiguration of land around the bridge under the Alternative Concept Plan allows the two required athletic fields to be located on the west side of Route One in an expanded Simpson Field. Without the straightened bridge, these fields are directly across Route One from Simpson Field, and are neither visible nor accessible from Simpson Field.

### Transportation Benefits

The Alternative Concept Plan provides transportation benefits that are not afforded by the Concept Plan. Among these are increased safety, improved access, circulation and connectivity, less delay, increased transit service options, and reduced potential for neighborhood cut-through traffic.

The straightened bridge alternative effectively eliminates one of the highest accident intersections in the City, Route One at Monroe Avenue. Since January 2000, 63 collisions have occurred at this intersection, resulting in 45 injuries. Many of these were related to the reduced intersection sight distance created by the pronounced horizontal curvature of northbound Route One. Reconfiguration of Monroe Avenue to intersect with South Main Street eliminates this situation. The straightened bridge alternative is also expected to enhance safety at the intersection of Route One and Slaters Lane. Under the Concept Plan this intersection, which would be geometrically similar to the King/Quaker/Braddock intersection, will be more difficult for drivers to understand and navigate safely, pedestrian movements will be less safe and there will be more traffic conflict points, thereby increasing the potential for collisions. Improved sight distance, simplified intersection operation and reduced traffic conflicts under the straightened bridge alternative offers improved safety for both motorists and pedestrians.

Vehicular, pedestrian and bicycle movements are all enhanced by the straightened bridge alternative. Although neither alternative is expected to increase vehicular traffic demand, the straightened bridge alternative serves projected demands with less delay, thus reducing congestion levels in the area. Elimination of the pronounced horizontal curvature of Route One, combined with simplification of the Route One/Slaters Lane intersection, serves to smooth traffic flow along Route One. More pedestrian and bicycle paths and greater connectivity among these paths enhances these movements throughout the area. The pedestrian/bike path provided on the east side of the straightened bridge improves continuity for travel along northbound Route One. Pedestrian/bike route connectivity will be further improved by a proposed ADA-compliant spiral ramp connecting the bridge pedestrian/bike path directly to Monroe Avenue/South Main Street. Improved grid-type connections in land bays J and K, which are allowed by the straightened bridge, increase connectivity within the area, thereby reducing the need for larger internal

roadways, provide more routing alternatives for local and regional transit service and offer better access to individual parcels.

The Alternative Concept Plan typical roadway section includes four twelve-foot through lanes and two auxiliary lanes. The auxiliary lanes were added after meetings with the community and civic associations. One such lane is a northbound right-turn lane which will accommodate traffic turning right from Slater's Lane and on to Route One. The lane continues the length of the bridge to Potomac Avenue and avoids the weaving and merging of local and through Route One traffic. The second auxiliary lane is a Route One southbound left-turn lane onto Slater's Lane. This is carried the length of the bridge to avoid the current Monroe Avenue left-turn lane constraint, where there is an existing left-turn lane which cannot be lengthened to accommodate the left turn volume. In addition, the bridge contains an eleven-foot, multi-purpose recreational trail on the east side and a seven-foot pedestrian sidewalk on the west side. All together, the bridge is approximately 106 feet in width. The existing bridge is approximately 81 feet wide with sidewalk on one side only and deficient turn-lane lengths.

Existing and future neighborhoods are better connected and protected from cut-through traffic with the straightened bridge alternative. The increased number of street-level roadways and pedestrian/bike facilities increase opportunities for neighborhood interaction. Reconfiguration of the Monroe Avenue connection to Route One eliminates the physical barrier created by the existing Monroe Avenue ramp. The less-direct connection between Monroe Avenue and Route One, combined with improved flow along Route One, is also expected to reduce the potential for cut-through traffic on Monroe Avenue.

#### Aesthetic Benefits

Straightening the bridge on Route One has positive functional and aesthetic impacts, replacing a bridge that now serves as a physical barrier with a boulevard that can connect, rather than divide, the community. The eastern terminus of the new Monroe Avenue is at Main Street and is on a visual axis with the graceful arches of the straightened bridge. The pond and landscaping surrounding the northern bridge abutment will physically tie the streetscape and open space in the new Potomac Yard to the existing neighborhoods.

The proposed bridge has been consciously designed to reflect the simple early 20<sup>th</sup> century Art Deco detailing prevalent on buildings along Mount Vernon Avenue, and particularly at the landmark George Washington Middle school nearby, while utilizing an economical means of construction. The structure supporting the bridge girders is a series of formed concrete arches, recalling historic Washington area bridges, capped by highly articulated cast, textured concrete Art Deco style piers at each end. The abutments are cast with a masonry pattern to soften the surfaces and reduce their visual mass. A custom metal handrail and decorative light fixtures along wide sidewalks will make crossing the proposed bridge a much more pleasant experience for pedestrians and bicyclists. The intent is to create a bridge which will be a focal point of urban design, yet is composed of elements which are of human scale.

## Community Feedback

A community meeting was recently held on the bridge alternatives on October 24, 2002. Approximately 100 people attended. The majority of those who attended expressed verbally to staff their support of the straightened bridge alternative. Comment forms were provided to all attendees, and 18 forms were returned to staff either at the meeting or subsequently mailed in. Of those 18 comments, 14 expressed support for the straightened bridge alternative; four expressed support for keeping the existing bridge with the spine road connection.

Five of the attendees expressed concern about the lack of direct pedestrian access from the sidewalk on the bridge to Monroe Avenue in Del Ray. Because the straightened bridge alternative no longer has direct access from Monroe Avenue to Route One, the connection for pedestrians is slightly longer. Staff is also concerned about this access and the connectivity between the Del Ray and Northeast neighborhoods. To that end, staff is currently working with Crescent's design team to ensure that this connection is accommodated. Staff is examining methods to provide a pedestrian connection in a way that also allows access for persons with disabilities.

The Del Ray Citizens Association has ranked this bridge replacement project as its number one priority (see attached letter from the Association President) and the NorthEast Civic Association has chosen the Alternative Concept Plan as its preferred alternate over the Concept Plan.

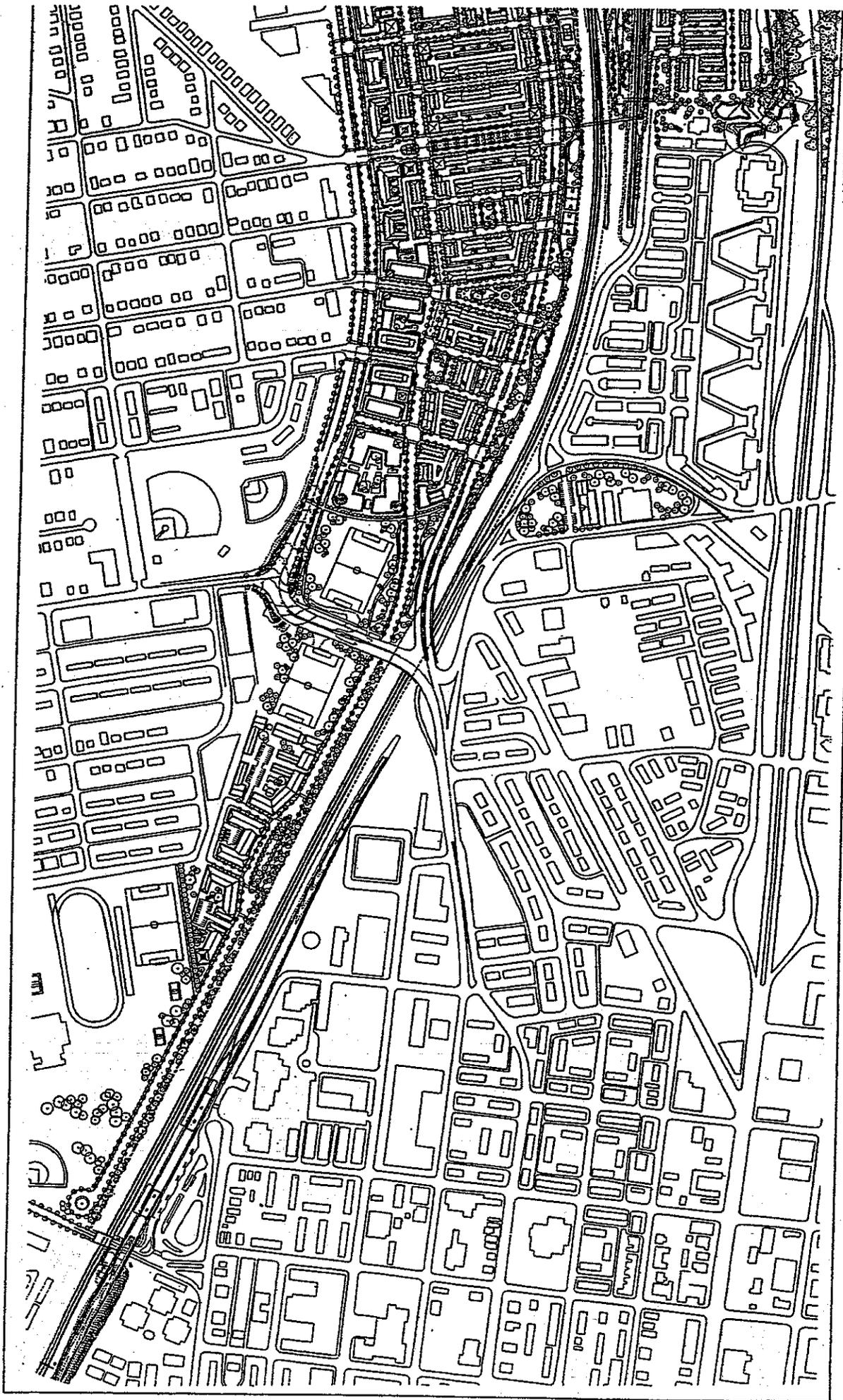
**FISCAL IMPACT:** The cost estimate provided by Crescent Resources, and accepted by City staff, for the Concept Plan is \$27,614,554 in year 2006 dollars. The cost estimate for the Alternative Concept Plan is \$42,352,712 in year 2006 dollars. If the Council selects the Alternative Concept Plan, the City would be responsible for the cost difference, or \$14,738,158. VDOT and Federal funds cover 98% of this cost difference and the City will be required to provide a 2% match, or \$294,763. The City currently has \$346,700 programmed in the FY 2003-FY 2008 Capital Improvement Program for this project. VDOT's current six-year budget has \$15,746,000 in Urban System Improvement Funds programmed for this project.

### **ATTACHMENTS:**

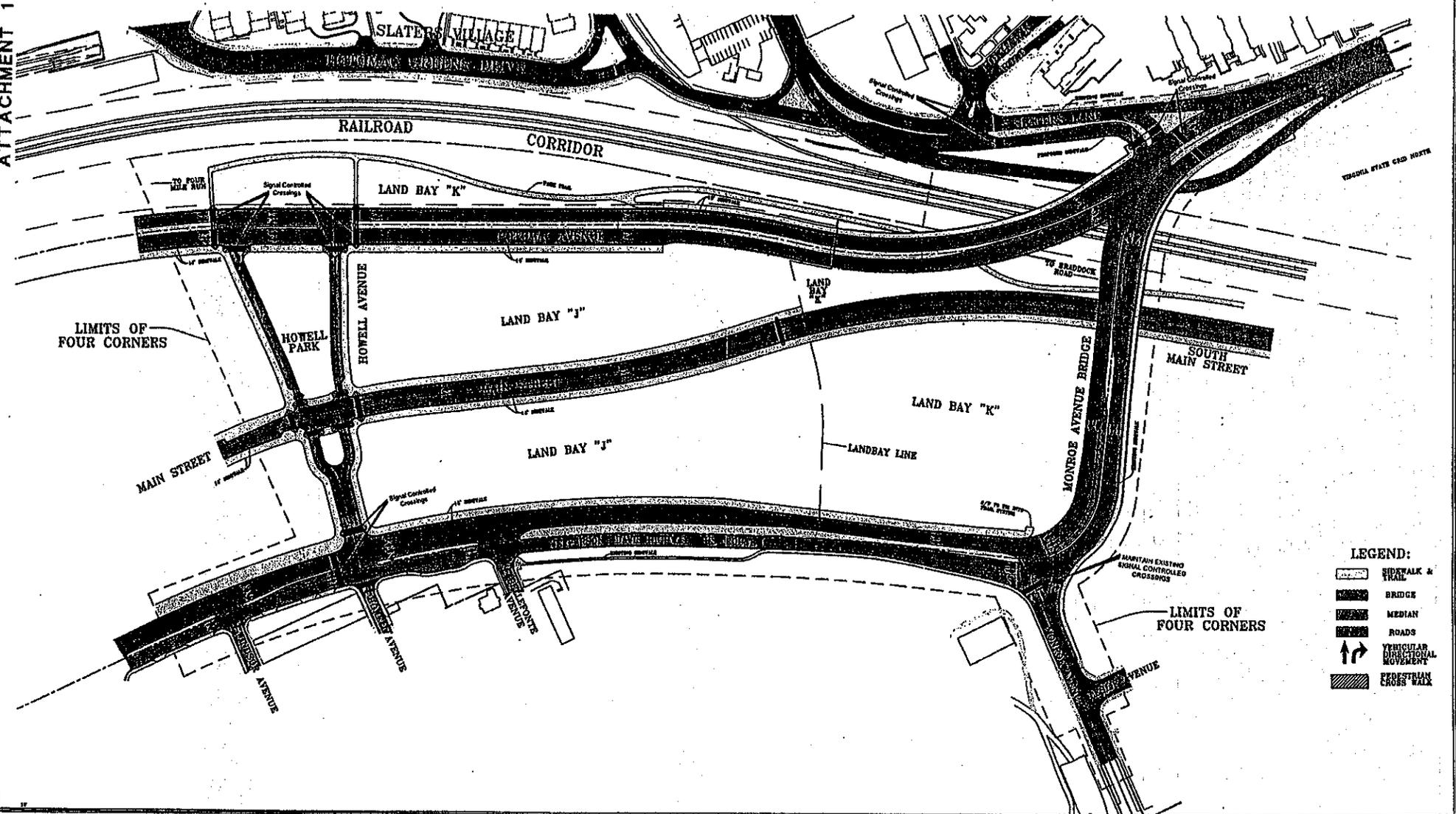
- Attachment 1. Concept Plan
- Attachment 2. Alternative Concept Plan
- Attachment 3. Del Ray Board e-mail

### **STAFF:**

Richard J. Baier, P.E., Director, Transportation & Environmental Services  
Tom Culpepper, P.E., Ph.D., Deputy Director, T&ES  
Emily A. Baker, P.E., City Engineer, T&ES  
Sandra Whitmore, Director, Recreation, Parks & Cultural Activities  
Kimberley Johnson, Division Chief, Planning & Zoning



ATTACHMENT 1



- LEGEND:**
- SIDEWALK & TRAIL
  - BRIDGE
  - MEDIAN
  - ROADS
  - VEHICULAR DIRECTIONAL MOVEMENT
  - PEDESTRIAN CROSSWALK

# POTOMAC YARD

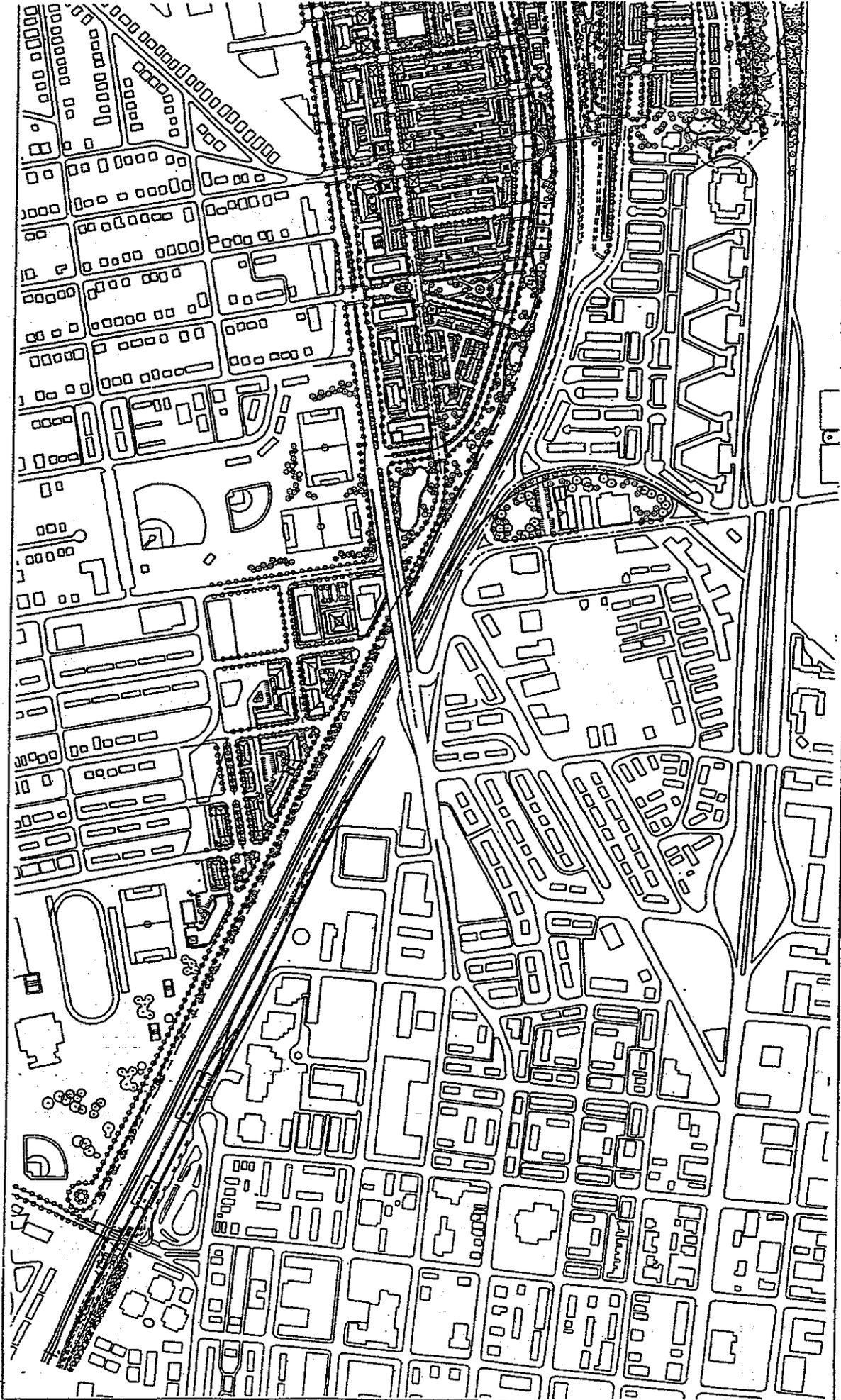
POTOMAC AVENUE BRIDGE CONCEPTUAL SITE PLAN  
PEDESTRIAN - VEHICULAR CIRCULATION PLAN

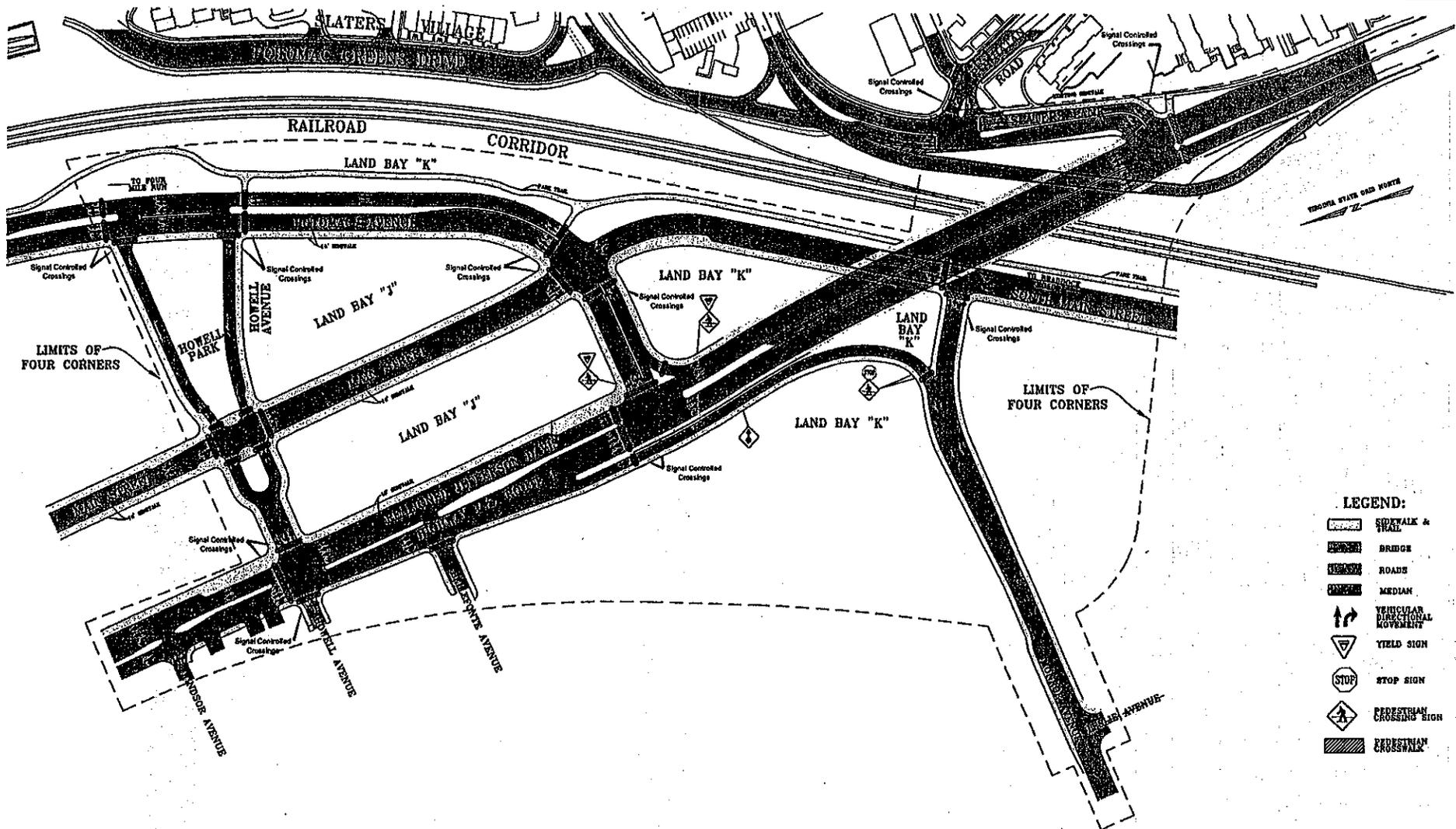
ALEXANDRIA, VIRGINIA

Client: Robertson & Partners  
OCULUS  
christopher consultants P.C.  
Cunningham+Quill  
Wells & Associates

OCTOBER 2013

Crescent Resources, L.L.C.





Crescent Resources, L.L.C.

# POTOMAC YARD

ROUTE ONE STRAIGHTENED BRIDGE CONCEPTUAL SITE PLAN  
PEDESTRIAN - VEHICULAR CIRCULATION PLAN

CITY OF ALEXANDRIA, VIRGINIA

Cooper, Robertson & Partners  
OCULUS  
christopher consultants llc  
Cunningham+Quill  
Wells & Associates

OCTOBER 2003

Honorable Mayor and Members of City Council and Phil Sunderland, City Manager:

Per your request, please see the attached memo identifying suggested budget priorities for the Del Ray area of Alexandria. We recognize that this upcoming budget will be challenging for the city and hope that the attached list helps you as you work

Respectfully,

Rob Krupicka  
President, DRCA

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# Del Ray Citizens Association

PO Box 2233

ALEXANDRIA VA 22301  
1954

ESTABLISHED

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**To:** Honorable Mayor and Members of City Council  
Phil Sunderland, City Manager  
**From:** Rob Krupicka, President  
**Date:** November 27, 2002  
**Subject:** Request for Comments On Budget Priorities

In response to the request by City Council for citizens to provide input into the upcoming budget process, the executive committee of the Del Ray Citizens Association compiled the following list of budget priorities for Del Ray.

Each year, new businesses and new citizens make Del Ray their home. Business and Citizen's alike are spending their hard-earned money to upgrade their offices and homes. Del Ray Citizens and the Potomac West Business Association recently submitted a proposal to the neighborhood partnership program that would have DRCA, PWBA and the city contribute to new trashcans along Mt. Vernon Avenue. Through this plan, DRCA would contribute over \$5,000 to Mt. Vernon Avenue. Del Ray is developing into a highly desirable retail destination. The rapid rise in home prices is just one indication that this change is desirable. In order to continue this progress, we request that the city consider the following neighborhood improvement projects.

- 1) Straighten the Monroe Avenue Bridge.
- 2) Renovate Duncan library. We are lucky to have such a wonderful facility in our neighborhood and we would like to see the planned improvements completed.
- 3) Finish under grounding the power lines along Mt. Vernon Avenue. This project began a long time ago and should be completed as promised.
- 4) Support for the Arlandria Plan. As one section of Mt. Vernon is improved, all of Mt. Vernon benefits.
- 5) Begin budgeting for new, pedestrian friendly lighting along Mt. Vernon Avenue. As part of this budget cycle, DRCA requests that the city allocate enough funds to create one demonstration block for new lighting. This demonstration block would serve as a model for future development along the rest of the avenue.
- 6) Increase traffic calming resources so that more projects can be funded. We believe that more should be done to eliminate cut-through and high-speed traffic.
- 7) Support new landscaping (more trees, plants, etc) along Braddock road between Mt. Vernon and West Street.
- 8) Repair the medians along Commonwealth Avenue. These medians have been left to wither away and they need our attention. One option is for the city to create a citizen program whereby citizens provided time and the city provided resources to repair and maintain the medians. As part of this, we need a plan to replace dead and fallen trees.

EXHIBIT NO. 2

9  
1-25-03

**Marlin G. Lord AIA Architect**  
2002 Mount Vernon Avenue, Suite 11  
Mail: P.O. Box 2778  
Alexandria, Virginia 22301  
703-836-2724  
fax 703-836-4382

2 December 2002

Mayor and Members of City Council  
City Hall  
Alexandria, Virginia 22314

Re: Monroe Avenue Bridge Realignment

Dear Mayor Donley and Members of City Council,

Having worked on this cause since 1997, I strongly support this project and ask you for a favorable vote to approve the realigned bridge.

I have reviewed the staff report for this issue. The report is an excellent report and states very strongly the fundamental reasons that the realignment will be a major benefit to the city. I trust, however, that the positive aspects of the realignment are overwhelmingly convincing.

As you know, a Community Meeting was held on Thursday, October 24, 2002 at the Holiday Inn Hotel to discuss the proposed designs for the Monroe Avenue bridge replacement. It was my observation that there was positive support for the project and no appreciable objection. Several minor issues came up in individual discussions and these need to be focused on as the project moves forward. Any opposition stems from a misunderstanding about the existing bridge in what it is and isn't supposed to accomplish. The existing bridge channels traffic through the communities down through Rosemont now. The existing bridge is an unsafe bridge. Many accidents occur on the existing bridge which was supposed to have slowed the speed of vehicles and cut down through traffic. These premises are myths. The existing bridge neither slows down the speed of vehicles nor does it cut down through traffic. The existing bridge was listed in a 1999 VDOT transportation study as needing to be replaced for safety reasons. This concern is also well identified in the staff report. The quirky, blind intersections are dangerous for vehicles and pedestrians. A Washington Post article in 1997 showed that Jefferson Davis Highway at Monroe Avenue was the 5<sup>th</sup> highest in the city for accidents. Subsequent data confirms this continual problem. Just check out the visible signs of accidents on the bridge today.

The Del Ray leadership has been a constant supporter of the Monroe Avenue bridge replacement once it became apparent that this solution offered significant advantages over the plan as proposed by the developer. This spine road connection is unacceptable and should never be given any consideration. This would result in a complicated three-way intersection that would lead to traffic backups and diversion of commuter traffic through residential neighborhoods. Northeast Citizens Association and Del Ray Citizens Association fought long and hard against this proposal. Del Ray Citizens and the surrounding community organizations rallied around the alternative solution which is an imaginative solution to build a new bridge aligned with a realigned Jefferson Davis Highway (JDH). This alignment would re-create the original road which existed before the railroads were built. It is my opinion that the realigned bridge will help to knit our neighborhoods back together.

Not only will the City benefit by a superb land use plan as a result of this realignment, but the City will benefit by being able to take advantage of the developer's contribution for his share.

I am aware that you, City Council, voted to name the replacement bridge your top priority in the allocation of State transportation funds. I am relying on you to maintain that position.

Following are the benefits, as I see them, which will result with the demolition of the existing bridge and the construction of the new realigned bridge. The benefits include, but are not limited to, the following:

A superior land use plan will result for the area around the realigned bridge. Instead of isolated parcels chopped up on either side of the existing bridge, the new bridge will help organize land to relate better to the Del Ray community. The spine road plan would have been like building next to the Whitehurst Freeway in Georgetown.

Simpson Park will be able to expand and become a contiguous whole central park instead of being chopped up into several small parks isolated by a road system. Access to recreational uses will be greatly improved upon.

Density in the Potomac Yard can better relate to the residential area south of Monroe Avenue.

More efficient use of land will result in areas now bifurcated by the existing bridge.

Reorganization of land areas and the reduction of roadways and paved areas will even potentially through efficient use of land gain enough land that someday could be used for an elementary school.

Land south of the bridge would be more accessible from Monroe.

Better land use planning and resulting value would aid city tax revenues.

Improved quality of development and quality of life, within the Potomac Yard will be a benefit.

Main Street, which will be constructed down through the Potomac Yard, will connect directly to Monroe Avenue thus giving new residents direct access to an economically healthier Mount Vernon Avenue retail/commercial/business community. This would allow our residents a seamless connection to the Potomac Yard assets without having to gain access via Jefferson Davis Highway.

A new improved gateway appearance into Del Ray will result.

A physical barrier for Del Ray's access to the Yard will be removed.

A new bridge will replace the ugly, pedestrian unfriendly, concrete monolithic eyesore. The existing bridge would become a blighting influence if it were to remain.

The new bridge will be a well designed bridge in the Art-Deco style, with pedestrian walkways/bike trails on both sides, well designed pedestrian scale lighting and trees on the approaches. Pedestrian safety will be greatly improved.

The intersection at Monroe Avenue and Jefferson Davis Highway will be regraded back down to the original grade thus getting rid of the burying effect at the Gold Crust Bakery and Simpson Park.

A new bridge will result in a safer bridge.

The new straightened bridge, while remaining a four lane bridge, will improve the flow of traffic and reduce congestion, resulting in less traffic cutting through Del Ray and thence into Rosemont.

The current dangerous arrangement with access and parking for the businesses along JDH south of Mount Ida will be improved upon.

The realigned Jefferson Davis Highway along with development fronting on it on the east will give impetus to redevelopment along the west side of the highway.

This is truly an opportunity to bring the parts of the City of Alexandria once bifurcated by the rail yard back together again.

Two important details which we must focus on in the final design phases for the bridge and subsequent design phases in the continued redevelopment of the yard include:

Provide some means of direct pedestrian access from the new bridge down to Monroe Avenue either through lobby spaces of new buildings constructed in the immediate vicinity or a separate pedestrian tower with an elevator for the handicapped.

Change the speed limit on Jefferson David Highway to 25 mph matching that speed limit through Old Town. The 35 mph limit is not respected and is much too fast for a future urban pedestrian friendly landscape.

To quote Bill Hendrickson, Del Ray Citizens Association immediate past President, in his writing with regard to the bridge, "rarely does a city, especially a highly urban one such as Alexandria, have an opportunity to dramatically reshape its landscape for the better". This is one heck of an opportunity. This time get it straight.

All of us supporters appreciated your consideration and determination to provide a vision for the future.

Thank you!

Sincerely,



Marlin G. Lord, AIA

Cc: Rob Krupicka, Bill Hendrickson

*J. Hendrickson*

EXHIBIT NO. 3

9  
1-25-03

Statement of City Council hearing on Potomac Yard, January 25, 2003, by Bill Hendrickson, Del Ray Citizens Association

In the summer of 1998, I led an effort in the Del Ray Citizens Association to develop a detailed position statement on the redevelopment of Potomac Yard. We spent a great deal of time on this, and we came up with what we believed was a pragmatic, realistic, and positive position. We were gratified that the Potomac Yard owner incorporated much of what we had asked for in the plan, and we were very pleased when you approved this plan in September of 1999. But there is one important piece missing from what we had asked for, and you can make that dream of ours a reality today by voting to demolish the Monroe Avenue Bridge and straighten Route 1.

The staff report does an excellent job summing up the vast benefits of this proposal, and I won't repeat them in any detail. But I do want to repeat one obvious point: If we don't do this now, we'll have this weird bridge with its terrible safety problems with us forever, because development is planned all around the bridge. We'll also have an enormously complicated new intersection at Slater's Lane and Route 1. I don't think this council wants to be remembered for creating another King/Quaker/Braddock-type intersection in Alexandria.

Even though the transportation and safety benefits of this plan are important, I think the greatest benefit is the vast improvements it would bring in the use of the land. In our 1998 statement, Del Ray strongly supported the important goal in the city's master plan of integrating redevelopment of Potomac Yard into the fabric of the city. More than anything else, I believe that a new bridge over the railroad tracks and the relocation of Route 1 will allow this to happen. In a sense, the new bridge and new Route 1 really is the jewel in the crown of the Potomac Yard plan.

It's rare that a city, especially a highly urban one like Alexandria, has an opportunity to dramatically reshape its landscape for the better. Today, you can make that happen. Thank you.

EXHIBIT NO. 4

City of Alexandria, Virginia

9  
1-25-03

MEMORANDUM

DATE: JANUARY 22, 2003  
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL  
FROM: PHILIP SUNDERLAND, CITY MANAGER <sup>PS</sup>  
SUBJECT: MONROE AVENUE BRIDGE REPLACEMENT RESOLUTION

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Attached please find a copy of a resolution recently passed by the Northeast Citizens Association regarding the replacement of the Monroe Avenue Bridge. Based on potential impacts to their community from this project, they have voted to support the straightened bridge alternative.

Attachment

NorthEast Citizens' Association Resolution Concerning  
Monroe Avenue Bridge

*Whereas*

The NorthEast is directly affected by the proposed changes to the configuration of the Monroe Avenue Bridge.

*And Whereas*

The ability to turn right on red at the intersection of Slaters Lane and the Monroe Avenue Bridge promotes the clearance of westbound Slaters Lane traffic.

*And Whereas*

The proposed configuration that connects the spine road to the Monroe Avenue Bridge precludes the turn right on red movement, therefore adversely affecting our neighborhood by backing up traffic on Slaters Lane.

*And Whereas*

The proposed spine road configuration threatens to create a dangerous, impractical four-way intersection.

*Let it be resolved*

That the NorthEast Citizens' Association objects to the spine road configuration.

**FURTHERMORE**

*Let it be Resolved*

That the NorthEast Citizens' Association supports the proposed straightened bridge provided

- That the ability to turn right on red is maintained at the intersection of Slaters Lane and US Route 1.
- That a direct pedestrian access from the bridge to the extended Monroe Avenue is provided.
- That the design of the new bridge is aesthetically pleasing to all the surrounding neighbors.
- That future widening of US. Route 1 is precluded.

*And Finally*

- That the execution of the plan meets the requirements of the surrounding neighborhoods.

Adopted at meeting on \_\_\_\_\_ December 11, 2002