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3-14-06 ~~16.2~~
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5-605 Preliminary development plan approval.

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[The following is all new language.]

(M) Notwithstanding the provisions of subsection (J) of this section and of any approved conceptual design plan, the following required and permitted changes from an approved conceptual design plan shall be required or permitted, as the case may be, for the subsequent approval of a preliminary development plan or site plan subject to such conceptual design plan:

* * * *

2. (a) (1) Within CDD No. 10 (Potomac Yard/Potomac Greens) the vehicular and pedestrian Monroe Avenue connection to Route 1-Jefferson Davis Highway shall be constructed as depicted in the Alternative Concept Plan, approved by city council in 2003, which design accommodates a public elementary school in general conformity with the school depicted in the Potomac Yard Site Analysis, Alexandria City Public Schools, Option 1(A), prepared by Grimm + Parker, Architects, dated February 7, 2006, should city council authorize and fund such a school.

(2) Notwithstanding subparagraph (a) (1), sufficient land area shall be reserved to permit the reconstruction of such connection to conform to the design as generally depicted in Option 2 (two-way slip ramp), as prepared by Christopher Consultants, dated December 19, 2005; provided, however, that no further reservation shall be required in the event that city council actually authorizes and funds the construction of a public elementary school, the site layout and design of which would conflict with or preclude such reservation of land.

(b) Should city council subsequently approve the reconstruction (two-way slip ramp) as depicted in Option 2, described in the preceding paragraph, then and in such an event, and as a condition precedent to the approval of such reconstruction:

(1) The city council shall identify and secure an adequate and equivalent land area in CDD No. 10 for the construction, should council authorize and fund such construction, of a public elementary school comparable to the school depicted in the Potomac Yard Site Analysis, Alexandria City Public Schools, Option 1A, as prepared by Grimm + Parker, Architects, dated February 7, 2006.

(2) The city council may consider the redesign of Simpson Park, additional density within CDD No. 10, and/or the reallocation of approved density within said CDD, to the extent reasonably necessary to secure such land area for a public elementary school, and to secure separate open space areas which are in reasonable conformity with guidelines adopted by the city and state, including without limitation the Potomac Yard Urban Design Guidelines, and accommodate the population growth anticipated with the CDD, in addition to the land area for such elementary school.

6
2-25-04

Docket Item #8 & 9
TEXT AMENDMENT # 2005- 0007 (8)
TEXT AMENDMENT # 2005- 0008 (9)
Potomac Yard

Planning Commission Meeting
February 7, 2006

ISSUE: Consideration of a request for (1) an amendment to the City of Alexandria Zoning Ordinance to revise the CDD Zone regulations, Section 5-600, to eliminate the requirement for a pedestrian connection for the Monroe Avenue Bridge (TA2005-0007); (2) an amendment to the City of Alexandria Zoning Ordinance to revise the CDD Zone regulations, Section 5-600, to allow for a revised Monroe Avenue connection for the Monroe Avenue Bridge (TA2005-0008).

APPLICANT: Department of Transportation and Environmental Services
Department of Planning & Zoning

LOCATION: For the properties bounded by Four Mile Run, Jefferson Davis Highway, Braddock Road, Slater's Lane and the George Washington Memorial Parkway.

PLANNING COMMISSION ACTION, FEBRUARY 7, 2006:

TA2005-0008

On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to recommend denial of the request to modify the approved alignment of Monroe Avenue and the associated zoning text amendment. The motion carried on a vote of 6-0-1.

Reason: The Planning Commission found that the revision to the zoning ordinance to allow for a two-way slip ramp connecting to Route 1 from Monroe Avenue would have negative impacts of the location for the future school as well as open space. The Commission found the current approved configuration was an appropriate balance between open space, potential school needs and circulation.

TA2005-0007

On a motion by Mr. Dunn, seconded by Mr. Robinson, the Planning Commission voted to defer the request for a revised pedestrian connection for the Monroe Avenue Bridge.

Reason: The Planning Commission deferred the request for further restudy of a possible pedestrian connection.

Speakers

Alan Hyman, resident, felt Option 3 and 4 were not viable and that Option 1 changed the access to Route 1 considerably. He was also concerned with cut through traffic and so was supportive of Option 2.

David Fromm, resident, Del Ray Citizens Association, supported the original approved Option 1 and felt the approved option made for a minimal addition to travel time.

Michael Derrick, resident, was concerned about cut through traffic and supported Option 2. He was also concerned that the right of way for the two way slip road would be reserved but would never be constructed.

Matthew Reese, resident, Concerned Option 1 would increase cut through traffic and that the approved alignment was too circuitous. He was supportive of Option 2.

Elliot Branch, resident, Youth Sports Advisory Board, was supportive of Option 1 and was concerned that the proposed Option 2 would negatively impact open space and athletic fields.

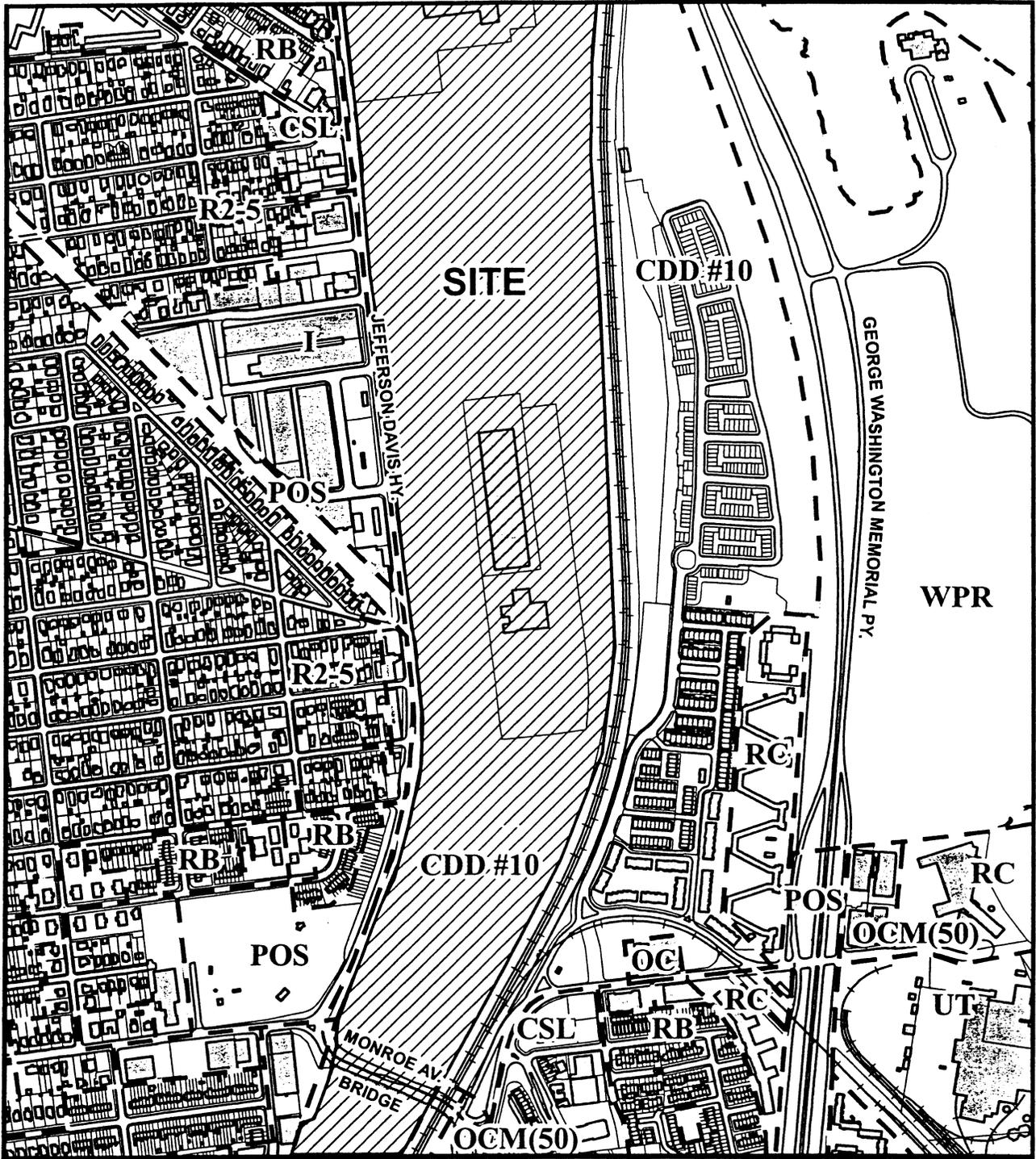
Judy Noratake, resident, Parks and Recreation Commission, concerned about the impact of Option 2 to the athletic fields and open space. Felt that the minimal timing saving for vehicles was not worth losing open space.

Jerry King, resident, Pres. Bike-Walk Alexandria, felt that Option 4 was the best option for pedestrians and cyclists.

Marlon Lord, resident, supported Option 1 without the proposed modifications.

Peter Boccock, resident, concerned with in the neighborhood, and felt Option 2 with modifications to avoid impact to the school site or open space was the best approach.

Paul Lineham, resident, supported the approved alignment. Felt Option 1 was based on sound planning and integrated the neighborhoods. Commented that there is no good way to delineate between local traffic and cut through traffic.



TA #2005-0007
TA #2005-0008

02/07/06



I. SUMMARY:

The two applications related to Potomac Yard consist of the following:

- An amendment to the CDD zoning to eliminate a requirement for a pedestrian connection for the Monroe Avenue bridge. (TA #2005-0007); and
- An amendment to the CDD zoning to allow for a revised Monroe Avenue connection for the Monroe Avenue Bridge. (TA #2005-0008)

The first application is to eliminate a pedestrian connection from the Monroe Avenue bridge. The goal was to provide enhanced pedestrian connectivity from the bridge to Monroe Avenue and the future Potomac Yard open space and parks. However, because of the height of the bridge (approximately 30 ft.) above the open space and the fact that staff believes the pedestrian access should be ADA accessible, the ramps become long and circuitous and provide little benefit for pedestrians as discussed in more detail below.

Some in the community have raised the question of providing an elevator to meet accessibility. This option of an elevator raises concerns for T&ES, P&Z and the Police regarding safety and maintenance. An elevator on the side of the bridge would be exposed to the elements and subject to frequent maintenance needs. In addition, it would be a desirable location for graffiti and other undesirable activities. Staff is concerned about the safety of users. The elevator option is not being further considered.

After the Planning Commission work session and public hearing held on December 7, 2005 on this issue, staff held a community workshop on January 11, 2006, on the questions relating to the direct pedestrian connection from the bridge. About 100 people attended this community workshop as is discussed in more detail below. Based on staff's further analysis and input from the community, staff is still recommending eliminating the direct pedestrian connection from the bridge and providing pedestrian enhancements and connections along Slaters Lane as discussed in more detail below.

The second application is to allow for the modification of the alignment of Monroe Avenue in the vicinity of the straightened bridge. At a community meeting held on the construction of the bridge on December 12, 2005, several citizens expressed concern about the approved alignment for Monroe Avenue once the bridge was straightened. Residents who live along Howell and Bellefonte Avenues were particularly concerned that the longer distance from Monroe Avenue to Route 1 under the approved plan would cause vehicles to travel down Howell and Bellefonte Avenues to reach Route

1 instead of using Monroe Avenue. As a result of the concerns raised at the December 12th meeting, staff evaluated other options for Monroe Avenue to connect with Route 1.

Three options were developed in addition to the approved option. All four of these options were presented and discussed at the community workshop on January 11th. These options, as well as the feedback from the community workshop are discussed in detail below. There was also a January 24th joint work session with the Planning Commission and Council to discuss the Monroe Avenue alignment and the pedestrian connection.

II. CDD ZONING AMENDMENTS:

The first amendment to the Zoning Ordinance allows the elimination of the pedestrian connection from the Monroe Avenue bridge.

The second amendment to the Zoning Ordinance allows the modification of the alignment of Monroe Avenue in the vicinity of the straightened Monroe Avenue Bridge.

5-605 Preliminary development plan approval.

* * * *

[The following is all new language]

Notwithstanding the provisions of subsection (J) of this section and of any approved conceptual design plan, the following required and permitted changes from an approved conceptual design plan shall be required or permitted, as the case may be, for the subsequent approval of a preliminary development plan or site plan subject to such conceptual design plan:

1. Within CDD No. 10 (Potomac Yard/Greens), the approved Monroe Avenue Bridge shall be constructed without a direct pedestrian connection for the realigned Monroe Avenue Bridge.
2. Within CDD No. 10 (Potomac Yard/Potomac Greens), the City may revise the vehicular and pedestrian Monroe Avenue connection to Route 1-Jefferson Davis Highway. The final design shall be approved by the Planning Commission and City Council, in consultation with the Potomac Yard Design Advisory Committee (PYDAC), the Community and the School Board, to conform to the design as generally depicted in Option 2 (two way slip ramp), as prepared by Christopher

Consultants, dated December 19th, 2005. Any street reservations shall not affect the open space required to be provided by the property owner.

III. PEDESTRIAN CONNECTION:

As part of the approval for the straightened Monroe Avenue bridge, a condition was included that required a direct pedestrian connection from the bridge to Monroe Avenue.

This condition required a more direct connection for pedestrians from the bridge to Del Ray as well as the future Potomac Yard open space and parks. The condition was added to enhance pedestrian connectivity for residents and communities on both the east and west sides of the realigned bridge. Staff strongly encourages pedestrian connections wherever possible, however, there are several challenges associated with providing this direct pedestrian connection.

The first challenge is safety. Staff has been working with the Police department to ensure that any direct pedestrian connection provided would not create a safety concern for pedestrians. If a pedestrian connection were provided, it should be designed in such a way as to provide adequate visibility and lighting.

The second challenge is ADA accessibility. Technically, ADA access is provided along the sidewalks of the straightened bridge as it is designed. While an auxiliary pedestrian facility may not be legally required to meet ADA, staff cannot recommend construction of a facility of this nature that is not accessible.

The third challenge is aesthetics. Because of the height of the bridge and the desire for handicap accessibility, a pedestrian connection from the bridge will consist of a large ramp that will have significant visual impacts on the bridge without significantly reducing the distance for pedestrians.

In preparation for the final design and construction documents for the bridge, staff and the applicant evaluated the feasibility of constructing a direct pedestrian connection from the bridge to Monroe Avenue. In addition to the option of using the sidewalks along the straightened bridge for pedestrian access (no direct connection), staff evaluated two ramp options. During the Planning Commission work session in December, the Commission asked staff to evaluate a stairway option as well. These options were discussed in the work session with Planning Commission in December. They were also presented and discussed at the community workshop on January 11th. The four options are discussed below.

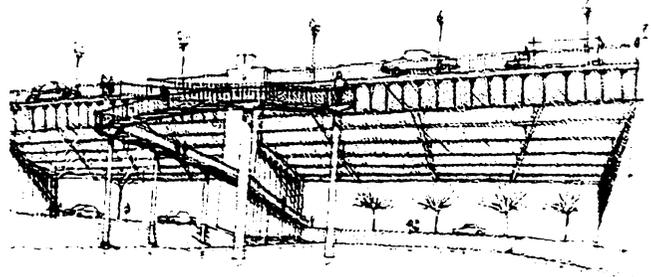
A. **OPTION # 1 - Sidewalk on the Bridge:**

The first option evaluated by staff and presented at the community workshop is the use of the sidewalks on the existing bridge. This option does not include a direct pedestrian connection from the bridge to Monroe Avenue. While this option provides a longer route for pedestrians than a direct pedestrian connection to Monroe Avenue, the pedestrian is highly visible walking along Route 1. In addition, this option would allow the pedestrian to walk on the wider 11 ft. sidewalk, rather than the more narrow 5 ft. wide sidewalk on the western portion of the bridge. The experience of walking along the straightened bridge as a pedestrian will be greatly improved over the experience today. The straightened bridge has been designed to incorporate attractive, pedestrian friendly features.



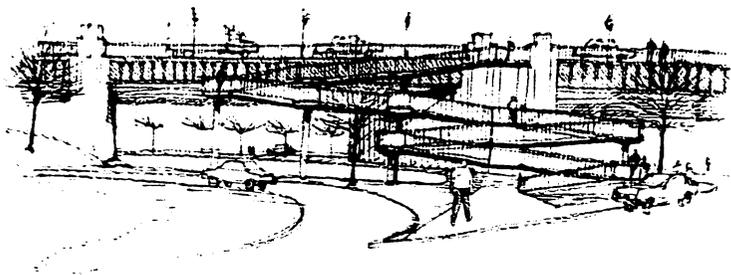
B. **OPTION # 2 - Ramp Under Bridge:**

Option 2 includes a ramp connection from the east side of Route 1 that runs beneath the bridge and lands near Monroe Avenue on the west side of the bridge. This option is ADA accessible. The pedestrian route utilizing Option 2 saves about two minutes of walking time over Option 1. The Police have expressed concerns about the safety of a ramp that is partially under the bridge. In addition, because the ramp would be quite long and due to the height of the bridge, the ramp would appear as an appendage to the bridge that has been designed to be open. The ramps would also be prominently visible from Monroe Avenue.



C. **OPTION #3 - Ramp on Monroe Avenue Side of Bridge:**

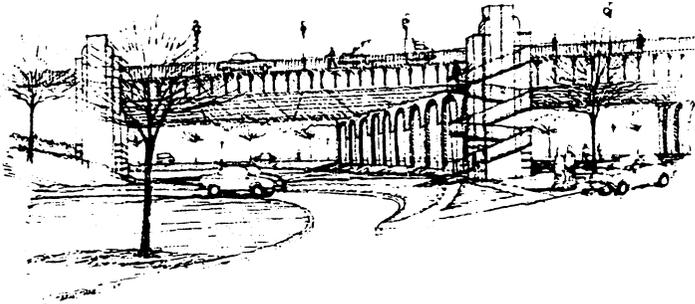
Option 3 includes a ramp connection from the west side of Route 1 that switches back and forth and lands near Monroe Avenue on the west side of the bridge. This option is ADA accessible.



The pedestrian route utilizing Option 3 also saves about two minutes of walking time over Option 1. Similar to Option 2, this ramp would appear as an appendage to the openness of the bridge design and would be even more visible from Monroe Avenue than Option 2.

D. OPTION # 4 - Stairway:

Option 4 includes a stairway connection from the west side of Route 1 and lands near Monroe Avenue. This option is not ADA accessible. The pedestrian route utilizing Option 4 saves about five minutes of walking time over Option 1.



IV. Community Workshop Feedback on Pedestrian Connection:

At the January 11th community workshop, the participants were asked whether their should be a direct pedestrian connection from the straightened bridge to Monroe Avenue. There were approximately 100 participants at the meeting. Out of eleven tables participating, six tables indicated “yes”, a pedestrian connection should be provided. Four tables indicated “no”, a direct pedestrian connection should be provided. One table was undecided. The participants were then asked whether a direct pedestrian connection should be ADA accessible. Five tables indicated “yes”, and four tables indicated “no”. Two tables did not respond to this question. When asked which option was preferred by the table, five tables supported Option 1, and one table each supported Options 2, 3 and 4. Three tables did not express support for any of the options.

A list of the comments on each of the options and the responses from each of the tables is attached to this memo.

V. STAFF RECOMMENDATION OF PEDESTRIAN CONNECTION:

Staff is very supportive of pedestrian connectivity in this area, as well as the City as a whole. The Potomac Yard development plan was designed to have a pedestrian focus. The straightened Monroe Avenue bridge, as designed, incorporates many pedestrian amenities, including walkways on both sides of the bridge, pedestrian scale lighting, decorative lighting and railings. These amenities were included specifically to encourage pedestrians to use the Route 1/Potomac Yard corridor.

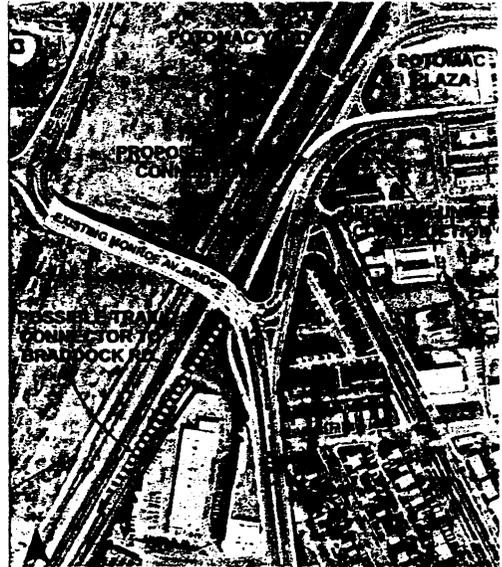
Staff recognizes that the distance between the NorthEast neighborhood and the Del Ray neighborhood will increase with the construction of the straightened bridge. This is due to the alignment of Route 1 and the need to cross an active rail corridor. However, based on our analysis of the options for a direct pedestrian connection, the staff recommendation is to eliminate the requirement for the direct connection. Staff believes strongly that any pedestrian connection constructed as part of this bridge project should meet ADA requirements. In order to do this, the direct connection would only save pedestrians about two minutes of walking time. With the cost of the pedestrian connection estimated to be around \$350,000 for a stairway to over \$1 million for a ramp, staff does not believe the cost for a ramp to be justified given the savings in time. In addition, staff is concerned about the size of the ramp detracting from the overall aesthetics and openness of the straightened bridge.

VI. SLATERS LANE SIDEWALK CONNECTION:

Staff is also supportive of the proposal from Potomac Yard Development to add a sidewalk connection under the bridge between Slaters Lane and Route 1. While this does not meet the same goal as the direct pedestrian connection from the bridge to Monroe Avenue, it does increase the overall pedestrian connectivity in the area.

Potomac Yard Development has agreed to extend the sidewalk from Slaters Lane under the bridge (adjacent to the roadway) which will connect to the sidewalk on the south side of the bridge. This sidewalk is not required by the approved Potomac Yard Plan or bridge plan.

When the Potomac Plaza retail development was approved (now under construction), the sidewalk on Slaters Lane was extended as far west as possible to enable a possible extension of the Slaters Lane sidewalk. In addition, the Braddock Metro study currently underway anticipates a sidewalk-trail connection to Braddock metro. These two connections would eventually provide a continual sidewalk connection from the King Street metro to the George Washington Memorial trail.



connection will also result in the connection of existing trails and neighborhoods a primary goal of the City.

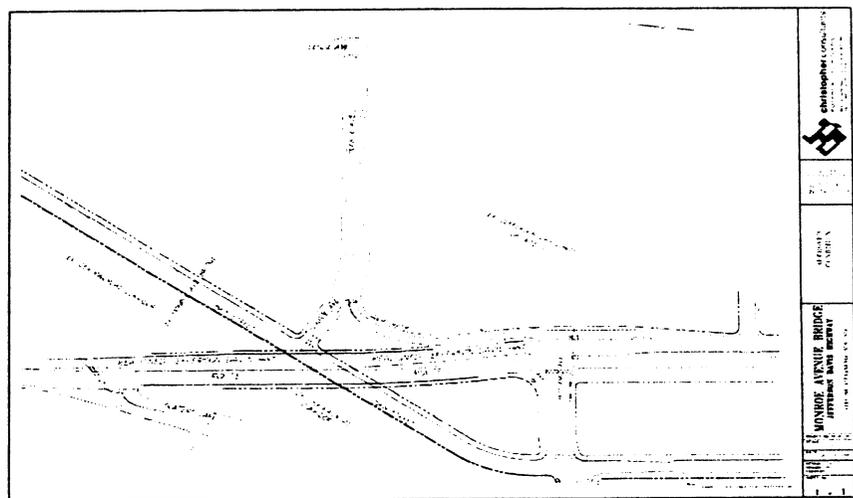
VII. MONROE AVENUE ACCESS TO ROUTE 1:

As mentioned above, staff has evaluated alternative alignments for Monroe Avenue following feedback from the community. There are several challenges associated with modifying the alignment of Monroe Avenue from the approved alignment. One challenge is preserving the connectivity between the neighborhoods, including Del Ray, NorthEast and the new Potomac Yard neighborhood, a primary goal of the Potomac Yard proposal. A second challenge is limiting the potential for cut-through traffic on neighborhood streets such as Bellefonte and Howell Avenues. The third challenge is preserving the expanded open space at Simpson Field, which is also designated as a future school site.

The following options were presented and discussed at the January 11, 2006 community workshop. The comments on each of these options from the workshop are attached to this memo.

A. OPTION # 1- Approved Monroe Alignment:

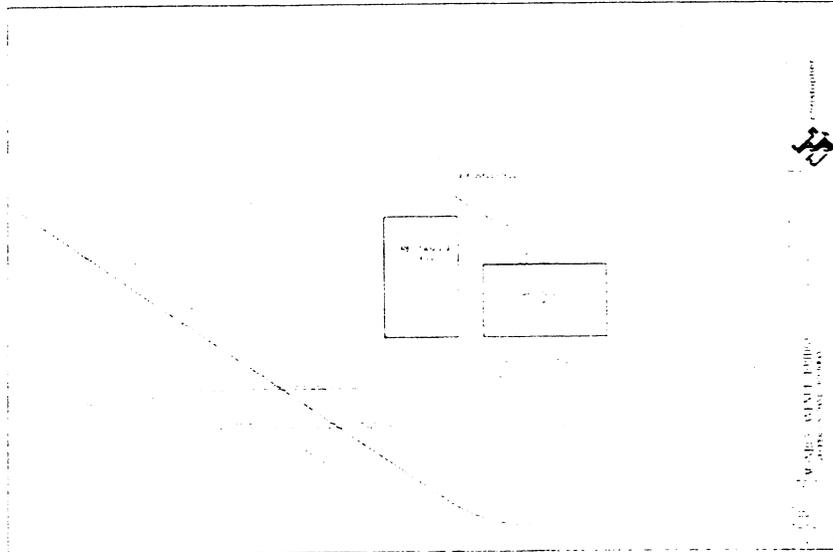
The first option consists of the approved Monroe Avenue Alignment. This is the alignment that was presented at the time of the 1999 Potomac Yard CDD approval. This alignment was also presented at all of the community meetings held between 1999 and the 2003 City Council approval. This alignment provides connectivity from Del Ray into the network of framework streets for Potomac Yard. At the time the alignment was approved, this was seen as desirable to keep through traffic from Potomac Yard in Alexandria and Crystal City from cutting through Del Ray on Monroe Avenue. This option also



Option 1

eliminates the embankment that currently exists along Simpson Field and the Goldcrust Bakery, which creates a barrier between parts of the neighborhood.

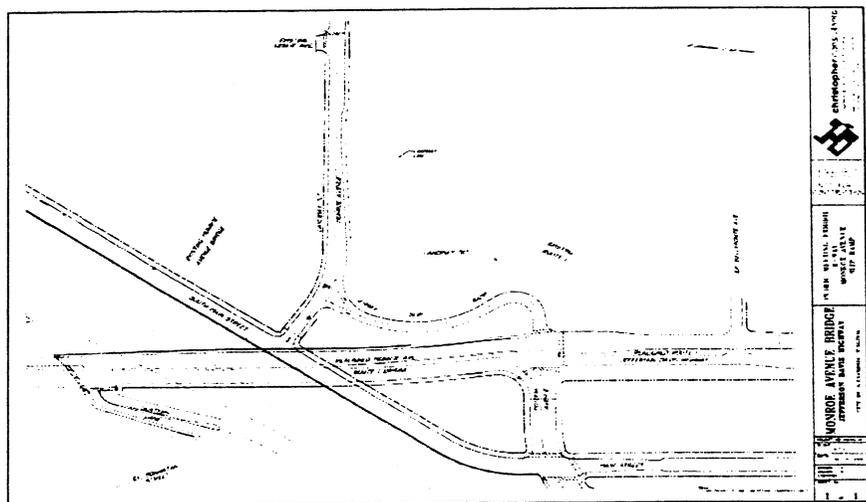
Some of the concerns expressed by the community at the meetings held in December and January regarding the approved alignment are primarily that the additional distance and time required to access Route 1 from Monroe Avenue, compared to the access today, will encourage vehicles to use the neighborhood streets such as Bellefonte and Howell Avenues instead of Monroe Avenue.



Option 1 with athletic fields

B. OPTION # 2 - Two-Way Slip Ramp:

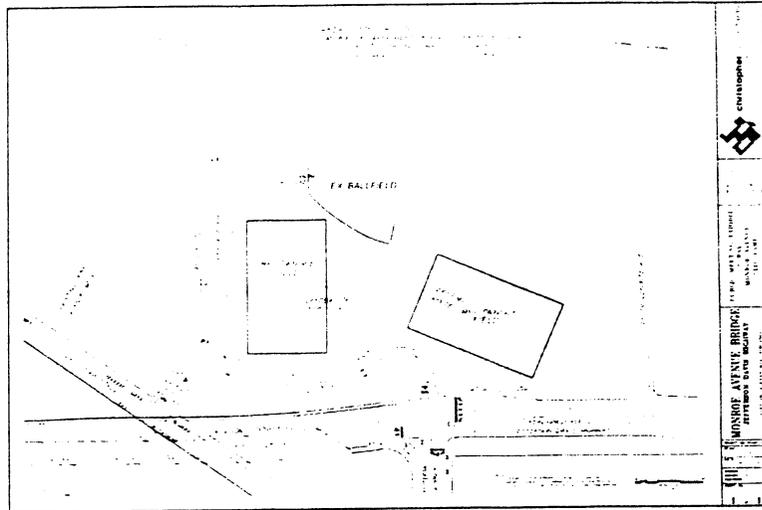
This option consists of changing the slip ramp from southbound Route 1 to Monroe Avenue, that is currently designed as one-way in the approved plan, to accommodate two-way traffic. This option makes the access from Monroe Avenue to Route 1 more direct, but eliminates one half acre of open space from the expanded Simpson Field and future school site.



Option 2

This option would impact the ability to place two full size multi-use recreational fields in the expanded Simpson Field without moving a field very close to the existing homes on Duncan Avenue.

It also eliminates half an acre that could be otherwise programmed as park land. This option also severely limits the ability to construct a school on this site.



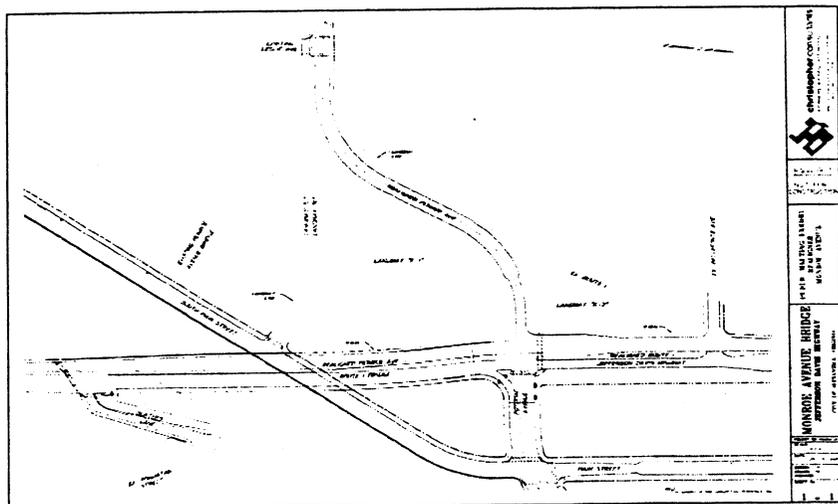
Option 2 with athletic fields

Some of the comments expressed by the community at the recent community meetings indicated that this option may minimize the concern about cut-through traffic. But many attendees also expressed concern about the loss of area in the park and school site.

This option will not have a negative impact on the construction schedule for the straightened bridge, as the construction of Monroe Avenue is not scheduled to begin until spring of 2007. This option will add an additional cost of approximately \$250,000.

C. OPTION # 3 - Realigned Monroe Avenue:

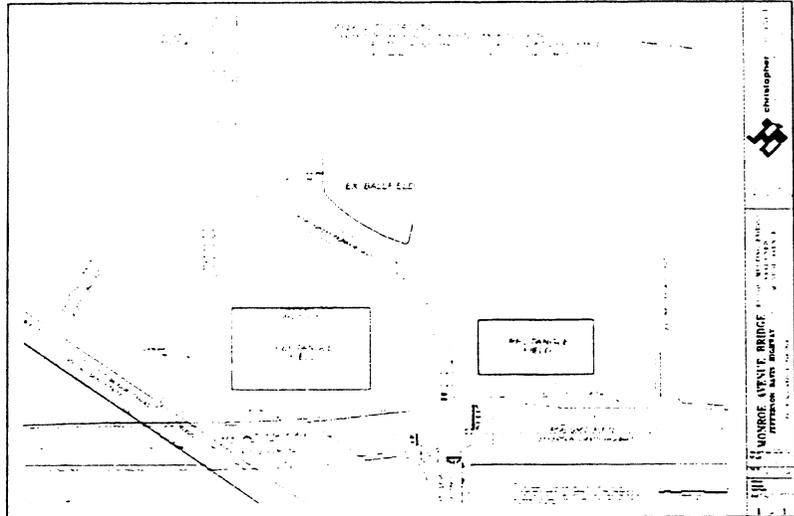
This option consists of realigning Monroe Avenue to run through the expanded Simpson Field area, along the existing right of way for Route 1. This option provides the most direct access from Monroe Avenue to Route 1, but bisects the park and future school site. There is no net loss of open space with this option, Monroe Avenue is shifted and no longer connects



Option 3

directly to South Main Street. The area occupied by South Main Street in the approved alignment would become open space.

With this option, two full size multi-purpose recreational fields will not fit in the expanded park area. One field would have to be converted to a smaller size, youth-only field. The two fields would also be bisected by Monroe Avenue, requiring park users to cross the street to access the other elements of the park. This option also limits the ability to construct a school on this site.



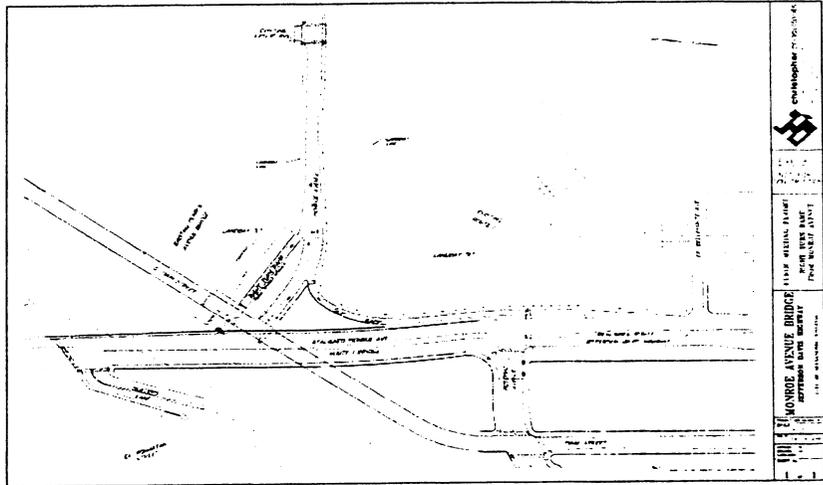
Option 3 with athletic fields

Some of the comments expressed by the community expressed concern that this connection would encourage additional traffic from Potomac Avenue, the spine road through Potomac Yard in Alexandria and Arlington, to use Monroe Avenue to cut through the Del Ray neighborhood. Meeting attendees also expressed concern at bisecting the open space. Attendees did see this option as a way to minimize cut-through traffic on other neighborhood streets.

This option will also not have a negative impact on the construction schedule for the straightened bridge. Because the extension of Monroe Avenue to South Main Street is being eliminated, there will not be a significant net increase in the construction cost for the bridge.

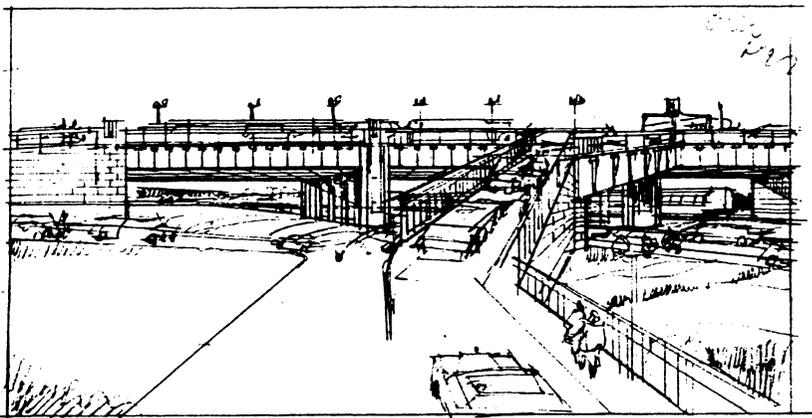
D. OPTION # 4 - Elevated Monroe Embankment Ramp:

Option 4 consists of constructing an elevated ramp from Monroe Avenue to connect to the southbound lanes of Route 1 on the new bridge. This option provides a direct connection to southbound Route 1, but does not provide access to northbound Route 1. Because traffic from this ramp would have to cross in the middle of the left-turn lane for southbound Route 1 turning onto Slaters Lane, this access cannot be safely provided. This option also has significant visual and aesthetic impacts to the bridge and the future Main Street within Potomac Yard.



Option 4

This option does not impact the expanded Simpson Field and future school site, but it does create a large embankment and structure connecting to the bridge at the end of Monroe Avenue. This ramp would negatively impact the openness of the straightened bridge, which were developed to provide this bridge with a sense of openness and character because the bridge will be a visually prominent element



View of Option 4 from Monroe Avenue

within Potomac Yard and Monroe Avenue. This option does not provide any benefit for traffic heading from Monroe Avenue to northbound Route 1.

Most of the comments expressed by the community were in opposition to this option. The community expressed concern about the aesthetics, as well as constructing an embankment that would separate the neighborhood from the proposed development in the adjacent Landbay L.

Concerns were also expressed about the significant cost and redesign that would be necessary to accommodate this option.

This option will require the straightened bridge to be redesigned to accommodate this ramp. It will add approximately 8 to 12 months to the construction schedule, currently scheduled to last 30 months. The additional construction cost estimated for this option is about \$10 million.

VIII. STAFF RECOMMENDATION ON THE MONROE AVENUE ACCESS:

Staff is sensitive to the concerns of the residents of Bellefonte, Howell and other neighborhood streets about vehicles cutting through to reach Route 1. Staff recognizes that the approved alignment for Monroe Avenue adds some distance to Route 1 compared to the current alignment. Staff is also very concerned about any option that would negatively impact the open space planned for this area. The expansion and consolidation of Simpson Field was one of the major reasons for replacing the existing bridge.

Staff is recommending the construction of Option 1, the approved Monroe Avenue alignment. Staff is also recommending the reservation of appropriate right of way to construct Option 2, the two-way slip ramp, if that option is deemed necessary once the straightened bridge is constructed. The City will work with the affected communities to develop benchmarks to evaluate the impact of cut-through traffic once the bridge and surrounding roadways are open to traffic. During that time, the City will also be able to further evaluate the design for the expanded Simpson Field as well as the need for a school at this site.

IX. CONCLUSION:

Staff is recommending the elimination of the direct pedestrian connection for the Monroe Avenue Bridge. In addition, Staff is recommending the reservation of an area for street purposes as generally depicted in Option 2 (two way slip ramp). The design of any future revision to the Monroe Avenue connection would also require subsequent approval by City Council in consultation with the Community and the School Board.

Attachment:

January 11, 2006 Community Workshop comments

City of Alexandria



Monroe Avenue Bridge

January 11, 2006
Community Workshop

January 11, 2006
Monroe Ave. Bridge Community Workshop

The following is a summary of the Community Workshop Exercises on the Monroe Avenue Bridge that were held on January 11, 2006, in the George Washington Middle School cafeteria. The summary includes an overview of the community workshop, a description of the workshop exercises and documentation of the written comments collected from the working group tables.

This workshop summary will be distributed to the workshop attendees. It will also be presented to the Planning Commission and City Council in advance of further evaluation of these options.

Agenda

The purpose of this workshop was to collect community input on two issues associated with the straightening on the Monroe Ave Bridge. The data from the workshop is summarized in this document and will be presented to the Planning Commission and City Council.

Listed below was the agenda for the January 11 meeting:

- Overview of Monroe Avenue Bridge Project
- Exercise 1: Monroe Avenue Access to/from Route 1
- Exercise 2: Direct Pedestrian Connection from the bridge
- Construction Update

Exercise 1: Monroe Avenue Access to/from Route 1

City staff provided a presentation on the issue of accessing Route 1 to and from Monroe Avenue. Four options were presented for consideration, including the approved design. After the presentation, each table was given large copies of each option as well as a large sheet for recording comments. The attendees received the following instructions:

- Select one person to be the recorder for the table.
- Review the four options for accessing Route 1 to/from Monroe Ave.
- Discuss the advantages and disadvantages of each option and record the comments on the sheet provided.
- Select an option that is preferred by the group and describe why.

Exercise 1: Results

Eleven tables participated in the exercise. None of the options emerged as a strong favorite. Below is a summary of the preferred option votes recorded from each table:

- **Option 1:** Approved Monroe Ave. Alignment: **Three tables** recorded a majority in support of Option 1.
- **Option 2:** Two-Way slip ramp: **Two tables** recorded a majority in support of Option 2.
- **Option 3:** Realigned Monroe Avenue: **Three tables** recorded a majority in support of Option 3.
- **Option 4:** Elevated Monroe Embankment: **One table** recorded a majority in support of Option 4.

Two tables did not record a supported option.

Listed below are the advantages and disadvantages recorded from each of the tables by Option:

Option 1- Approved Alignment:

Advantages:

- Better option for maximizing open space
- Best for school site
- Maximum open space and parking
- Three options for northbound traffic (Rt. 1, Main Street, Potomac Avenue)
- Least impact to school site
- Maximum flexibility for future land use

Disadvantages:

- Traffic pattern is more difficult
- It could increase neighborhood cut-through traffic
- Will cause more traffic on Howell & Bellefonte
- Problematic for southbound traffic, especially during rush hour
- Distance to travel to YMCA parking lot
- Longer route to Route 1 - harder to go east/west traffic - more cut through traffic
- Too confusing & difficult & major impact on traffic
- A possible future school should not be a driver in decision
- Bad for pedestrians, longer route
- Pedestrian traffic from NorthEast takes too long to get to Monroe Avenue

- Longer for buses and commuter routes

Additional Comments:

- Consider making side streets dead end
- Might be possible to restrict Howell & Bellefonte
- Limit green time
- No thru traffic
- Howell Avenue access differs from original
- Why wasn't it considered to build the railroad tracks over Route 1? Then we could have access to the land underneath.
- Move forward with approved option
- Need to look at pedestrian/bike access to GW Parkway
- Chance to test stop signs, signals and other facilities

Option 2 - Two-way Slip Ramp:

Advantages:

- Offers 2 way traffic from/onto Rt 1 or Potomac Yard
- Gives best option for bike riding
- Through lane allows easier access to Del Ray from NE
- Ease cut-through traffic on Howell & Bell. & Custis
- Easy access for school/park field
- Provides multiple road options
- Better pedestrian access
- Slower traffic
- NE more access (options) to Del Ray

Disadvantages:

- More direct access to Monroe, more through traffic
- Bad for pedestrians
- Only adds very little time to get to Route 1 S. by car vs. option 1
- Very inefficient use of land
- No improvement over Option 1
- Potential for more accidents (poor geometrics)
- Tight/windy roads
- Curvy and possibly dangerous
- Do not use: cuts into park space & makes it less useable
- Lose space - Head on accident waiting to happen

- May impair emergency vehicle access
- Two-way slip ramp has dangerous turn, emergency vehicle access may be impaired by 2-way slip ramp
- Ramp to Route 1 very narrow
- School option eliminated

Additional Comments:

- 2nd best option if Option 1 does not work.
- Tunnel access to field? (Landbay "L")
- Additional signal probably necessary
- feel like "NIMBY"

Option 3 - Re-aligned Monroe Avenue:

Advantages:

- Pedestrian access between field/school
- Faster access- appealing design
- Better pedestrian access
- May give City more flexibility in land use for Landbay K.
- Most preferred - leaves access to route 1 w/o traffic impairment
- Better traffic pattern
- Should improve pedestrian access to Main Street
- Allows dev. Access more directly to Monroe (ie: more traffic from Potomac Ave, Main St, Rt. 1)
- Great connection to Crystal City
- Preserves open space

Disadvantages:

- Marginal- eliminates valuable options outlined in 2
- Kids crossing busy road to school
- Bad for peds
- Bisects park & school
- Concern for children crossing, sight lines on bends of Monroe Avenue
- Negatively affects usable space for park and school.
- Lose space- Road bad for future school - Cuts Simpson Park in half.
- School option eliminated
- Pedestrian access drops into no where (need new path to Monroe Avenue)
- Funnels traffic from development and Crystal City into Del Ray
- Decrease in school space
- Can't reach Potomac Yard development without going thru Route 1 intersection

Additional Comments:

- Explore option of gaining/trading for Landbay L to get land for school site
- Specific use of Park needs to be determined
- Option if Option 1 does not work

Option 4 – Elevated Monroe Embankment:

Advantages:

- Shorter access going south
- Best for direct pedestrian/bike access: Del Ray to NE
- Improved East-West pedestrian access
- Improved southbound vehicle access
- School property intact
- Slow down Route 1 traffic (both sides of Route 1 stop for Monroe Ave/Slaters Lane access)

Disadvantages:

- Waste of additional money and construction time
- Unsightly ramp
- Only right turn does not allow two-way traffic
- Only solves half of the problem (going to route 1 south)
- \$10 million cost to the City
- Inefficient use of land
- Out of place
- No northbound access to Route 1
- Longer construction period
- Untenable.
- Strange construction
- Awkward and expensive
- Lose space - no good pedestrian access
- No way
- Makes no sense with regard to land use and traffic
- Possible merge issue as incoming traffic from Monroe may try to cross over to Slaters
- No safe access from the ramp
- Bad for school
- Don't like this option and did not spend any time on it
- Don't like size of bridge
- No, don't support
- Could back up Route 1 so cars bail out earlier in neighborhood

- No votes

Additional Comments:

- Does City pay for additional cost? If yes, more money and time are a problem

Exercise 2: Direct Pedestrian Connection from the bridge

City staff provided a presentation on the issue of direct pedestrian connection from the bridge to Monroe Avenue. After the presentation, each table was given large copies of each option as well as a large sheet for recording comments. The attendees received the following instructions:

- Select one person to be the recorder for the table.
- Discuss the following three questions and record your results.
 1. Should there be a direct pedestrian connection from the bridge to Monroe Avenue?

If yes, then:

2. Should the pedestrian connection be ADA accessible?
3. Which of the drawings does your table prefer?

Exercise 2: Results

Eleven tables participated in the exercise.

Question 1:

Six tables indicated YES, they supported a direct pedestrian connection.

Four tables indicated NO, they did not support a direct pedestrian connection.

One table was undecided.

Comments favoring the direct pedestrian connection:

- Very serious safety problems crossing Route 1 & Potomac Avenues, cars do not yield to pedestrians on right on red
- Anything (i.e. 2 minutes) that discourages pedestrians is BAD.
- Needs to be well lit with minimum of 2 footcandles
- Why not one on each side?

Comments against the direct pedestrian connection:

- Vandalism
- Bikers, Skaters

- Any option only 2 minute gain
- 2-5 minute savings, not worth it.
- The types of people who would benefit: elderly, handicapped, youth would also probably be reluctant to go under the bridge.
- No, but we would like to see a stronger, safer pedestrian/bike access between Route 1 and Slaters Lane.
- Not good cost/benefit

Other Comments:

- Depends on bridge design
- Why not a pedestrian connection on each side?
- No cost data available
- Will more pedestrians be going on east or west side?

Question 2:

Five tables indicated YES, the connection should be ADA accessible.

Four tables indicated NO, the connection should not be ADA accessible.

Two of the tables that answered "NO" to Question 1 did not respond to Question 2.

Question 3:

Option 1 – Sidewalk on Bridge:

Five tables supported Option 1.

Comments:

- Other options could always be added later
- Better than alternates 2-4
- Will bicycles be accommodated?
- Police prefer this option
- After discussion, the other options are not worth saving 2 minutes

Option 2 – Ramp Under Bridge:

One table supported Option 2.

Comments:

- Would be more appealing if this did not jam against bridge- but rather "floated"- perhaps over pond
- Police officer raises crime issues

- Others believe this is ugly and unsafe
- Doesn't save much time
- Safety issue
- Cleanest, visibly intuitive, foot traffic does not cross Route 1
- Easy neighborhood access
- No, not safe
- Will cause pollution in water table/pond
- Skateboarders dream come true
- Possible accidents w/ pedestrians & autos
- Unsafe
- Isolated
- Don't like
- No access to northbound traffic

Option 3 – Ramp on Monroe Avenue Side of Bridge:
One table supported Option 3.

Comments:

- Should be designed as gateway in appearance
- More pedestrian traffic will make passage safer
- Skateboarders dream come true
- Too difficult to push wheel chair up ramp
- Doesn't save much time
- Even if meets ADA regulation, its not very usable because of distance
- Aesthetic impact
- Huge monstrosity
- Not cost effective
- Possible pedestrian accidents if autos miss turns or peds/bikes/skateboards don't slow down at end of ramp
- Still must cross Route 1
- Most Direct access from Del Ray to METRO
- Best design, open to all pedestrian traffic
- Strongly prefer
- No access to southbound traffic
- Suggest better design - get some consultant to help with European examples
- Ugly!

Option 4 – Stairway:
One table supported Option 4.

23

Comments:

- Could be art project
- Another skateboarders dream
- May be ok if a ramp rather than stairs
- Police prefers on east side rather than west side so vehicular traffic can see pedestrians
- Yes, we prefer this idea.
- Most direct access from Del Ray to METRO
- Not ADA - elevator?
- Steps too burdensome even for many regular pedestrians
- Most pleasing, less expensive, the cost of option 3 could be used to put another spiral on the opposite side of the bridge
- Not accessible for ADA or strollers
- Aesthetic impact
- Elevator for ADA – pedestrians

Three tables did not express support for any of the options.



Kendra Jacobs/Alex
02/07/2006 01:41 PM

To

cc

PC Docket Item(s) # 8-9

Case # TA 2005-0007 + 0008

"Bruce&Linda Dwyer " <ouibike@verizon.net>



"Bruce&Linda Dwyer "
<ouibike@verizon.net>
01/27/2006 01:16 PM

To "Emily Baker" <emily.baker@alexandriava.gov>

cc "BikeWalk Alexandria" <bsc@Bicycle.Alexandria.VA.US>

Subject Monroe Avenue Bridge comments

Comments on Pedestrian and Bicycle Accommodation in the design of the new Monroe Avenue Bridge

Emily,

First let me say that I appreciate the opportunity the city provided for citizen comment on the bridge design. I feel the second session where you arranged for mini-work groups to discuss the various alternatives was very productive and enlightening for citizens to grapple with the challenges you face in designing a good bridge. Unfortunately, I had the sense from my group and from the whole assembled group that pedestrian concerns were not a high priority, and bicycles were far from most peoples' mind. I do have a general concern that some decisions in the city may be overly influenced by the relative small number of people that show up and speak at public comment opportunities. In recent citizen surveys conducted by the city related to open space, health, and parks and recreation, there was strong support from the citizens at large for better opportunities to get around town more easily and safely in a non-motorized manner. Within this context, below are my comments regarding pedestrian and bicycle accommodation on the new bridge.

1. From a pedestrian/bike perspective alone, the current bridge and option 4 provide the safest (fewest street crossings) and most direct route. The other options would increase the travel distance for pedestrians and bikes going from Monroe Avenue to Route 1 South by 3.5 times. Recognizing these neither of these options is preferred for a lot of other reasons, the following points are offered for consideration.

2. The traffic pattern for bikes and pedestrians generally fall into 4 directional modes, the first 2 reflect existing routes, and the second 2 reflect new routes when Potomac Yard is developed

- Del Ray to Braddock Rd metro area on the west side of the bridge
- Del Ray to Northeast neighborhood and Slater's Lane to the Mt. Vernon path

- c. Potomac Yard to Slater's Lane to the Mt. Vernon path on the east
- d. Potomac Yard to Braddock Rd metro area

3. To minimize street crossings and maximize directness for all non-motorized users, I recommend that the sidepath on both sides of the bridge be wide. You currently have a 10 foot path on the east and a 6 foot path on the west, which seems to indicate that you assume there will be more non-motorized traffic to and from Potomac Yards that to and from Del Ray. I would think that the potential exists for sufficient non-motorized traffic on both sides to justify the wider sidepath on both sides.

4. AASHTO Guidelines recommend a 10 foot width with 2 feet clearance on each side under most conditions for a two-directional path and for these dimensions to be maintained on bridges. Carrying the clear area across the structure provides a minimum horizontal shy distance from railing barriers and adequate maneuver space to avoid conflicts between bikes and pedestrians. Shy distance is important for bicyclists to allow room for handle bar width that exceeds bike and body width. In my opinion the 10 foot width is adequate only if sufficient shy clearance is provided. The presentation drawing of the sidepath shows the railing set back on one side; however, the setback is obstructed by the lampposts, which defeats the purpose of the set back. It does not appear there is any set back on the other side. To summarize, I recommend 10 foot wide sidepaths on both sides of the bridge with adequate horizontal clear areas on both sides. Just a suggestion on where to get the addition 4 foot of width would be to narrow each travel lane by one foot. As you saw in the Dan Burden presentation, narrow lanes slow traffic, which I believe is another community concern.

5. Some might argue for bike lanes or wide curb lanes on the bridge. I believe an adequate sidepath accommodation is preferred. The current plan for a narrow sidepath on the west side will encourage cyclists to use the road because it is a long complicated way around to the other side with street crossings and having to behave like a pedestrian at street crossings. I still have not figured out how I would go from Monroe Avenue to Fayette Street under the currently proposed design.

6. As were most people at the meeting, I am troubled by all 3 of the options for a non-motorized ramp between Monroe Avenue and Route 1, but can not offer any better ideas at this point. I would support the suggestion by one person at the meeting to seek design possibilities from pedestrian facility design firms and or investigating such structures in European cities where non-motorized traffic is more widely accommodated.

7. My most serious concern is the design for pedestrian street crossings at Route 1 and Potomac Avenue. I see this design as being very similar to the intersection of Callahan and Duke, which I abhor, as do many bicyclists and pedestrians who use this route to the PTO or our new Whole Foods Store. A pedestrian was recently killed at this intersection and while I do not know the circumstances, I did hear that the pedestrian crossing of Duke was removed as a result. The intersection also has a right turn bay (I call them hot rights) from Route 1 north to Potomac Avenue, also like at Callahan. In my opinion (which I believe is conventional among pedestrian design professionals) hot rights and slip ramp, and any facility or signage that encourages right

hand turns without stops have no place where pedestrians are going to be present. Under the circumstances of current driving behavior, a stop sign just isn't going to do it. This comment applies also to the slip ramp from Route 1 south to Monroe Avenue. Make it a "T" intersection.

8. I suggest looking at all the pedestrian crossing areas in the context of where pedestrians are really going to walk; they will take the shortest distance. Accommodating pedestrians with round about routes just does not work.

These comments reflect my point of view and interpretations of guidelines relating to bicycle and pedestrian accommodation. I hope you find them useful. I would also suggest that you obtain professional bicycle and pedestrian design consultations. On many occasions in the past, the city did routinely ask the former bicycle committee for comments early on in the design process. While I think that we provided useful comments, we generally do not have the breadth of expertise needed to come up with the best bicycle and pedestrian facility designs.

Please feel free to contact me if you have any questions

Bruce Dwyer
703-549-3263
ouibike@verizon.net



Kendra Jacobs/Alex
02/07/2006 01:36 PM

To
cc
bcc
Subject Fw: Monroe Avenue Bridge comments

PC Docket Item(s) # 829

Jerry King <jjkingconsulting@yahoo.com>

Case # TA 2005-0007+0008



Jerry King
<jjkingconsulting@yahoo.com>
>
01/31/2006 01:34 PM

To Emily Baker <emily.baker@alexandriava.gov>
Allen Muchnick <muchnick@capaccess.org>, Bill
Hendrickson <WHendrick@aol.com>, Bruce Dwyer
<ouibike@verizon.net>, Dave Levy
<levy.dave@epamail.epa.gov>, Elizabeth Wright
<eliz.wright@alumni.umw.edu>, Jim Wansley
<jawamsley@comcast.net>, Kaj Vetter <kajv@aol.com>,
Larry Grossman <pdclkg@msn.com>, Maitland Bottoms
cc <mb@rf.org>, Marc Walowac <marcw@spokeset.com>,
Patrick Devine <PatrickD@hoffman.army.mil>, Randy Cole
<randy.cole@robbinsgioia.com>, Robert Brubaker
<robert.brubaker@metroped.org>, Robin Lunt
<robinludt@hotmail.com>, Ruth Reeder
<rreeder@verizon.net>, Scott Newsham
<shewsh@comcast.net>, Steve Murphy
<stephenmurphyclu@aol.com>
Subject Fwd: Monroe Avenue Bridge comments

Emily,

I also applaud the effort by the city to accept input as to the design of the Monroe Ave Bridge. First I want to say that Bruce's comments basically reflect those of us at BikeWalk Alexandria. One of our main concerns is the safety of pedestrians and cyclists. Bruce's comments on safety should be taken into account in the design. I too was surprised at the meeting for the lack of concern for pedestrian safety when it came to pedestrian access. Safety certainly should take priority over other concerns.
Jerry King

--- Bruce&Linda Dwyer <ouibike@verizon.net> wrote:

> From: "Bruce&Linda Dwyer " <ouibike@verizon.net>
> To: "Emily Baker" <emily.baker@alexandriava.gov>
> Date: Fri, 27 Jan 2006 13:16:00 -0500
> CC: BikeWalk Alexandria
> <bsc@bicycle.alexandria.va.us>
> Subject: Monroe Avenue Bridge comments
>
> Comments on Pedestrian and Bicycle Accommodation in
> the design of the new
> Monroe Avenue Bridge

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375 South Reynolds Street #301
Alexandria, Virginia 22304
January 13, 2006

Eric Wagner, Chairman
City of Alexandria Planning Commission
301 King Street
Alexandria, Virginia 22314

PC Docket Item(s) # 849

Case # TA 2005-0007-0008

Dear Mr. Wagner:

We are writing in regard to a letter sent to you by Amanda Babcock, Chairperson, Alexandria Commission on Persons with Disabilities (ACPD). Her letter contains misleading information and deliberately misstates facts. The letter was written for Ms. Babcock by ACPD member Chet Avery, and was prompted by a phone call to Mr. Avery from Rich Baier, Director of Transportation and Environmental Services.

We are members of ACPD. This letter is not from the commission, it is from us as private citizens. As private citizens, we have been attending public hearings on the Monroe Avenue Bridge. We have attended as private citizens, because we have not been authorized to participate as members of ACPD. No one from ACPD was authorized to represent ACPD at these meetings. We attended these meetings on our own initiative. You will recall we spoke at the Planning Commission meeting in January. As chairperson and a member of the ACPD sub-committee on accessibility enhancement, our attendance at these meetings as private citizens has been included in our sub-committee reports to the commission. This is recorded in the minutes of ACPD meetings. In Ms. Babcock's letter, Mr. Avery states, "ACPD has had discussions on the Monroe Avenue Bridge...." This statement is false. ACPD has not had any discussions on the Monroe Avenue Bridge. In fact, Ms. Babcock and Mr. Avery effectively stifled any discussions that might have otherwise occurred. Mr. Avery went so far as to send an e-mail to the entire commission and others, saying that these reports were "not interesting."

In Ms. Babcock's letter, Mr. Avery goes on to write, "... ACPD will be monitoring options that are being considered by the Planning Commission under the terms of the T&ES-ACPD agreement...." This would lead you to believe that members of the commission are given an opportunity to review T&ES projects. We have attached a copy of this agreement. It was signed by Mr. Avery and Mr. Baier. As you can see, this agreement limits the review of T&ES projects to one person. The full commission is not permitted to participate in the review. The review is not done in a public meeting, and obviously, no one from the public is given an opportunity to comment. In his activities as a member of ACPD, Mr. Avery has routinely and knowingly violated FOIA regulations. In our opinion, this agreement between Mr. Avery and Mr. Baier is not in the spirit of open government. It does not facilitate community based planning.

Many months ago, the sub-committee requested information on the Monroe Avenue Bridge. This request was made by the sub-committee chairperson through the commission city staff. There was no response from T&ES. Another request was made, and again, no response from T&ES. Ms. Babcock's letter, written by Mr. Avery, would lead you to believe that T&ES has or would have worked with the commission on the Monroe Avenue Bridge. In fact,

no one on the commission, not even one person, has worked on the Monroe Avenue Bridge with T&ES. Further, T&ES did not respond to e-mail requests for information about the Monroe Avenue Bridge from the commission city staff.

We are shocked that after not responding to direct requests for information from commission city staff, Mr. Baier would call Mr. Avery, and prompt him to write this misleading letter. We are also concerned that this phone call to Mr. Avery was made by Mr. Baier perhaps because he was troubled by our participation in public meetings as persons who have disabilities.

Sincerely,


Laura A. Lantzy
Chairperson, ACPD-AEC


Jane Kachulis
Member, ACPD-AEC

Attachment

Cc: The Mayor and Members of City Council
James Hartmann, City Manager
Larry Robinson, Ad Hoc Transportation Policy and Program Task Force

J

City of Alexandria, Virginia

MEMORANDUM OF UNDERSTANDING

DATE: NOVEMBER 6, 2003

TO: CHET AVERY, CHAIR, ALEXANDRIA COMMISSION FOR PERSONS WITH DISABILITIES (ACPD)

FROM: RICHARD J. BAIER, P.E., DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES *R. Baier*

SUBJECT: ACCOMMODATIONS FOR PERSONS WITH DISABILITIES

Purpose: To provide the greatest opportunity for the inclusion of accommodations for persons with disabilities within public infrastructure projects designed and, or managed by the City of Alexandria's Transportation and Environmental Services (T&ES) Department.

Background: It has come to the attention of the Director of the T&ES Department as well as the Alexandria Commission for Persons with Disabilities (ACPD) that there is a greater need for the inclusion of accommodations for those members of our community that have special needs. It is agreed upon that the plans review during the design phase will more easily allow for accommodations and/or redesign to be considered. Further, consideration of the accommodation and any design changes resulting there from must be done in the context of the project budget and follow traditional design standards.

Process: Plans subject for review by ACPD are plans involving infrastructure and accessibility to the general public which are under the purview of T&ES. A Plans review notice will be forwarded from an engineer in T&ES under the direction of the City Engineer directly to an appropriate designee as chosen by the ACPD Chair at the 35% design level of the project wherever possible. The "review notice" will state the name of the project, the project manager or engineer, the pertaining contact information of the project manager (phone number and office location). The City in turn will need to receive written review comments within two weeks from the date on the "review notice". For complex projects, additional review time may be provided as mutually agreed to by T&ES and ACPD. The ACPD comments may be faxed or emailed to the project engineer but must be in written form to be included in the compilation of comments being considered. The comments shall address accommodation needs and should not consider issues outside of the traditional scope of the ACPD. The project manager will be available to answer questions about the project from the designee as chosen by the ACPD Chair, but T&ES staff may not be available to attend meetings with ACPD to discuss each project.

Special Exception: Infrastructure work which is maintenance oriented or of an emergency nature will not be included in this process.

I accept: _____ Date: _____
Chet Avery, Chair

cc: Emily A. Baker, P.E., City Engineer *35*
Thomas H. Culpepper, P.E., Deputy Director/Transportation & Transit



"tim bawcombe"
<tabawcombe@hotmail.com>

02/07/2006 04:16 PM

To <pccomments@alexandriava.gov>
cc <Emily.Baker@alexandriava.gov>
bcc
Subject Planning Commission Comments

Planning Commission,

I will be attending the meeting on
Tuesday, February 7, 2006

7:30 PM, COUNCIL CHAMBERS
301 KING STREET, CITY HALL
ALEXANDRIA, VIRGINIA

I was unable to submit a speaker's form by the 5:00PM, Monday 2/6/06 deadline for this meeting.

I would like to submit the following comments concerning TEXT AMENDMENT # 2005 -0007 and TEXT AMENDMENT # 2005 -0008.

I live at 523 E. Nelson Avenue and am interested in the planning, construction, impact and future use of the re-aligned Monroe Avenue Bridge.

After reviewing the files available online for TEXT AMENDMENT # 2005 -0007 and TEXT AMENDMENT # 2005 -0008, I have the following comments:

1. I believe the text amendments are presented in an illogical order, as I feel the issue of Monroe Avenue access for roads and vehicles (# 2005 -0008) must be settled before a reasonable and informed decision can be made on the issue of a pedestrian connection (# 2005 -0007) to the new bridge.
2. If the current Option 1 (the approved Monroe alignment with the one-way slip ramp), as recommended by city staff, is the final selection with the caveat that Option 2 (the two-way slip ramp) could be selected at a future date after additional study of post-construction traffic usage patterns, I feel this is an unwise temporary solution that does not do enough to address the legitimate concerns of many residents along Howell and Bellefonte Avenues and the connecting N/S streets between Monroe and Howell.
3. In my view, Option 3 (realigned Monroe Avenue) is the preferred option to maintain Monroe Avenue as the main vehicular throughway from Route 1 (for both north and southbound Route 1 traffic). This alignment would eliminate the concerns of cut-through traffic on the smaller/residential streets as the configuration is most similar to the existing traffic flow.

30

4. I am aware that Option 3 bisects the proposed expanded Simpson Park and possible future school site, but I am also aware of concerns within the School Board that they would perhaps prefer a different parcel of land for a future school site. A bisected park land is a minor cost to pay for improved (consistent) road connectivity that is provided in Option 3.
5. By removing the South Main St. connection to the extended Monroe Avenue as suggested in Option 1, Option 3 creates a primary intersection at the northern foot of the new bridge where Route 1 is intersected at the same location by Monroe Avenue from the west and Potomac Avenue from the east.
6. Moving back to the issue of direct pedestrian access to the new bridge, I see the road alignment offered in Option 3 above to be a sufficient solution which eliminates the need for direct pedestrian access at an elevated location of the bridge by routing pedestrians along the realigned Monroe Avenue to give them access to the new bridge.
7. Should Option 1 or 2 be selected for the Monroe Avenue access, there is a greater need for a direct pedestrian ramp to the bridge. Option 2 (ramp under bridge) is my preference as it eliminates foot traffic across Route 1 by safely funneling pedestrians and cyclists under (and not across) the bridge's vehicular lanes.
8. Alternatively, the new (and yet-discussed) option for a direct pedestrian bridge that runs east/west -- perpendicular to and underneath part of the new Monroe Avenue Bridge could be a benefit for linking foot traffic from the extended Monroe Avenue east of the Gold Crust Bakery to the newly constructed sidewalk along the northern side of Slaters Lane west of Potomac Plaza.
9. My thoughts are that pedestrians want to get over the railroad tracks in any direction possible, and the alternative of a shorter east/west running foot/cycling bridge would do much to tie in the neighborhoods and connect Monroe Avenue/Del Ray pedestrians with the proposed trail and connection along the east side of the railway toward the Braddock Road Metro Station.
10. Should pedestrian access Option 2 (ramp under bridge) be considered for a direct pedestrian ramp to the bridge, it seems feasible (if the aesthetic issues can be resolved) that an eastward extension of the pedestrian ramp could be incorporated that would create a bridge over the railroad and grant direct pedestrian access to the Potomac Plaza area and GW trail beyond and eliminate some of the north/south pedestrian use along Route 1.

Thank you for your time and consideration of my comments.

Sincerely,
Tim Bawcombe
523 E. Nelson Ave.
Alexandria, VA 22301

EXHIBIT NO.

2

21

3-14-06

Ignacio Pessoa/Alex

03/11/2006 01:43 PM

To wmeuille@wdeuille.com, alexvamayor@aol.com,
delperpe@aol.com, ludwig@gainwithgaines.com,
Councilmangaines@aol.com, rob@krupicka.com,
Jim Hartmann/Alex@Alex, Michele Evans/Alex@Alex, Jackie
cc Henderson/Alex@Alex, Rich Baier/Alex@Alex, Emily
Baker/Alex@Alex, Eileen Fogarty/Alex@Alex, Jeffrey

bcc

Subject Tuesday, March 14 Meeting, Docket item No. 21 (Monroe Avenue
Bridge Connection)

Attached is a revised version of the proposed language for the text amendment, which reflects technical refinements requested by the school board, through their attorney, Bud Hart, and by counsel for the CDD No. 10 property owners. These changes are shown against the draft distributed for the February 28 meeting.

The text amendment provides for the construction of the connection between Monroe Avenue and the bridge as depicted in the Alternative Concept Plan, approved in 2003, with the proviso that nothing shall be done to preclude the reconstruction of a two-way, slip-ramp connection in the future, should council so authorize.

In the event such a two-way connection is approved, council will, at the same time, identify and reserve an alternative school site, equivalent to the school site reserved under the current Potomac Yard approval. Identifying and reserving the alternative school site will be done in conjunction with the school board, but nothing in this language commits either the council or the board to authorize, fund or construct a school.

Please let me know if you have any questions.



March 9 5-605 Preliminary development plan approval.doc

5-605 Preliminary development plan approval.

* * * *

[The following is all new language.]

(M) Notwithstanding the provisions of subsection (J) of this section and of any approved conceptual design plan, the following required and permitted changes from an approved conceptual design plan shall be required or permitted, as the case may be as hereinafter expressly provided. Such required or permitted changes shall apply to the, for the subsequent approval of a preliminary development plan or site plan subject to such conceptual design plan, which is approved on or after the effective date as prescribed below:

* * * *

2. (a) (1) Within CDD No. 10 (Potomac Yard/Potomac Greens) the vehicular and pedestrian Monroe Avenue connection to Route 1-Jefferson Davis Highway shall be constructed as depicted in the Alternative Concept Plan, approved by city council in 2003, which design accommodates, should the city council and school board later determine that a need exists, sufficient land as a site for a public elementary school in general conformity with the school depicted in the Potomac Yard Site Analysis, Alexandria City Public Schools, Option 1(A), prepared by Grimm + Parker, Architects, dated February 7, 2006 should city council authorize and fund such a school.
- (2) Notwithstanding subparagraph (a) (1), sufficient land area shall be reserved to permit the reconstruction of such connection to conform to the design as generally depicted in Option 2 (two-way slip ramp), as prepared by Christopher Consultants, dated December 19, 2005; provided, however, that no further such reservation to permit the construction of the two-way slip ramp shall be required not be effective in the event that city council actually authorizes and funds the construction of a public elementary school, the site layout and design of which would conflict with or preclude such reservation of land.
- (b) Should city council subsequently approve the reconstruction (two-way slip ramp) as depicted in Option 2, as described in the preceding paragraph subparagraph (a)(2) above, then and in such an event, and as a condition precedent to the approval of such reconstruction: ~~(1) T~~ the city council, in coordination with the school board, shall identify, reserve and secure keep available an adequate and equivalent land area in and around CDD No. 10 for the construction, should council authorize and fund such construction, of a public elementary school comparable to the school as depicted in the Potomac Yard Site Analysis, Alexandria City Public Schools, Option 1A, as prepared by Grimm + Parker, Architects, dated February 7, 2006.
- ~~(2)~~ (c) In connection with the activities described in subparagraph (b) above, T the city council may consider the redesign of Simpson Park, additional density within CDD No. 10, and/or the reallocation of approved density within said CDD, to the extent reasonably necessary to secure such land area for a public elementary school, and to secure separate open space areas which are in reasonable

conformity with guidelines adopted by the city and state, including without limitation the Potomac Yard Urban Design Guidelines, and accommodate the population growth anticipated with the CDD, in addition to the land area for such elementary school.

(d) This paragraph (2) shall be effective [date of adoption].

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3-14-06

RE: Monroe Bridge/Docket Item 21

RECOMMENDED ADDITIONAL LANGUAGE

Councilman Macdonald

3/14/2006

Bill,

The proposed language in the new amendment does NOT address one of my specific concerns: the net loss in open space dedicated to team sports, that will result if a school or an additional ramp is built at this site. The language in b(2) does not address this question. There will be less a net loss in playing fields over what exists today in this part of town should either a school or a ramp or both are built at this location. We need to be more proactive and forward think regarding this matter.

I wish to include the following language at the end of the amendment. It should have no effect on the school's desire to see land reserved for a new school.

"Recognizing that there will be a net loss in playing fields if an extra ramp and/or a school is built here, the City will make every effort to obtain additional park land in Potomac Yards either by separate purchase or by considering additional density should that be acceptable to the community and developer."

Mr. Mayor, I move that City Council adopt the following position as the sense of Council, to guide the applicant and city staff as preliminary development plan SUPs are brought forth for the various land bays within the Potomac Yard CDD.

The project overall must provide adequate public benefits, including without limitation a school site and separate open space areas which are in reasonable conformity with the guidelines adopted by the city and state, and accommodate the population growth anticipated with the project, without competing for the same land area.

Accordingly, the open space should accommodate the residents of the projected 2000 new homes, with a ratio of at least six acres per 1,000 residents.

The school site should comprise six acres, plus one acre per 100 students of projected enrolment.

The City Council is willing to consider some additional density, or the reallocation of approved density within the project, to the extent reasonably necessary to accomplish these goals.

21
3-14-06

Ignacio Pessoa/Alex
03/11/2006 01:43 PM

To wmeuille@wdeuille.com, alexvamayor@aol.com,
delpepper@aol.com, ludwig@gainwithgaines.com,
Councilmangaines@aol.com, rob@krupicka.com,
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