



City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 21, 2006

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: JAMES K. HARTMANN, CITY MANAGER 

FROM: EILEEN FOGARTY, DIRECTOR, DEPARTMENT OF PLANNING & ZONING 

SUBJECT: TEXT AMENDMENT (TA# 2005-0008) TO REVISE THE MONROE AVENUE ACCESS

I. Monroe Avenue Access:

At the February 7, 2006 Planning Commission hearing, the Commission recommended denial of the proposed text amendment (TA#2005-0008) to revise the Monroe Avenue access. The proposed text amendment would have enabled the construction of the approved Monroe Avenue alignment, but would also have reserved right-of-way to construct a two-way slip ramp, if that option was deemed necessary once the straightened bridge is constructed.

The Commission found that the currently approved Monroe Avenue access (one-way ramp) provides an appropriate balance between access, open space and the potential future school needs. Based on the impacts to the adjoining open space-parkland and the future school site, the Commission unanimously voted 7 to 0 to recommend denial of the proposed text amendment.

Because the Planning Commission recommended denial, Sec. 11-806(B)(1) of the Zoning Ordinance requires a super-majority vote (six affirmative votes) to overturn the recommendation by the Planning Commission. City Council may recommend denial of the proposed text amendment by a simple majority vote.

II. Pedestrian Connection:

The proposed text amendment (TA# 2005-0007) to eliminate the requirement for a direct pedestrian connection for the Monroe Avenue bridge was deferred by the Planning Commission. The Commission asked staff to continue to evaluate the design-location and to continue to work with the community on the pedestrian connection. Therefore, the application will be scheduled for a subsequent Planning Commission and City Council hearing.

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.

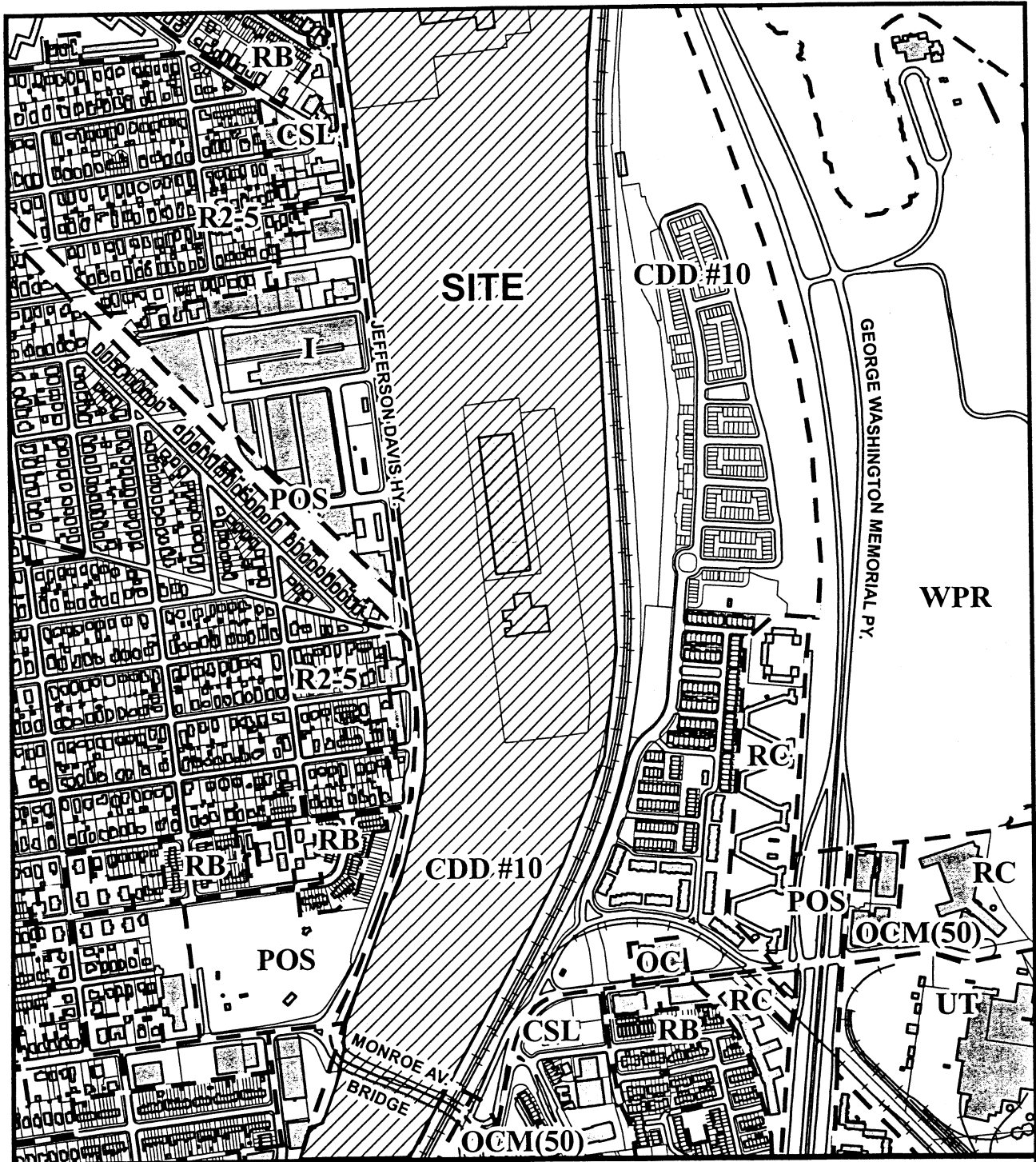
Judy Noratake, resident, Parks and Recreation Commission, concerned about the impact of Option 2 to the athletic fields and open space. Felt that the minimal timing saving for vehicles was not worth losing open space.

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.

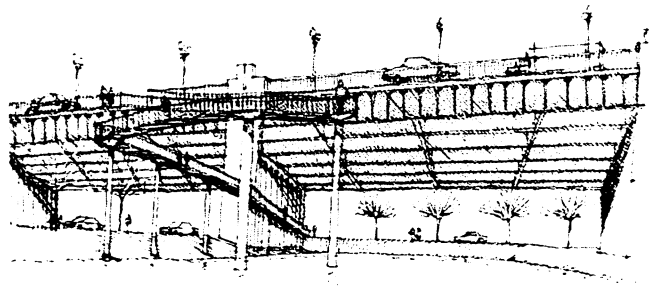
A. **OPTION # 1 - Sidewalk on the Bridge:**

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.



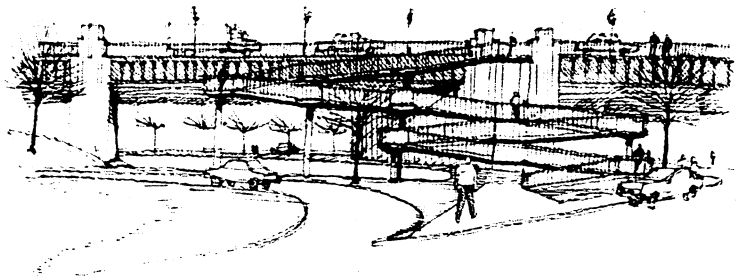
B. **OPTION # 2 - Ramp Under Bridge:**

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:**

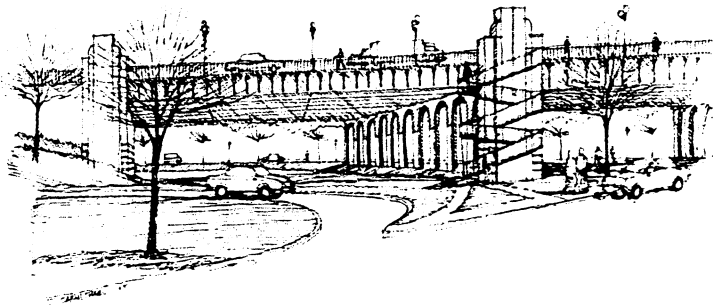
Option 3 includes a ramp connection from the west side of Route 1 that switches back and forth and lands near Monroe Avenue on the west side of the bridge. This option is ADA accessible.



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.

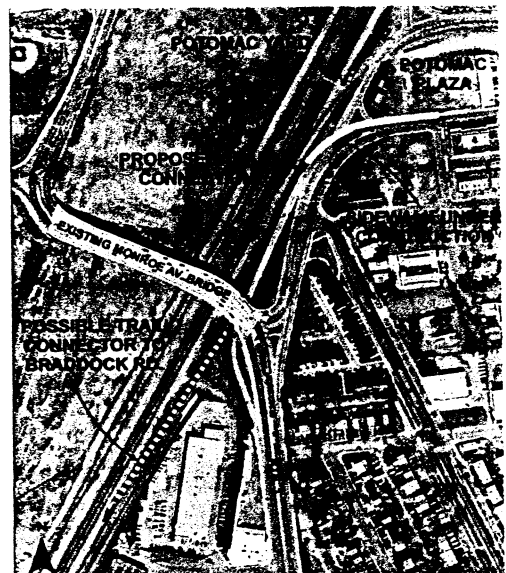
Staff recognizes that the distance between the NorthEast neighborhood and the Del Ray neighborhood will increase with the construction of the straightened bridge. This is due to the alignment of Route 1 and the need to cross an active rail corridor. However, based on our analysis of the options for a 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.



While the sidewalk connection as proposed by staff does not provide a more direct connection to the Potomac Yard open space for the neighborhoods to the east of the bridge, the connection will significantly increase pedestrian connectivity for the neighborhoods to the east of the bridge. The

Honorable Mayor and Members of Council:

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2-25-06 22 February 2006

I am a 10-year resident homeowner at 401 E. Monroe Ave - the second residence from the Monroe Ave-Route One intersection of Potomac Yard.

Over the years, I have actively participated in the Potomac Yard hearings and sessions. My two children were not born when the City Council approved the Plan for Potomac Yard. My children are now 5 and 4 years old. My 89-year-old neighbor has lived on E. Monroe Ave for 55-years – at the fourth residential home from the Monroe Ave-Route One intersection. We hope someday that we can enjoy the new Potomac Yard.

It is extremely unfortunate - as property values rise along with our tax bills – for Alexandria to waste any more taxpayer money on re-considering and re-studying Potomac Yard and Monroe Bridge options that have proved merit-less, futile, and fall very short of offering the overall benefit and flexibility that the Approved Plan provides. It took a lot of thoughtful input and compromise to get this point, so revisionism, at this stage, is inappropriate. Further, it is disconcerting for many to read Councilman McDonald's suggestion - that agrees with another candidate for council – to potentially halt bridge construction and Potomac Yard development.

I support proposals for open-green space, trees, and environmental issues; unfortunately, with all due respect, I must diverge from Councilman McDonald's ill-advised judgment on the way ahead for this project.

In recent months all I have heard is how “cut-through” traffic will affect certain streets. There have been separate meetings to address their concerns, yet no one invited neighbors from, near, or who use Monroe Ave or other affected streets to these discussions. “Cut-through” traffic is hard to distinguish from local traffic; moreover, creating impediments to overall traffic flow will only inconvenience the residents that they are supposedly intended to “protect”. To hear such selfish talk is disappointing; as some advocate forcing traffic down one street at the expense of others. Like Braddock Road, Mt Vernon, Glebe and others, Monroe Ave – especially in the vicinity of Mt Vernon Ave and CVS/Giant/Simpson - has more pedestrian traffic than the streets in question. Thus, the City should address this confluence of pedestrian-vehicular traffic – not impede traffic, but merely to ensure reasonable safety for ALL – not a just select few. We should never force traffic down one neighbor's street at the expense of another because we live in an urban environment, must share the burden, and seek integration with Potomac Yard. So, let us work collectively and collaboratively to address and deal with traffic as a community.

In my 10 years here, I visit the YMCA almost daily with my children, and teach youth and adult martial arts classes. I shop at the Giant and CVS and, at Simpson Park, meet new families with children and dogs, or others who play, garden, and exercise there. My neighbors and friends here have spent our own money and sweat equity planting trees and gardens in our area – winning four City beautification awards in the process. I see children and commuters cross Monroe daily on their way to GW Middle School or Braddock Road Metro. Quite simply, there are a lot of people who like to walk to these areas and are eager to see the Approved Potomac Plan move forward; realizing the benefits of a walk-able integrated neighborhood infrastructure that the Plan offers.

I frequent Mancini's Café almost daily and talk with the owner and other neighbors. It is my observation that many desire pedestrian safety and bicycle access to roads, traffic calming, and the potential for an urban forest with tree-lined boulevards - with trees in a median – like Powhattan, Commonwealth, and Braddock. A similar plan for Monroe - running into Potomac Yard - would be most desirable. This sentiment is captured by Councilmen Krupika and Smedberg's outstanding vision for Community Pathways. It is an opportune time for this progressive vision for walkways/bike paths/pedestrian safe areas on Monroe – arguably the major gateway to and from Del Ray and Potomac Yard.

Stopping all this now is wasteful, panders to selfish interests, and represents imprudent public policy. Please - let us seize the opportunity to do what is right for the City as a whole as we move forward with promise; not retreat into inaction.

Respectfully yours,

Paul Linehan and family

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2-25-06

Nancy Coats/Alex
02/24/2006 09:44 AM

To Jackie Henderson/Alex@Alex
cc
bcc
Subject Fw: Potomac Yard Fields

did you get this?

----- Forwarded by Nancy Coats/Alex on 02/24/2006 09:46 AM -----



"Judy Guse-Noritake"
<jnoritake@nka-arch.com>
02/23/2006 10:35 PM

To <Alexvamayor@aol.com>, <DelPepper@aol.com>, <council@joycewoodson.net>, <council@krupicka.com>, <councilmangaines@aol.com>, <PaulCSmedberg@aol.com>, <macdonaldcouncil@msn.com>
<Jim.Hartmann@alexandriava.gov>, <Kirk.Kincannon@alexandriava.gov>, <Roger.Blakeley@alexandriava.gov>
cc <Ron.Kagawa@alexandriava.gov>, <Rich.Baier@alexandriava.gov>, <cileen.fogerty@alexandriava.gov>
Subject Potomac Yard Fields

February 24, 2006

The Honorable Bill Euille
Vice Mayor Redella Pepper
Councilman Ludwig Gaines
Councilman K. Rob Krupicka
Councilman Andrew Macdonald
Councilman Paul Smedberg
Councilwoman Joyce Woodson

Re: Athletic Fields at Potomac Yard and the Bridge Realignment

Dear Mayor and City Council:

In January, I sent a letter on behalf of the Park and Recreation Commission outlining our thoughts about the fields planned for Potomac Yard, adjacent to Simpson Field. In that letter we indicated we would be in favor of any plan that accommodated two fields. Since that time, we have seen the three alternatives that were presented to the Planning Commission for this location. In response, we feel we need to weigh in relative to what is now a qualitative issue. I had hoped to testify on behalf of the Commission at your hearing on this matter on Saturday, but I will be unable to attend. I offer this letter instead.

Options 2 and 3 for the field layouts are by all measure unworkable and unwise. They either unduly impact the nearby homes or present safety issues for children. In addition, parking in Option 3 would be a nightmare. The original approved option, supported once again by the Planning Commission, represents the only realistic alternative if athletic fields are to be accommodated at this

site. We ask you to support the original design.

We know, as was reported in the Thursday section of the Washington Post, that accommodating school at this site may be necessary in the future with the population growth expected as the Yard is built out. One might easily extrapolate that if there is enough increase in population to warrant a school, a couple active recreation al fields will be needed as well. In hindsight, it is unfortunate that planners looked to accommodate both these requirements on the same piece of land, not quite big enough for either. And now we, as a united community, must find a way to make it work, and so we shall.

At this point I want to reiterate there is a very important need for the two full sized athletic fields at Potomac Yard and any plans under serious consideration relative to the development of Potomac Yard must accommodate these fields on this site. We currently have the two full sized temporary fields fully programmed. They will come off-line when the construction commences in the land bay where they are now located. We expected that. However, we also want you to understand that both the short term and long term field situation in the City grows more critical all the time. Though we expected that the two small fields at Jones Point would be available through the course of the Wilson Bridge construction, they have recently been removed from service until that bridge is completed and the Jones Point Park construction is finished, owing to safety concerns. After a crane fell recently, it was determined that the contractors could not provide safe conduct for field users. We are down two more fields than we anticipated even a few months ago. Teams are scrambling for playing space for the spring season which does not now exist. We will lose the two temporary Potomac Yard fields in about two years. They must be replaced at this site.

Everyone understands the issue of potential cut-through traffic in Del Ray from the proposed configuration of Monroe Avenue. TE&S needs to find a way to deal with that through signalization or other means. We cannot sacrifice critically needed active recreation fields for roads. It is a difficult choice, but the children and adults of Del Ray and the new Potomac Yard neighborhood will need fields to play on. The choice is clear, at least to me. The recreational opportunities for our children and adults in this City far into the future cannot take a back seat to road alignment at this location. We have been told the fields cannot be accommodated elsewhere on the Potomac Yard site. They have been approved and they have been in operation in a temporary location for years. In the final analysis, we cannot lose them, especially to save a couple minutes in a car.

If I may be of any further help in this important matter, please contact me.

Sincerely,

Judy R. Guse-Noritake
Chair, Park and Recreation Commission
703.739.9366, Ext. 105

Cc; Jim Hartmann
Kirk Kincannon
Rich Baier
Eileen Folgerty
Planning Commission Members
Park and Recreation Commission Members
Youth Sports Advisory Council

Judy Guse-Noritake, AIA
NORITAKE ASSOCIATES

605 Prince Street

Alexandria, VA 22314

Phone: 703.739.9366 ext. 105

Fax: 703.739.9481

Cell: 703.472.1520

Email: jnoritake@nka-arch.com

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2-25-06



<mariannajp@comcast.net>
02/28/2006 11:15 AM
Please respond to
<mariannajp@comcast.net>

<alexvamayor@aol.com>, <delpepper@aol.com>,
To <council@joycewoodson.net>, <councilmangaines@aol.com>,
<council@krupicka.com>, <macdonaldcouncil@msn.com>,
cc
bcc
Subject COA Contact Us: Monroe Ave Bridge Project

COA Contact Us: Monroe Ave Bridge Project

Time: [Tue Feb 28, 2006 11:15:55] IP Address: [65.216.192.51]

Response requested:

First Name: Marianna
Last Name: Patente
Street Address: 304 E Custis Ave
City: Alexandria
State: VA
Zip: 22301
Phone: 703-548-3083
Email Address: mariannajp@comcast.net
Subject: Monroe Ave Bridge Project

February 28, 2006

Dear Mayor and City Council Members:

As a resident of both E. Custis Avenue and Del Ray, I was relieved to see on Saturday that you did not take the recommendation of the Planning Commission and are rewriting the text amendment to address all concerned interests including, preserving the right to build a slip ramp in the future when needed. I would like to emphasize the following three points:

- Comments:**
- 1) Please reconfigure Monroe Avenue giving drivers direct access to Route 1, keeping additional cut through traffic out of our neighborhoods and off residential streets.
 - 2) Please find an acceptable permanent site for a future school (perhaps in the new Potomac Yards Development).
 - 3) Please find a permanent home for open space/soccer fields.

Thank you for your time and the level of attention that you are giving to this matter.

Sincerely,

Marianna J. Patente
304 E. Custis Avenue
Alexandria, VA 22301

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2-25-06



"Andrew Macdonald"
<ahmacdonald@his.com>
02/28/2006 12:06 PM

<Ignacio.Pessoa@alexandriava.gov>, <wmeuille@wdeuille.com>,
To <alexvamayor@aol.com>, <delpepper@aol.com>,
<ludwig@gainwithgaines.com>, <Councilmangaines@aol.com>,
<Jim.Hartmann@alexandriava.gov>,
cc <Jackie.Henderson@alexandriava.gov>,
<Michele.Evans@alexandriava.gov>,
bcc
Subject RE: Revised Language for Monroe Avenue Bridge Issue

Bill:

My preference would be to say something stronger:that the City will consider approving additional commercial density at Potomac Yards, in exchnage for adequate park land, school land and a new school. The City should not have to pay to build a new school. That's not "smart" growth.

Andrew

Andrew Macdonald
Councilman

CC: City Council

-----Original Message-----

From: Ignacio.Pessoa@alexandriava.gov
[mailto:Ignacio.Pessoa@alexandriava.gov]
Sent: Tuesday, February 28, 2006 11:03 AM
To: wmeuille@wdeuille.com; alexvamayor@aol.com; delpepper@aol.com;
ludwig@gainwithgaines.com; Councilmangaines@aol.com; rob@krupicka.com;
Ahmacdonald@his.com; smedbergpc@aol.com; council@joycewoodson.net
Cc: Jim.Hartmann@alexandriava.gov; Jackie.Henderson@alexandriava.gov;
Michele.Evans@alexandriava.gov; Mark.Jinks@alexandriava.gov;
rebecca.perry@acps.k12.va.us; arthur.schmalz@acps.k12.va.us;
hcgk.law@verizon.net
Subject: Revised Language for Monroe Avenue Bridge Issue

Attached is revised language addressing the issues which were discussed Saturday with respect to the Monroe Avenue Bridge realignment.

Please let me know if you have any questions prior to tonight's meeting.

(See attached file: Feb 28 5-605 Preliminary development plan approval.doc)

6
2-25-06



<pdclkg@msn.com>

02/24/2006 06:51 PM

Please respond to
<pdclkg@msn.com>

To <alexvamayor@aol.com>, <delpepper@aol.com>,
<council@joycewoodson.net>, <councilmangaines@aol.com>,
<council@krupicka.com>, <macdonaldcouncil@msn.com>,

cc

bcc

Subject COA Contact Us: Public Hearing Item #6 - Amendments to Potomac Yard

COA Contact Us: Public Hearing Item #6 - Amendments to Potomac Yard

Time: [Fri Feb 24, 2006 18:51:50] IP Address: [67.151.235.226]

Response requested:

First Name: Larry
Last Name: Grossman
Street Address: 1123 Powhatan Street
City: Alexandria
State: va
Zip: 22314
Phone: 703-549-9064
Email Address: pdclkg@msn.com
Subject: Public Hearing Item #6 - Amendments to Potomac Yard
Dear Mr. Mayor and Honorable Members of City Council

My name is Larry Grossman, I reside at 1123 Powhatan Street and I am speaking for myself.

Many years ago I walked into former T&ES Director Dayton Cook's office and saw a framed rendering of a proposal to construct a double span Monroe Avenue Bridge hanging on his wall behind his desk. This was a bridge whose only reality was in a rendering - thankfully not built because my good neighbor Jean Caldwell and NECA fought this proposal in court and won a judgement to prevent the State of Virginia DOT from going ahead with this proposal under the newly enacted National Environmental Policy Act.

This proposal would not only have placed the Monroe Bridge and commuter traffic at our doorstep but also through our homes. This victory led to our trying to get the bridge traffic off our doorstep too. In conjunction with new bridge proposals we fought hard to disengage the bridge

from its direct connection to Powhatan Street via a ramp. This ramp connection was similar to the ramp that connects the present bridge to Monroe Avenue on the west side of the Potomac Yard. We succeeded in relocating the new Monroe Bridge further south and converting the street connections to what is now a residential townhouse development (Powhatan Gateway).

These changes meant that our access to the new bridge would be more circuitous but we didn't mind as long as the configuration would reduce commuter and truck traffic along our street - which it did dramatically. We then developed a Traffic Management Plan to reduce Powhatan Street from four to two lanes with a parking lane to further reduce levels of commuter traffic.

What we have fought for over the past 35 years or so is to separate regional traffic movements from the local street system so that we could enjoy peace of mind and safety for ourselves and our families. This was and continues to be far more important than saving a few minutes by being directly linked to the bridge. Saving lives is more important than Saving minutes.

The relocation of the rail tracks to the east side of the Potomac Yard and the straightening of the Monroe Avenue Replacement bridge will bring to Del Ray similar benefits. Linking Monroe Avenue to S.Main Street will provide excellent access to and from Potomac Yard neighborhoods and to new shopping and job opportunities. Linking local streets between neighborhoods will ensure that Potomac Yard becomes part of the fabric of the City and not sealed off by commuter roads. Monroe Avenue can become a normal street, part of the local street system and cease being an extension of the bridge and Route I/Jefferson Davis Highway and subject to high speed traffic.

Comments:

Monroe Avenue will become the critical link, the imbilical chord between Del Ray and the Potomac Yard and the Braddock Road Metro Station - no other Del Ray Street can perform this function or play this role. Yet like Powhatan Street, which use to connect commuter traffic from the bridge to Washington Street and the Parkway, Monroe Avenue can be traffic calmed -and this can best be accomplished by keeping the connection between Monroe and the bridge indirect - separating through and local traffic systems.

Local traffic, namely us residents, have far more

discretion on routes and timing to be concerned with speed. We save time by being closer to our destination, knowing the street system having many route options. If we design our streets for speed to accommodate us then commuters can do the same making our neighborhoods intolerable and unsafe.

Violating this principle by directly linking Monroe Avenue to Jefferson Davis Highway largely defeats the purpose of straightening out the bridge in the first place. Monroe Avenue again becomes part of a commuter route, we lose some of the open space we gained due to the straightening, we obviate the possibility of a school site, we put children using the park in harms way by creating a high speed roadway and we recreate the physical barrier created by Jefferson Davis separating neighborhoods.

The concerns of residents of Howell, Bellefonte, Custis and Windsor that commuters will divert to these streets to connect to Jefferson Davis Highway and the new bridge rather than use Monroe and the more circuitous routing to southbound Route I is not totally without foundation. However, each of these streets is narrow and must compete for green time with a major highway. There isn't a great deal of capacity in these streets for commuters to save time using them.

The City can enact traffic calming measures such as four way stop signs, prohibitions of left turns from Jefferson Davis, parking strategies and other traffic calming measures to ensure that commuter traffic doesn't become a problem for residents along these streets. These measures would be easy and cost effective to implement and to monitor. This problem, if it indeed it becomes a problem is solvable - what City Council should not do is create a larger, more unmanageable problem for residents and businesses along Monroe Avenue by subjecting these citizens high speed connections to Jefferson Davis Highway.

I urge City Council to do what the Planning Commission wisely did and what the Staff recommends to deny amendments to the Potomac Yard Plan to change the access from Monroe Avenue to Jefferson Davis Highway and to retain the Plan as is.



<bethburkstrandreid@hotmail.com>

02/26/2006 11:41 AM

Please respond to
<bethburkstrandreid@hotmail.com>

<alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <council@krupicka.com>, <macdonaldcouncil@msn.com>

cc

bcc

Subject COA Contact Us: Is prevention a new concept?

6
2-25-06

COA Contact Us: Is prevention a new concept?

Time: [Sun Feb 26, 2006 11:41:58] IP Address: [71.252.51.101]

Response requested:

First Name: Beth
Last Name: Burkstrand-Reid
Street Address: 18 E. Howell Ave.
City: Alexandria
State: VA
Zip: 22301
Phone: (703)837-0998
Email Address: bethburkstrandreid@hotmail.com
Subject: Is prevention a new concept?

I was troubled, when I attended the City Council Meeting on Saturday, with the general attitude I felt coming from the council and especially from the traffic department regarding the possibility of safety issues from cut through traffic due to Monroe Bridge Option 1.

We don't *know* if there will be a safety problem from the inevitable cut through down Howell and other streets. We don't *know* many things. But, as responsible adults, we know the value of prevention.

Comments: As a reproductive rights lawyer, I spend all day every day trying to teach children that when they put themselves in a situation where they face possible physical risk (such as sexual activity) the RESPONSIBLE action is to prevent harm (e.g. STDs and pregnancy). It is irresponsible to wait until their health is in jeopardy to respond. Yet, at the Council meeting, I heard over and over again that we as a community should wait until physical harm either befalls one of our community members or is all but assured (via increased traffic and speeding vehicles) before addressing the risk we know we face from cut through traffic. How irresponsible. What a terrible example we

will be setting.

Prevention is not an action that is devoid of logic, as city staff implied repeatedly. Prevention, to the contrary, is the ultimate example of proper planning, of care and of commitment to the well-being of the community.

I hope that each and every one of you will take the time to explain to me why prevention is inappropriate in this situation, if that is what you believe. Doing anything short of immediately building option 2 is tantamount to saying prevention has no place in the policy of the City of Alexandria.

I hope I did not elect people who merely react.

Regards,
Beth Burkstrand-Reid



<sherrie@sherriegood.com>

02/27/2006 07:54 PM

Please respond to
<sherrie@sherriegood.com>

<alexvamayor@aol.com>, <delpepper@aol.com>,
To <council@joycewoodson.net>, <councilmangaines@aol.com>,
<council@krupicka.com>, <macdonaldcouncil@msn.com>,
cc

bcc

Subject COA Contact Us: Monroe Bridge

6
2-25-06

COA Contact Us: Monroe Bridge

Time: [Mon Feb 27, 2006 19:54:05] IP Address: [207.188.224.14]

Response requested:

First Name: Sherrie
Last Name: Good
Street Address: 404 East Del Ray Avenue
City: Alexandria
State: VA
Zip: 22301
Phone: 703-683-5685
Email Address: sherrie@sherriegood.com
Subject: Monroe Bridge

I have lived in the Del Ray neighborhood of Alexandria for almost 15 years. I watched the City Council Public Hearings concerning the Monroe bridge on television on Saturday, February 25th, and understand that a vote on the text amendment is on the docket for Tomorrow, the 28th.

I am very concerned about this issue. To not allow easy access from Route 1 to Monroe Street, and encourage cut through traffic on Custis and Howell Avenues will destroy the peaceful way of life we have worked hard to create in Del Ray.

One of the council members erroneously stated that traffic would move slowly on the side streets because cars park on both sides. NOT TRUE! Custis and Howell Avenues only have parking on one side of the street. I see cut through traffic zoom through our streets all of the time, and allowing this to increase will be disastrous. I live on East Del Ray, parallel to Custis Avenue. Traffic is allowed to park on both sides of the street on most of East Del Ray Avenue. I have had the mirrors knocked off my car

Comments: and truck at least ten times. Last November a speeding motorist killed my cat in front of my house.

The wait and see suggestion made by one council member is ludicrous at best.

I think the city has already made a grave mistake by selling so much of this parcel to developers. Infrastructure demands, schools, police, fire stations and other needs for the increased population do not seem to have been carefully planned. It is really sad to see planners now trying to force these things into a 6-acre plot while 166 acres sits next door. My beloved Del Ray neighborhood should not have to be destroyed for a temporary "solution" to a much bigger problem.

I am also disheartened to see no special considerations have been made for public transit and bike lanes. And where did the Potomac Yard metro go?

Thank you for the opportunity to provide these comments.

6
2-25-06



<billw@iadb.org>

02/27/2006 04:34 PM

Please respond to
<billw@iadb.org>

<alexvamayor@aol.com>, <delpepper@aol.com>,
To <council@joycewoodson.net>, <councilmangaines@aol.com>,
<council@krupicka.com>, <macdonaldcouncil@msn.com>,

cc

bcc

Subject COA Contact Us: Playing fields

COA Contact Us: Playing fields

Time: [Mon Feb 27, 2006 16:34:32] IP Address: [198.186.239.20]

Response requested:

First Name: Bill
Last Name: Watts
Street Address: 1200 Bayliss Drive
City: Alexandria
State: Va
Zip: 22302
Phone: 703-683-0938
Email Address: billw@iadb.org
Subject: Playing fields

Comments: A request for your consideration with the upcoming Monroe Ave bridge construction: please try to maintain the amount of playing fields at least where they are today. More is obviously better, but please no less. I coached soccer for 13 years and both our kids went through the "system" and benefitted greatly. Thank you for your time, Bill Watts

6
2-25-06



<Trish.Horowitz@financialservicesforum.org>

02/24/2006 04:36 PM

Please respond to
<Trish.Horowitz@financialservicesforum.org>

<alexvamayor@aol.com>, <delpepper@aol.com>, <council@joycewoodson.net>, <councilmangaines@aol.com>, <council@krupicka.com>, <macdonaldcouncil@msn.com>

cc

bcc

Subject COA Contact Us: Monroe Avenue Bridge Project

COA Contact Us: Monroe Avenue Bridge Project

Time: [Fri Feb 24, 2006 16:36:42] IP Address: [66.151.3.114]

Response requested:

First Name: Trish
Last Name: Horowitz
Street Address: 318 East Howell Avenue
City: Alexandria
State: VA
Zip: 22301
Phone: 7035496657
Email Address: Trish.Horowitz@financialservicesforum.org
Subject: Monroe Avenue Bridge Project

I am truly concerned about the traffic on my street. I have an 18 month old little boy, and I'm 3 months pregnant. This is a family neighborhood. We have people crossing the street to go to the park (on the backside of Simpson Field). I would hate to hear of an accident involving a parent, a stroller, a child, and a car due to poor planning.

We moved into our home in February 2004. Our nextdoor neighbor had told me that the City was almost prepared to put speed bumps on our street due to the speeding cars. I'm not sure why it was not done?

I wrote a letter last year to Bob Garbacz, because I wanted to have a "NO PARKING HERE TO CORNER" sign placed at the intersection of Route 1 and East Howell Avenue. It was turned down because Mr. Garbacz said the street is not classified/zoned to handle too much traffic.

And now we're looking at hosting much more traffic due to the bridge project.

Please take a moment to read the letter Mr. Garbacz wrote to me:

July 29, 2005

Trish Horowitz
318 East Howell Avenue
Alexandria, VA 22301

Re: E. Howell Avenue - Request for No Parking
Here to Corner sign

Comments: Dear Ms. Horowitz:

This is a followup to my June 23, 2005 letter concerning your request for a No Parking Here to Corner sign on East Howell Avenue at Route 1.

The purpose of this letter is to let you know that the department has reviewed your request and has several concerns. First, parking availability is very limited in the immediate area. The more parking we remove, the more pressure there is on the remaining spaces. We are concerned that if the requested parking is removed, the vehicles that park in those spaces will just park in front of some else's house (yes that is a typo, but i'm typing as it's printed). In addition to the parking concerns we are concerned about encouraging cut through traffic. East Howell Avenue is classified as a local street on the City's street classification map. As such there is concern that removing the requested parking may encourage more traffic than the street is intended to accomodate. Consequently, the department is not approving your request at this time. Although the intersection of East Howell Avenue and Route 1 is not ideal, there is enough maneuvering space to accommodate the anticipated traffic demands.

I appreciate your interest in this matter and if you have any further questions please do not hesitate to give me a call.

Sincerely,

Bob Garbacz,
Division Chief



<rickieranger@comcast.net>

02/23/2006 01:42 PM

Please respond to
<rickieranger@comcast.net>

<alexvamayor@aol.com>, <delpepper@aol.com>,
To <council@joycewoodson.net>, <councilmangaines@aol.com>,
<council@krupicka.com>, <macdonaldcouncil@msn.com>,

cc

bcc

Subject COA Contact Us: The City Council Public Hearing on 2/25/06 and
Docket # 6

6
2-25-06

**COA Contact Us: The City Council Public Hearing on 2/25/06 and
Docket # 6**

Time: [Thu Feb 23, 2006 13:42:21] IP Address: [69.140.76.7]

Response requested: []

First Name: Patricia
Last Name: Schubert
Street Address: 907 Oronoco Street
City: Alexandria
State: Virginia
Zip: 22314
Phone: 703-863-2918
Email Address: rickieranger@comcast.net
Subject: The City Council Public Hearing on 2/25/06 and
Docket # 6
Dear Mr. Mayor, Vice Mayor and City Council
Members,

I am unable to attend the City Council Public Hearing on 2/25/06, as I will be out of town. I apologize for not being physically present, but I would like to send a letter on behalf of The Inner City Civic Association and the listed item #6 on the Docket : The revised Monroe Avenue connection for The Monroe Avenue Bridge.

I am writing on this particular Docket item (#6), as I am the Liaison for The Inner City Civic Association. The Monroe Avenue Bridge Community Liaison Group was formed to give City Council as well as the staff and developers input from the community on some of their positive as well as negative feedback regarding the construction of The new Monroe Avenue Bridge.

Having attended all the Meetings regarding this project and hearing from the public and members of The Inner City Civic Association on this issue, I am happy to report that I see full support for this

project. The main issue that stands before you all today, is the beginning phase of the Bridge construction, that is the re-alignment or straightening of the Bridge. I can state that although many of the City's resident's are not fully aware of the implications of this construction, that most of the feedback (a large percentage) is positive and would fully support the straightening of the Bridge.

The feedback I have received from the meetings along with the residents/ members of The Inner City support this construction, because they feel that they will see a new part of Alexandria, and have better access to other parts of the City. The straightening of the Monroe Avenue Bridge will bring "new life" to the connectivity to the whole City of Alexandria.

The re-alignment or construction of the Bridge, in the beginning phase will impact every resident that lives within a 5 mile radius, and of course, the first feedback I hear concentrates on concerns that may affect our community as a whole. The traffic congestion; the speeding; the re-routing of traffic; pedestrian safety and construction "pains", if you will.

However, given the end objective of this project, the members of the community - and I am speaking for the Inner City, believe that it is worth the pain to see the change and construct a Bridge that will enhance the attractiveness of The City of Alexandria.

The Bridge construction has been clearly looked at by Planning and Zoning along with T E & S with a microscopic approach and in doing so, have done a tremendous job in trying to take into consideration all the positive and negative feedback to construct a Bridge successfully.

Comments:

The members of The Inner City Civic Association that have responded to my question on how this will impact their lives have nothing but a good and positive outlook on this construction project of connection. The 'building pains', again, are apart of the growing process and the majority of the members feel that this will be a short -term affect on their lives but the end goal; of a new beautifully built Monroe Avenue Bridge is worth sacrificing months of construction and re-routing of traffic. There are some drawbacks, as I have heard in the community meetings and I am sure you will hear them again today. But, the long term goal to enhance the City by straightening the Bridge will give the citizen's substantial land use and transportation benefit's to the City. The Bridge

construction will increase the green space; connect Potomac Yard with existing neighborhoods and beautify the area as a whole. The options presented to the community by the developers; staff and construction engineers show extensive time and effort on their part to accommodate all residents. The vehicular alignment of the Monroe Avenue Bridge has been discussed in a 4 option/conceptual plan and has come down to concentrating on Option #1 and or # 2.

The most important point of this construction is to keep traffic flowing without any delays secondary to the Bridge design. The Option that allows for vehicular flow (Option #1) should be the number one precedent to consider because it also includes the development for pedestrian access and safety; land use and green space (Simpson field).

The staff has done their job so meticulously, that the straightening of The Monroe Avenue Bridge has taken into consideration not only vehicles, but pedestrians, bicyclists, handicapped individuals and environmentalists alike.

Therefore, in conclusion to this construction of the Monroe Avenue Bridge , the straightening of the Bridge will add another reason to visit, and reside in a well constructed community. The main objective to this project, at this stage, is to find a 'happy' medium for all vehicles and pedestrians alike, that will connect the City and increase benefits to substantial land use upon completion. Thank you all for your consideration and time regarding this point of view on behalf of my position as liaison for The new Monroe Avenue Bridge connection phase.

A big round of applause should also be directed to the City's Planning and Zoning and T E & S staff that has spent a great deal of time reaching out to the community and coming back to the table with innovative ideas and plans after discussing options with the developers and engineer's.

The straightening of the Bridge (Option #1) can only enhance the proactive retail and residential growth surrounding our City today and for the future possibilities offered by this re-construction.

With Best Regards,
Patricia Schubert
President
Inner City Civic Association
Liaison for the Monroe Avenue Bridge Community
Group

CITY COUNCIL PRESENTATION

**ARTHUR E. SCHMALZ, MEMBER,
ALEXANDRIA CITY SCHOOL BOARD**

**Re: Docket Item #6
Text Amendment #2005-0007
Text Amendment # 2005-0008
(Monroe Avenue Access to Route 1 and
Related CDD Zoning Text Amendments)**

February 25, 2006

ACTION REQUESTED BY SCHOOL BOARD

- Approve Option 1: Council should approve Option 1 -- the approved Monroe Avenue Alignment (one-way slip ramp from northbound U.S. Route 1 onto Monroe Ave) -- and reject all other three options.
- Recommend Denial of Proposed CDD Zoning Text Amendment: Council should reject the proposed text amendment to CDD Zoning Regulation, § 5-605, insofar as it would embed proposed Option 2 (two way slip ramp), into the text of the zoning ordinance.

REASONS WHY COUNCIL SHOULD NOT CHANGE APPROVED OPTION 1

- **Settled Expectations of the School Board and Community Are That Land Bay K Will Remain Viable as a Potential Future School Site.**
 - Potomac Yard Concept Plan Condition 15A, approved in 1999, requires that Land Bay K be reserved for school use, so that, if the School Board and Council agree that a school may be needed in the future, the site can be utilized for that purpose.
 - The reservation of Land Bay K as a future potential school site is also reflected in the October 12, 2001 "Certificate of Notice" by and between the School Board and the City of Alexandria (Recorded among the land records of the City of Alexandria as Instrument #010029424).
 - The Certificate of Notice was intended by the School Board to prevent any future action that would preclude or interfere with the potential use of Land Bay K as a school site.
 - The reasonable and settled expectation of the School Board is that Land Bay K will remain ready and available for use as a school site, when and if the need arises. Until then, the site would be utilized for recreational fields.

- Adopting a road alignment that would preclude -- or even potentially preclude -- use of the site for school purposes would be contrary to the School Board's settled expectations, as well as the spirit and the letter of the approved Concept Plan Condition and Certificate of Notice.
 - Approved Option 1 was previously adopted after numerous community meetings and input between 1999 and 2003. There are, thus, also reasonable settled community expectations that Option 1 would remain the approved Monroe Avenue alignment option.
- **As the Planning Commission Found, Option 1 is the Only Proposed Alignment That Will not Prevent or Inhibit the Development of a Suitable Elementary School Within Land Bay K.**
 - The Planning Commission's February 7, 2006 findings and recommendation noted that Option 1 provided an "appropriate balance between open space, potential school needs and circulation."
 - The Commission further found that the other alignment options "would have negative impacts [to] the future school site, as well as open space."
 - As previously explained by Assistant Superintendent Jay Johnson and John M. Hill, AIA, Option 1 is the only alignment that will reasonably accommodate school use on the site.
 - Option 2 (two-way slip ramp) would push the footprint of the school westward, overtop the four 230,000-volt underground electric power transmission duct bank. No permanent structures can be built over the duct bank.
 - Options 3 and 4 would place a roadway right through the school site. No school could be built.
 - Even under ideal conditions, the site poses significant constraints in terms of grading issues and setback challenges.
 - Any road structures or rights of way that encroach into the potential school site will render the site unusable for school purposes.
 - **The Proposed Text Amendment Would *Compel* Construction of Option 2, Thereby Preventing Use of the Site for a Potential School.**
 - The proposed Text Amendment to § 6-506 of the CDD Zoning regulations requires that that final design for the Monroe Avenue connection to Route 1 must "conform to the design as generally depicted in Option 2 (two way slip ramp), as prepared by Christopher Consultants, dated December 19, 2005." (Emphasis

added).

- If adopted, this language would *require* construction of Option 2 as the approved connection to Monroe Avenue. As previously demonstrated, this would preclude the construction of a new school on the site.
- Even merely reserving a right of way for future inclusion of Option 2 is very problematic to the School Board:
 - If Option 2 is codified in the Text of the Zoning Ordinance (as it is in the proposed Text Amendment), then, the conflict between Option 2 and location of a future school on the site would require the School Board to pursue a Text Amendment to the Zoning Ordinance -- a venture that is not only time consuming and costly, but also uncertain, thereby jeopardizing use of the site for future school needs.
 - A “reservation” of the land area for a potential future addition of the Option 2 two-way slip ramp would be reflected as a “feature shown” on the Alexandria Master Plan, per Va. Code Ann. § 15.2-2232(A). Because any future school use would conflict with the potential slip ramp area shown on the Plan, the School Board would be unable to build a new school without pursuing an amendment to the Alexandria Master Plan -- another time consuming, costly and uncertain effort..
 - Given that the Land Bay K site has been reserved for potential future school use since 1999, the School Board should not be forced to run such an expensive and uncertain regulatory gauntlet when a future school may be needed.
- **Significant Additional New Approved Residential Projects -- Imprudent to Risk Viability of Site for Future School Use.**
 - 2200 new residential units have been approved for construction in Potomac Yards, and perhaps more, if additional residential units end up being allowed in lieu of office uses due to any BRAC-induced glut of nearby office space.
 - 3300 additional residential units are already approved and/or under construction, most located in the east end.
 - Thus, at least 5,500 new residential units will be coming on line in the very near term, and possibly even more.
 - If just 10% of those units have school age children, that will result in 550 additional students.

- If a future school site is needed, and Land Bay K is unavailable, then the School Board to purchase or condemn land -- a cost prohibitive venture.
 - Prior City and School officials years ago allowed the Stonewall Jackson School, among others, to be sold as surplus. Due to needs of the school system that have arisen since then, ACPS now has to lease the Stonewall Jackson space back from its private owner at significant cost to the taxpayers.
 - Lack of available school site near Cameron Station required ACPS to purchase Tucker Site at a \$2.2 million cost.
 - ACPS student population is historically hard to predict. After dropping from 13,382 students in 1976 to 9,269 in 1989, enrollment grew rapidly to 11,167 by 2000. -- a 20% increase.
 - Although enrollment has been declining somewhat since peaking in 2000, given the upcoming large increases in east end residential units, and history of unpredictable enrollment trends, it would be imprudent to assume that the current enrollment decline will continue indefinitely.
 - A demographic study is forthcoming within the next few months that should help determine more precisely the extent to which a new school at Potomac Yards may be needed in the future.
 - In view of all this, and when the Potomac Yard site is already available without acquisition cost, it would be poor planning to adopt a road alignment that would preclude or even jeopardize the availability of that site for future school purposes.
- **Other Problems with Option 2.**
 - Adds some \$250,000 to the project costs.
 - Eliminates at least one-half acre of open space in Land Bay K.

Conclusion

For these reasons, the School Board respectfully requests City Council to:

Retain Option 1, the approved Monroe Avenue Alignment, with a one-way slip ramp from northbound U.S. Route 1, and reject all other options, and

Reject the proposed text amendment to CDD Zoning Regulation, § 5-605.

**Statement by Jay Johnson, Assistant Superintendent for Financial and
Administrative Services
Future School Site at Potomac Yard
Effects of the Four Monroe Avenue Realignment Options
February 25, 2006 City Council Meeting**

The proposed future school site in Potomac Yard consists of approximately six acres. The school site is bordered by Monroe Avenue to the south, the realigned Route 1 to the east and Simpson field to the west. This site poses a number of constraints and challenges which affect the design and development of an elementary school. A major constraint includes a Dominion Power electrical duct bank which runs from north to south along the existing Route 1 right of way. This electrical duct bank is an underground 230,000 volt electrical line, incased in concrete. Construction of a building will have to be built around this duct bank. It is not possible to build a structure on top of the duct bank or to have conflict with it.

The following will analyze the four Monroe Avenue options and the affects caused by each option in the future school site in Potomac Yard;

Option 1: Approved Monroe Avenue Alignment with one-way slip ramp

This option allows the full six acres to be developed. Although challenging, a two-story school can possibly be constructed on this future school site with this alignment with a one-way slip ramp.

Option 2: 2 two-way slip ramp

This option reduces the future school site by approximately one-half acre due to a larger turning radius required for the two-way slip ramp. However, the larger right of way for the two-way slip ramp forces the footprint of the school building to the west and causes a conflict with the Dominion Power duct bank. A two-story elementary school cannot be built on this site due to the duct bank conflict.

Option 3: Realigned Monroe Avenue bisecting the future school site

This option includes a realignment of Monroe Avenue which includes a two-way road bisecting the school site. This option divides the school site into two parcels on either side of the new road. Each of the two parcels is too small to construct a school building.

Option 4: Elevated Monroe Avenue Entrenchment

This option includes an elevated portion of Monroe Avenue to tie into the new elevated bridge on Route 1. The elevated portion of Monroe Avenue will allow a right turn only from Monroe Avenue to southbound Route 1.

The other portion of Monroe Avenue will remain at grade and will tie into South Main Street.

This option could render the space seriously inadequate as it may not allow sufficient space to construct a two-story school.

Summary

Given the current density and the planned development for the City, we believe that it is very important that we preserve this property and this opportunity to ensure that the children of our City will have adequate educational facilities. Our children are held to the highest academic standards ever and they are meeting these expectations. However, they cannot meet them if classrooms in the future become overcrowded. We need to plan ahead to ensure that if space is needed that we have a site where at least one elementary school could be built. The Monroe Avenue alignment, with a one-way slip ramp, is the best option in terms of allowing sufficient space to build a future school.

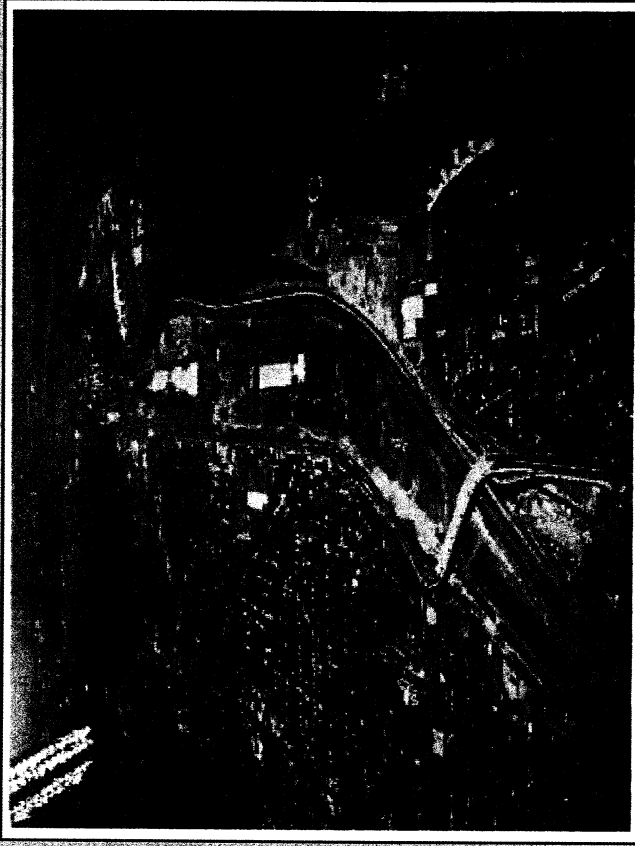
Reserving the right of way for a two-way slip ramp, should this be needed in the future, has the same effect as Option Two, which will not allow sufficient space to build a two-story elementary school.

Therefore, we urge you to uphold the Planning Commission's decision and deny the proposed text amendment.

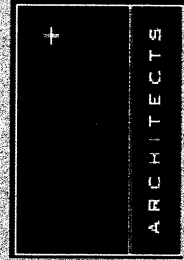
Thank you for allowing me to speak on this important issue and for future generations of Alexandria children.

6
2-25-06

POTOMAC YARD SITE ANALYSIS
ALEXANDRIA CITY PUBLIC SCHOOLS



FEBRUARY 7, 2006



Creating Together: Meaningful Architecture and Client Success

Introduction

This brief site analysis was prepared based on civil engineering drawings prepared by Christopher Consultants, dated 5/20/05, and developer plans provided by Alexandria City Public Schools (ACPS) for this purpose. No boundary, topographical, or utility surveys were completed for this analysis, nor was any geotechnical investigation done. The purpose of the analysis is to test the viability of placing an elementary school, similar in size to the last elementary school built by ACPS, on the site being proposed by the developer.

Potomac Yard General Site Description

The proposed site for a future elementary school is a triangular-shaped property at the corner of Monroe Avenue and the proposed realigned Route 1. The site is approximately 6 acres. Grades on the site range from an elevation of 40' to 52'. A large concrete-encased electrical ductbank runs through the site along the existing Route 1 right of way (ROW). Another possible constraint to the site is three proposed ramp configurations of Monroe Avenue.

Potomac Yard Site Analysis

The building footprint of Samuel Tucker Elementary can fit on the site as shown in the attached site plan (2-Story School "A" Options). We have briefly investigated more slender "bar" building footprints and "L"

shaped footprints. Neither of these alternative shape footprints seems to allow for desirable vehicular / bus circulation and parking.

The 2-story footprint shown allows for a total of 110+/- parking spaces (or fewer), 10+/- buses, a small service yard access, and a parent drop-off area. Entry to the building from the bus drop-off will require a covered pavilion and side entry to the lobby. Entry for cars and buses to the site is available from Monroe Ave. The multi-purpose ball field would be located on the western portion of the site. Due to the limited available area of the site, a portion of the ball field is shown on what we understand is park property.

The topography and existing utilities on site will allow for an approximate first floor elevation of +49', 3 feet below the adjacent park, and 6 feet above the elevation of Route 1. Retaining walls will most likely be required along Route 1 and Monroe Ave. 0 feet to 7 feet of fill will be required to bring the building pad up to 49' from the grades proposed by the developer. The developer is proposing to provide fill over most of the building pad site. This will need to be carefully monitored to ensure that it will be adequate for a building pad.

Potomac Yard Site Analysis- continued

Stormwater could tie into the existing storm sewer to remain along the existing Route 1 ROW, and could also tie into a regional stormwater management pond planned on the east side of the realigned Route 1. Further investigation is needed to determine the quantity and possible outfall for stormwater. Storage of stormwater in an above ground pond on site is not feasible due to the size of the site.

New sanitary access could possibly tie into the existing sanitary sewer at Bellefonte Avenue. This is approximately 600 feet from the building. The top of this sanitary structure is at 42', which may allow for adequate fall from the building.

Electrical service to the building will require a power stub from the electrical ductbank in the realigned Route 1. It would be beneficial if the developer provided this stub.

Water service to the building will require a 12" stub off of the 16" water main in the realigned Route 1. It appears the waterline in the existing Route 1 will be removed by the developer due to proposed grading. It would be beneficial if the developer provided this stub.

Potomac Yard Site Drawbacks

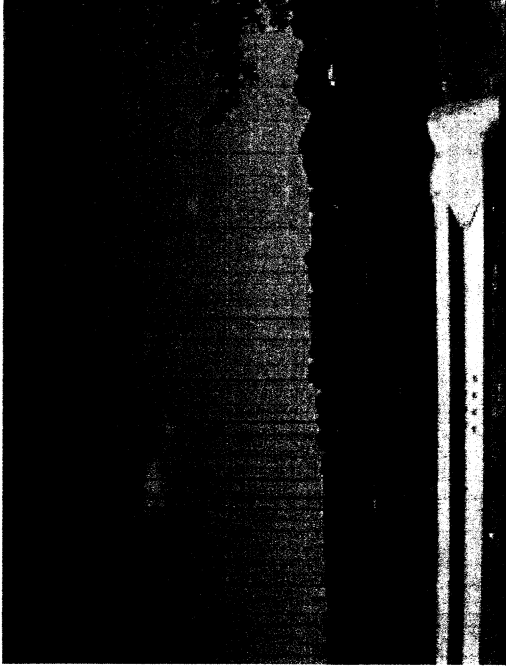
1. Significant grading and possibly retaining walls will be required.
2. 110 parking spaces are fewer than the desired 150 spaces.
3. Due to the limited area of the site and the single entrance to the site, cars and buses cannot be separated.
4. Existing ductbank and geometry of site severely limit buildable area on the site.

5. New ramp configurations reduce the site size.
6. No storage of stormwater on the site can be accommodated.
7. Acreage of site does not meet state standard.

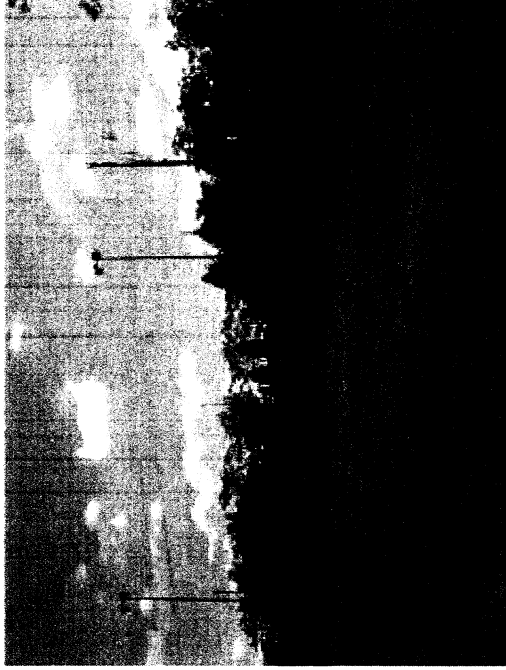
OPTIONS MATRIX

+ ARCHITECTS		OPTION 1A		OPTION 2A		OPTION 3A		OPTION 4A	
POTOMAC YARD SITE ANALYSIS MATRIX		2-Story School - Approved Condition Site	2-Story School - 2 Way Monroe Avenue Slip Ramp	2-Story School - Realigned Monroe Avenue Thru Park	2-Story School - Right Turn Ramp From Monroe Avenue	2-Story School - Approved Condition Site	2-Story School - 2 Way Monroe Avenue Slip Ramp	2-Story School - Realigned Monroe Avenue Thru Park	2-Story School - Right Turn Ramp From Monroe Avenue
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SITE PHOTOGRAPHS



View from East



View from park



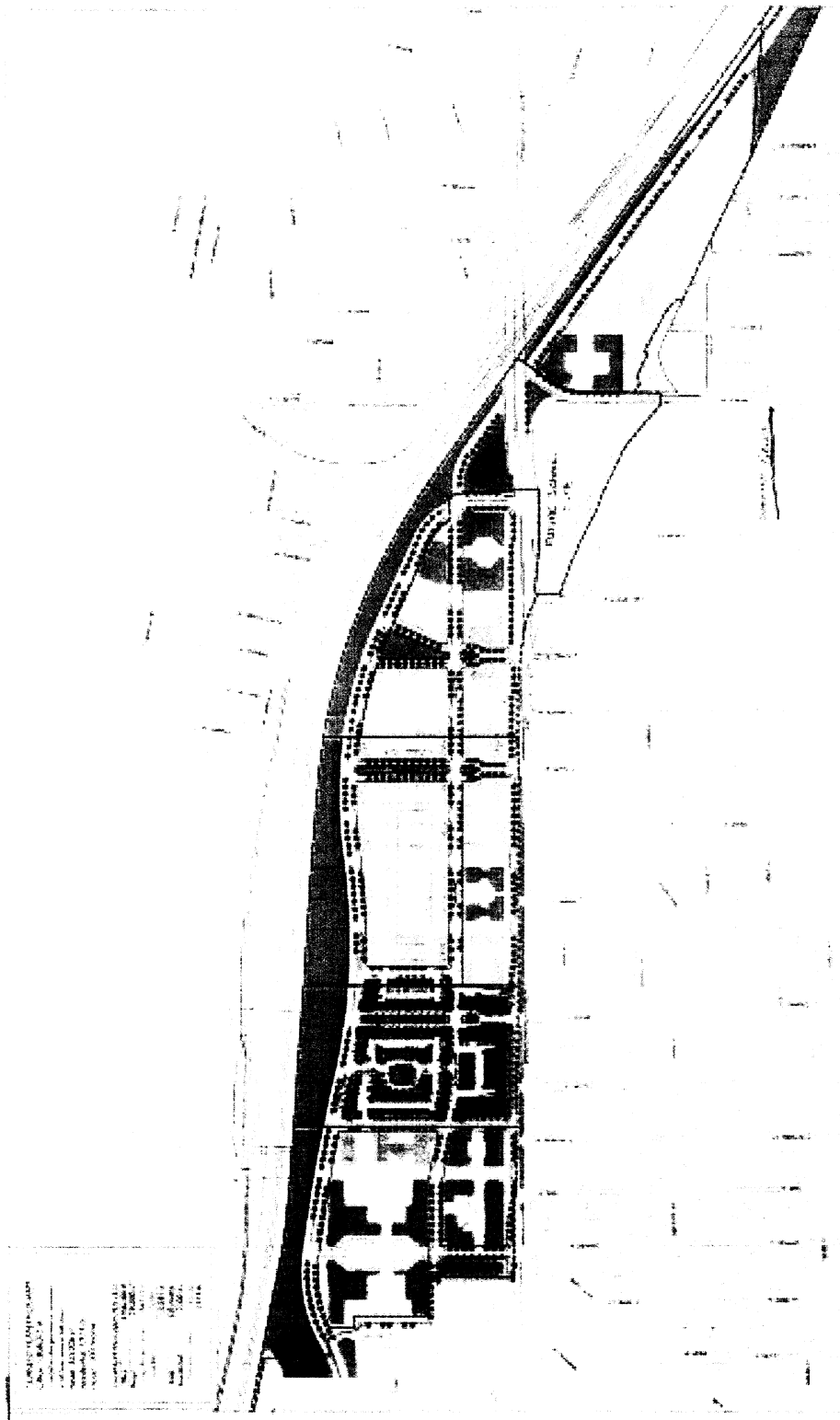
View from South



View from west side of Route 1

Potomac Yard Site Analysis
February 7, 2006

COMMUNITY DEVELOPMENT PLAN



Potomac Yard
Working Plan



Potomac Yard Site Analysis
February 7, 2006

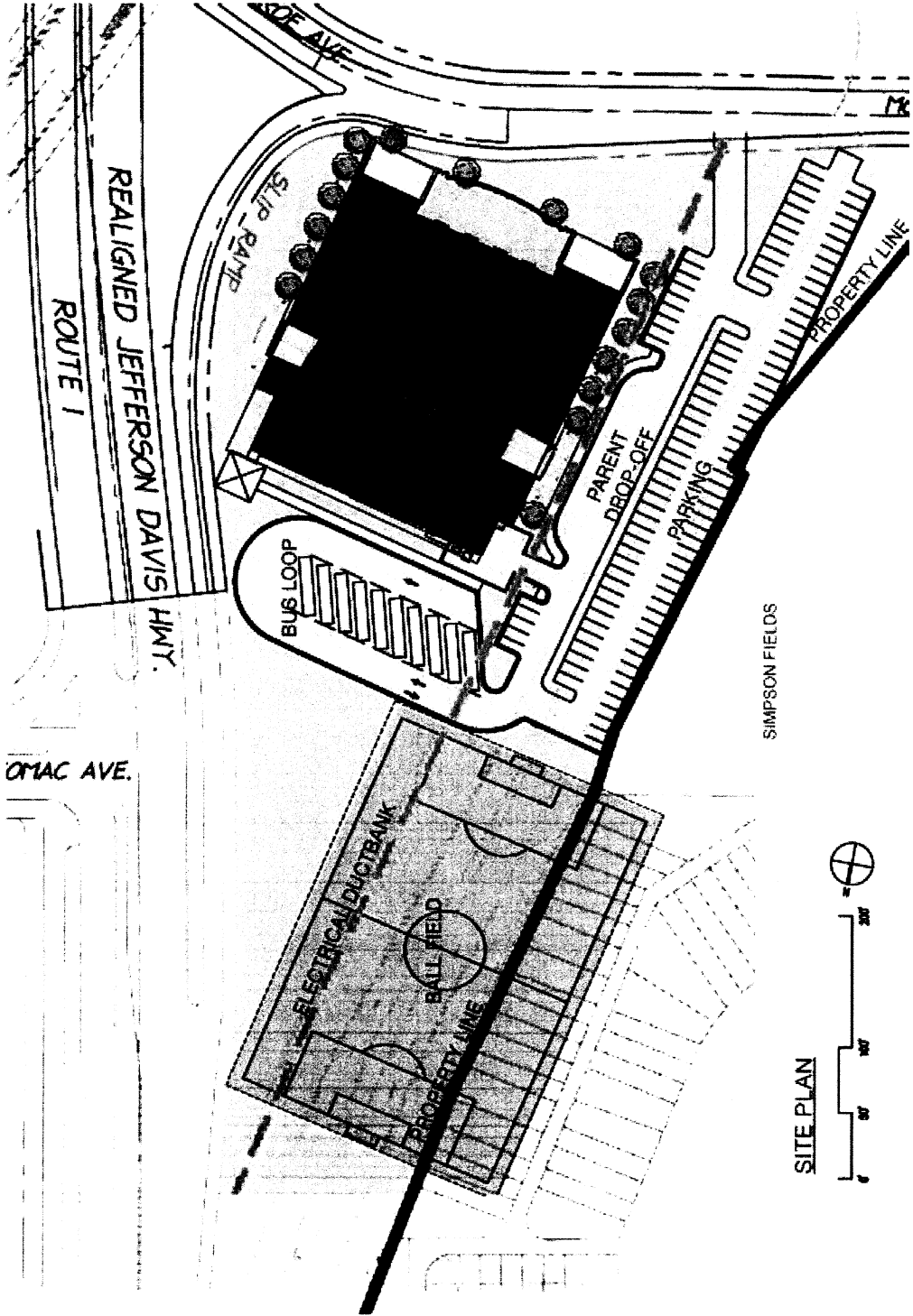
AERIAL PHOTOGRAPH



CRIMM
PARKER
ARCHITECTS

Potomac Yard Site Analysis
February 7, 2006

2-STORY SCHOOL- APPROVED CONDITION SITE



SITE PLAN

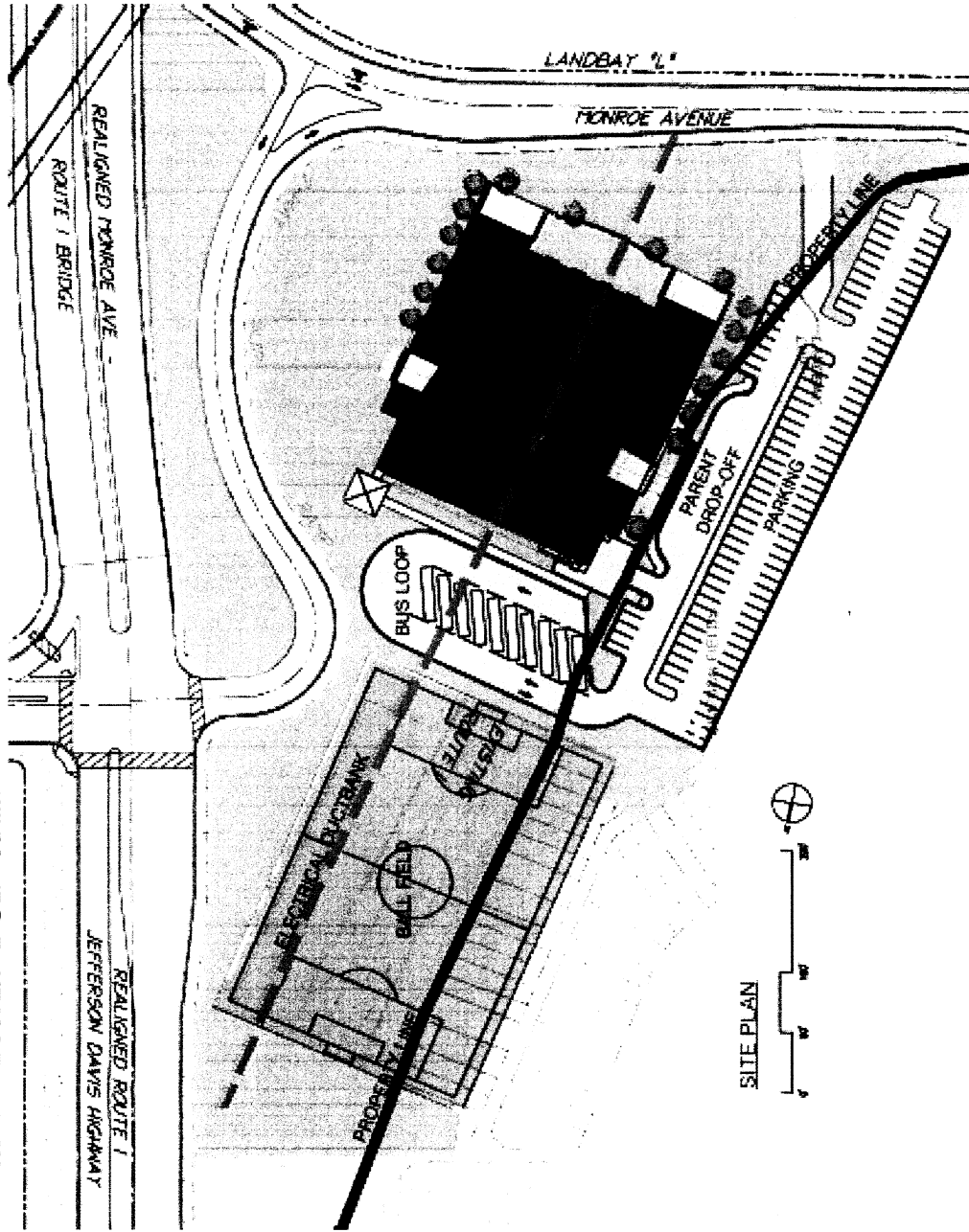
INSUFFICIENT EMERGENCY VEHICLE ACCESS AROUND BUILDING MAY BE AN ISSUE WITH APPROVAL OF PLAN.

GRIMM+
PARKER
ARCHITECTS

OPTION 1A

Potomac Yard Site Analysis
February 7, 2006

2-STORY SCHOOL- 2-WAY MONROE AVENUE SLIP RAMP



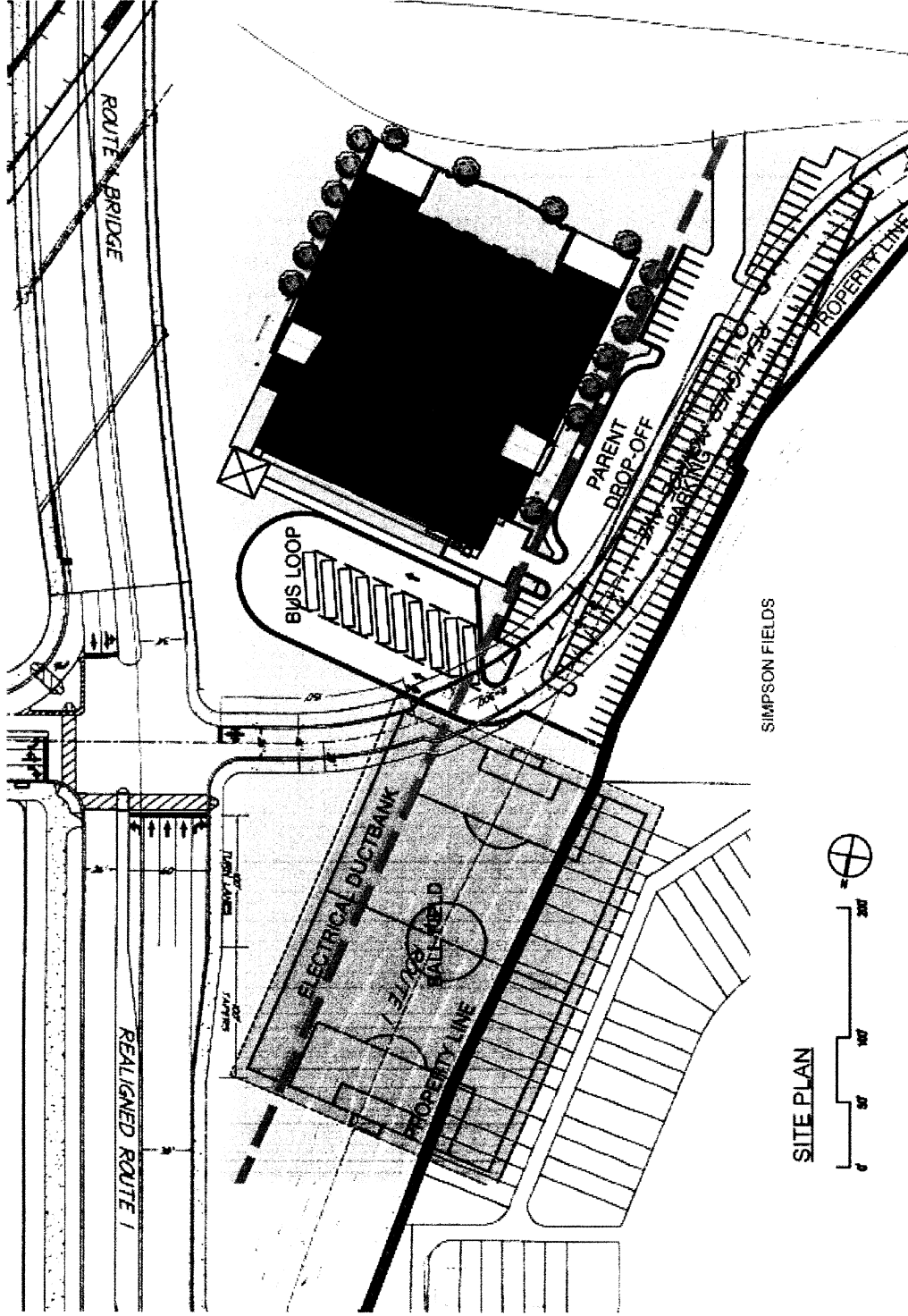
- A 2-STORY SCHOOL BUILDING CANNOT WORK ON THE SITE WITH THE 2-WAY SLIP RAMP.
- THE BUILDING CANNOT BE BUILT OVER THE EXISTING ELECTRICAL DUCT BANK.
- THIS OPTION DOES NOT ALLOW THE SITE TO BE DEVELOPED.
- THE PARKING IS BEYOND THE PROPERTY LINE.

OPTION 2A

GRIMM+
PARKER
ARCHITECTS

Potomac Yard Site Analysis
February 7, 2006

2-STORY SCHOOL- REALIGNED MONROE AVENUE THRU PARK



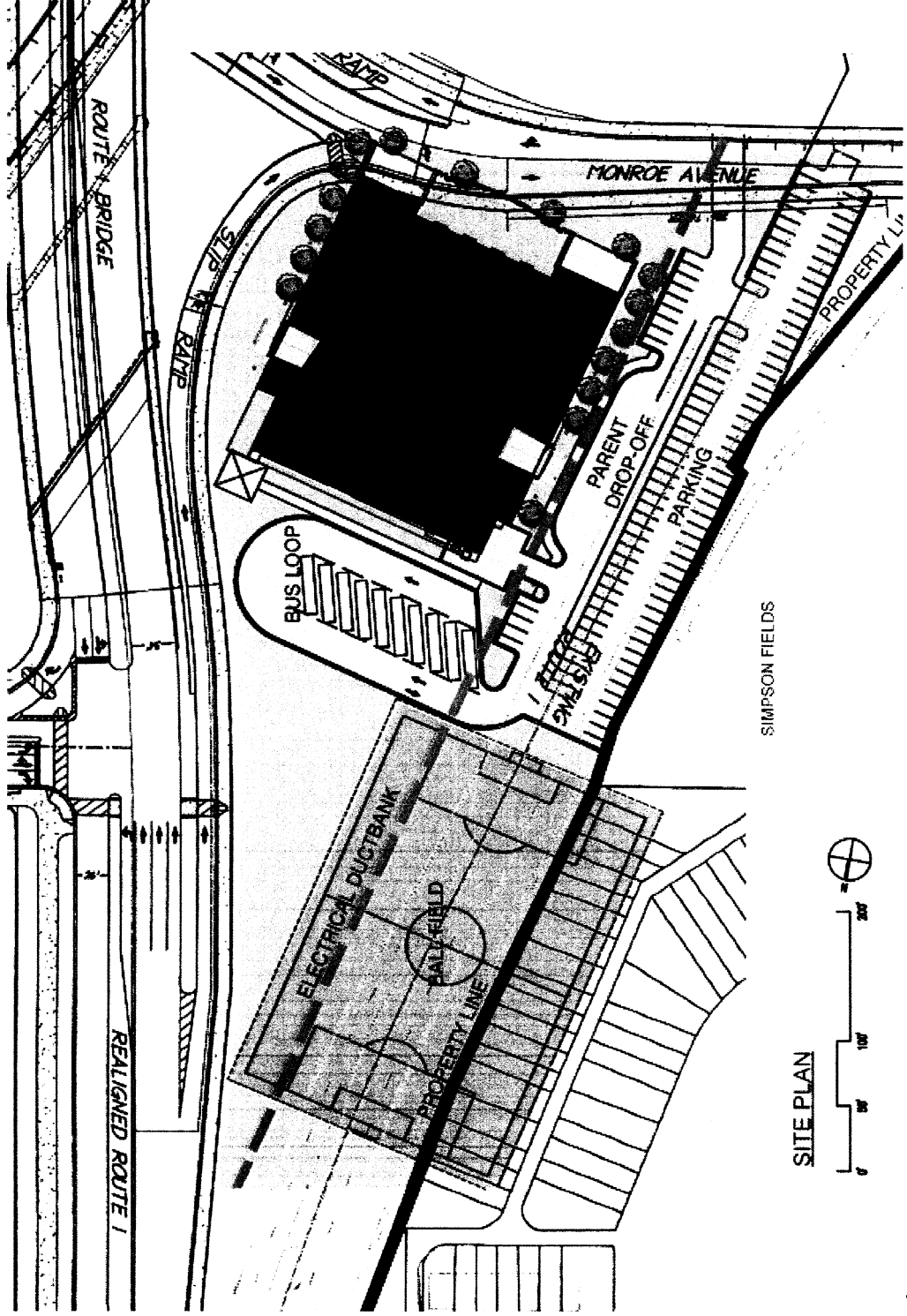
- A 2-STORY SCHOOL BUILDING CANNOT WORK ON THE SITE WITH THE PROPOSED REALIGNED MONROE AVENUE BISECTING THE PROPERTY.
- THIS OPTION DOES NOT ALLOW THE SITE TO BE DEVELOPED.

OPTION 3A

CRIMM +
PARKER
ARCHITECTS

Potomac Yard Site Analysis
February 7, 2006

2-STORY SCHOOL-RIGHT TURN RAMP FROM MONROE AVENUE



- INSUFFICIENT EMERGENCY VEHICLE ACCESS AROUND THE BUILDING MAY BE AN ISSUE WITH APPROVAL OF PLAN.
- THE EXTENT OF THE WIDENING OF MONROE AVENUE CANNOT BE DETERMINED BY THE PLANS PROVIDED.
- CAUTION: THE 2-STORY SCHOOL WILL NOT WORK IF THE WIDENED MONROE AVENUE ENCROACHES INTO THE PROPOSED SCHOOL PROPERTY.

OPTION 4A

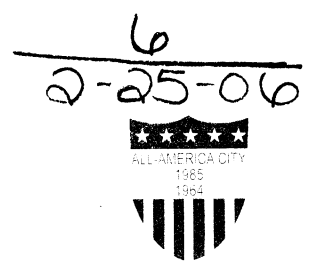
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PARKER
ARCHITECTS

Creating Together: Meaningful Architecture and Client Success
1355 Beverly Road | Suite 105 | McLean, Virginia 22101
703.903.9100 ph | 703.903.9755 fx
www.grimmandparker.com



City of Alexandria, Virginia
Alexandria Environmental Policy Commission

P. O. Box 178
Alexandria, Virginia 22313



January 31, 2006

Mayor and City Council of Alexandria
City Hall
301 King Street
Alexandria, VA 22314

Re: Four Mile Run Master Plan

Dear Mayor Euille and Members of Council:

The Environmental Policy Commission (EPC) has reviewed the Four Mile Run Master Plan and wholeheartedly endorses the Master Plan and applauds the efforts by all those associated with developing the Master Plan. The EPC is particularly encouraged by the following elements of the Master Plan:

1. This Master Plan integrates in a very positive and creative way: flood protection; advanced designs to improve corridor and stream habitat for aquatic and near-aquatic organisms; and urban life aesthetics and recreation opportunities.
2. It provides a model for developing and achieving long-term environmental goals involving multiple jurisdictions.
3. It is planning on a grand scale that establishes an ultimate vision while still providing opportunities for flexibility in timing and funding. The EPC believes that the incremental steps allowed in the Master Plan will lead to the most efficient use of funds for all jurisdictions involved.
4. The Master Plan is supportive of and consistent with the Water Quality Management Plan adopted by the City Council in 2001, and stresses providing access to and opportunities for public education and outreach.
5. The Master Plan is supportive of the Nature Center concept and incorporates elements that reduce litter and encourage recycling in conjunction with the nature center.

Mayor and City Council of Alexandria
January 31, 2006
Page 2

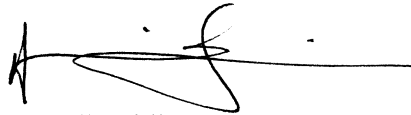
The EPC also recommends that:

1. As implementation of the Master Plan moves forward, the EPC encourages that baseline environmental conditions be evaluated and measurements for stream restoration success be established and monitored.
2. The EPC strongly recommends including monies for implementation of the Master Plan in its annual capital improvements budget. Such funds could be used for matching grants and federal funding.
3. The EPC encourages the City Council to lend its support to the Master Plan as expeditiously as possible.

The EPC looks forward to continued participation in the monitoring and implementation of the Four Mile Run Master Plan.

Should you have any questions regarding this recommendation, please contact us.

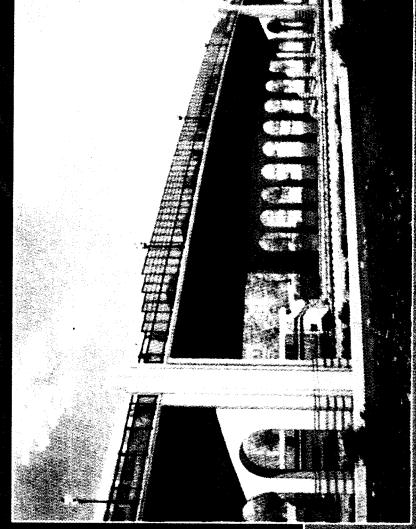
Sincerely,

A handwritten signature in black ink, appearing to read 'Danielle Fidler', with a long horizontal line extending to the right.

Danielle Fidler
Chair, Environmental Policy Commission

cc: James K. Hartmann, City Manager
Rich Baier, Director, Department of Transportation and Environmental Services

6
2-25-06



Monroe Avenue Bridge

City Council Public Hearing



February 25, 2006





Community Process to Straighten the Monroe Avenue Bridge

- 1999 Potomac Yard Approval
 - Concept Plan vs. Alternative Concept Plan
 - Trigger Condition
- Additional community meetings in 2000 and 2002
- Individual Civic Association meetings
- Council Public Hearing in 2003

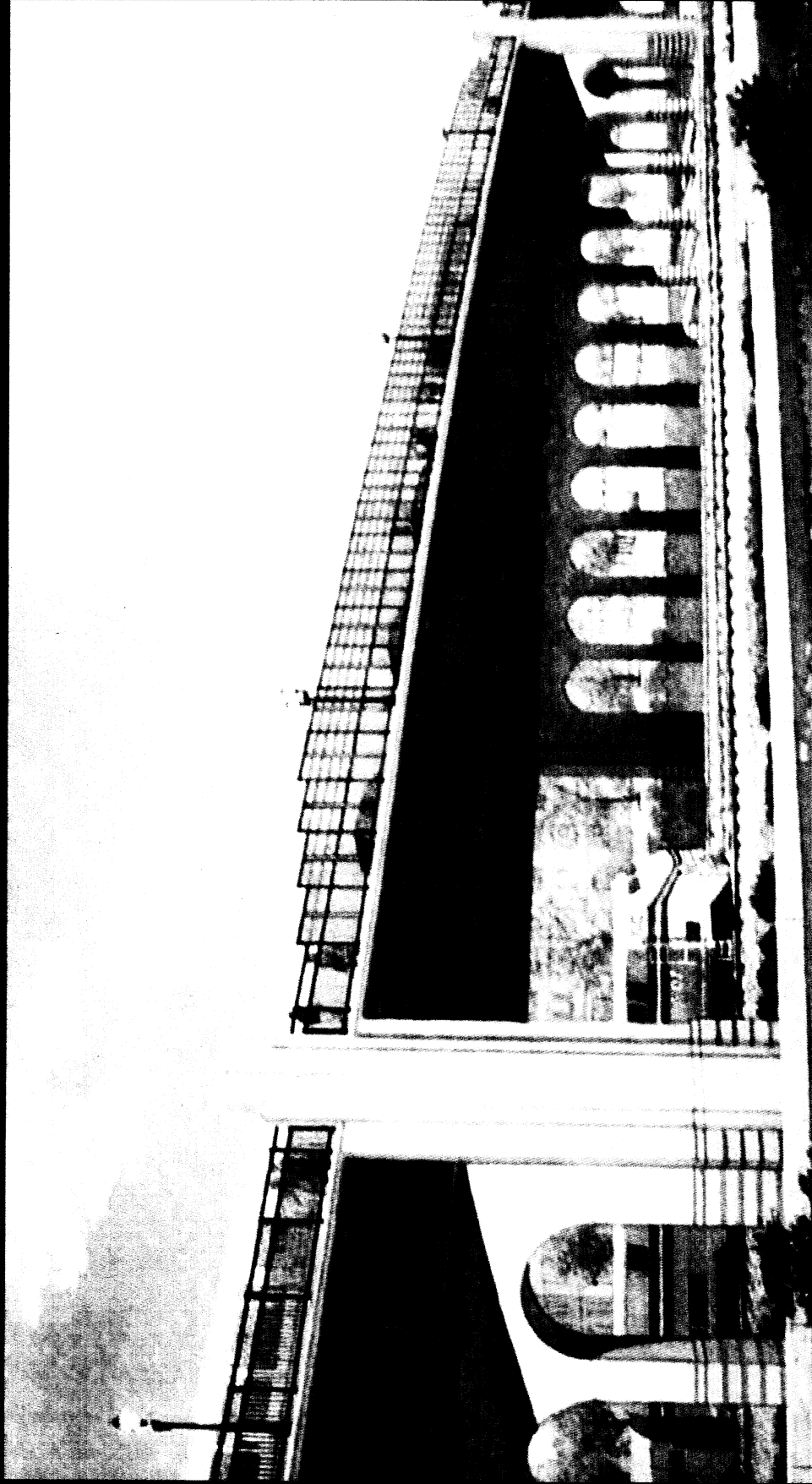


Community Benefits

- Land Use
- Recreation
- Transportation
- Aesthetics
- School Site



Bridge Rendering



Monroe Avenue Bridge
City Council Public Hearing

February 25, 2006



Issues for Consideration

- Monroe Avenue Access to Route 1
- Direct Pedestrian Connection from Bridge to Monroe Avenue – DEFERRED by Planning Commission



Recent Community Input

- November 21, 2005 - PWBA Meeting
- December 6, 2005 - Planning Commission
Worksession & Public Hearing
- December 12, 2005 - Community Meeting
- January 5, 2006 - Community Liaison
Team Meeting



Recent Community Input (Cont.)

- January 11, 2006 - Community Workshop
- January 24, 2006 - City Council & Planning Commission Joint Worksession
- February 7, 2006 - Planning Commission Public Hearing
- February 9, 2006 - Community Liaison Team Meeting



Monroe Avenue Access

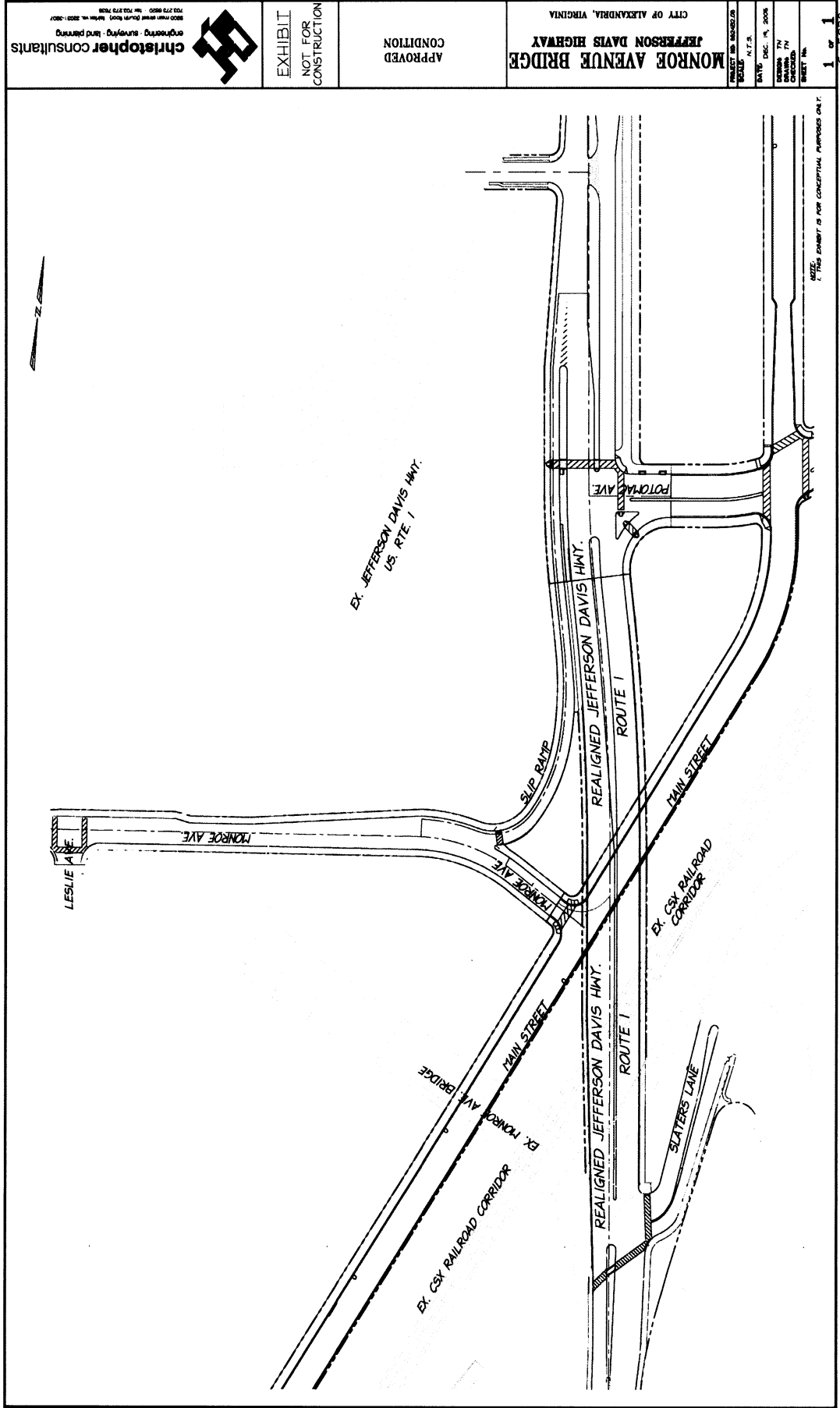
Issues:

- Access from Monroe Avenue to Route 1
- Neighborhood Connectivity
- Neighborhood Cut-Thru Traffic
- Expansion of Simpson Field
- Future School Site



OPTION 1 - Monroe Avenue Access

Approved Monroe Ave



christopher consultants
 engineering - surveying - land planning
 3800 main street (2nd floor) alexandria, va 22304-3807
 703 672 8800 fax: 703 672 7848



EXHIBIT
 NOT FOR
 CONSTRUCTION


APPROVED
 CONDITION

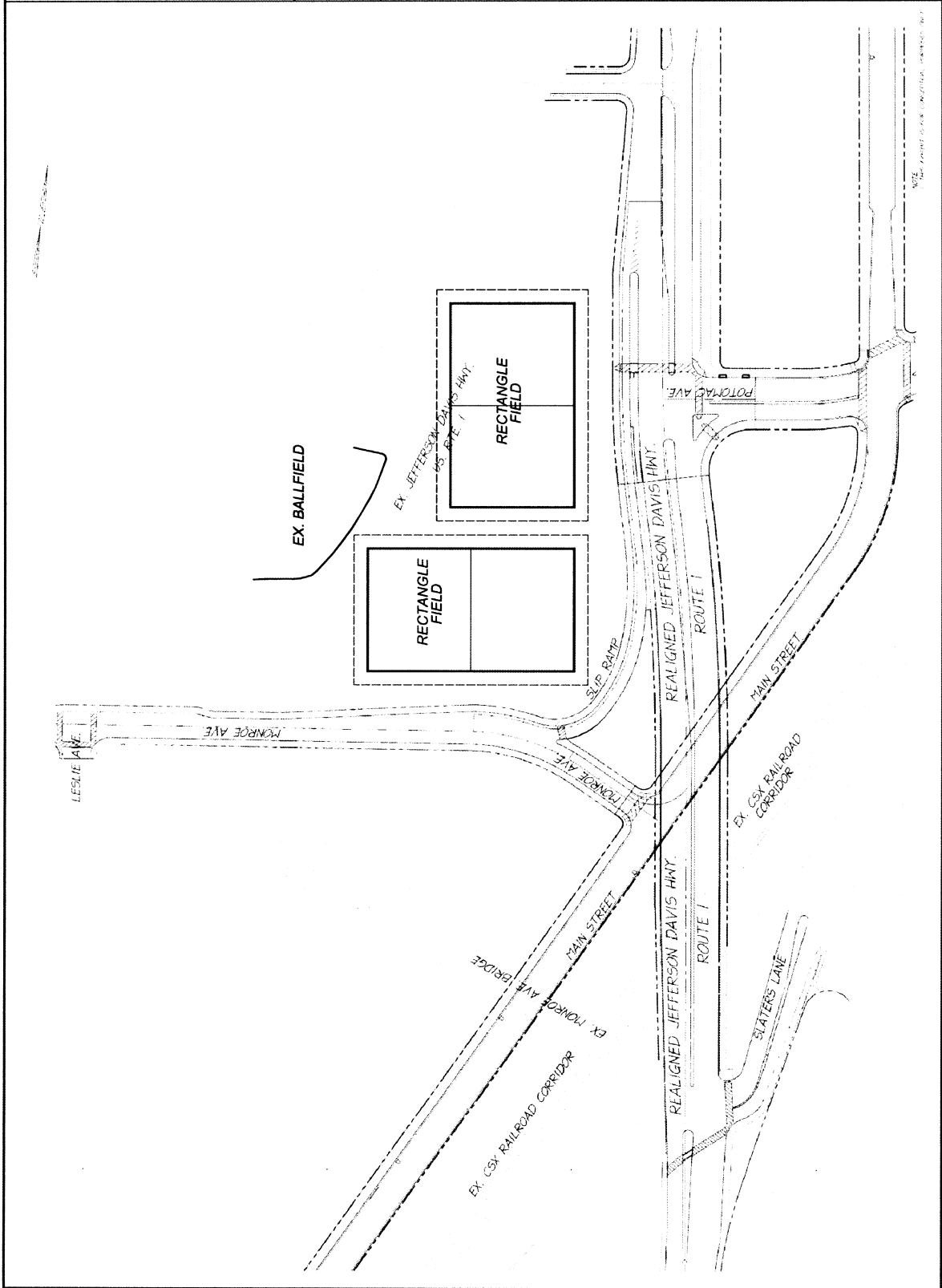
MONROE AVENUE BRIDGE
 JEFFERSON DAVIS HIGHWAY
 CITY OF ALEXANDRIA, VIRGINIA

DATE	NO. 1
DATE	NO. 2
DATE	NO. 3
DATE	NO. 4
DATE	NO. 5
DATE	NO. 6
DATE	NO. 7
DATE	NO. 8
DATE	NO. 9
DATE	NO. 10

NOTE: THIS DRAWING IS FOR CONCEPTUAL PURPOSES ONLY.

1 of 1
 C-5255

 christopher consultants <small>ARCHITECTS ENGINEERS PLANNERS INTERIORS DESIGNERS LANDSCAPE ARCHITECTS ENVIRONMENTAL DESIGNERS</small>	EXHIBIT NOT FOR CONSTRUCTION	APPROVED (CONDITION)	CITY OF ALEXANDRIA, VIRGINIA MONROE AVENUE BRIDGE JEFFERSON DAVIS HIGHWAY	
			PROJECT NO. 03-01-010 SCALE: 1" = 40' DATE: 12/15/05 DESIGN BY: [blank] CHECKED BY: [blank] SHEET NO. 1 of 1	



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OPTION 1-Monroe Avenue Access

Advantages:

- Neighborhood connectivity
- Consolidated park
- Two full-size fields
- Future school site

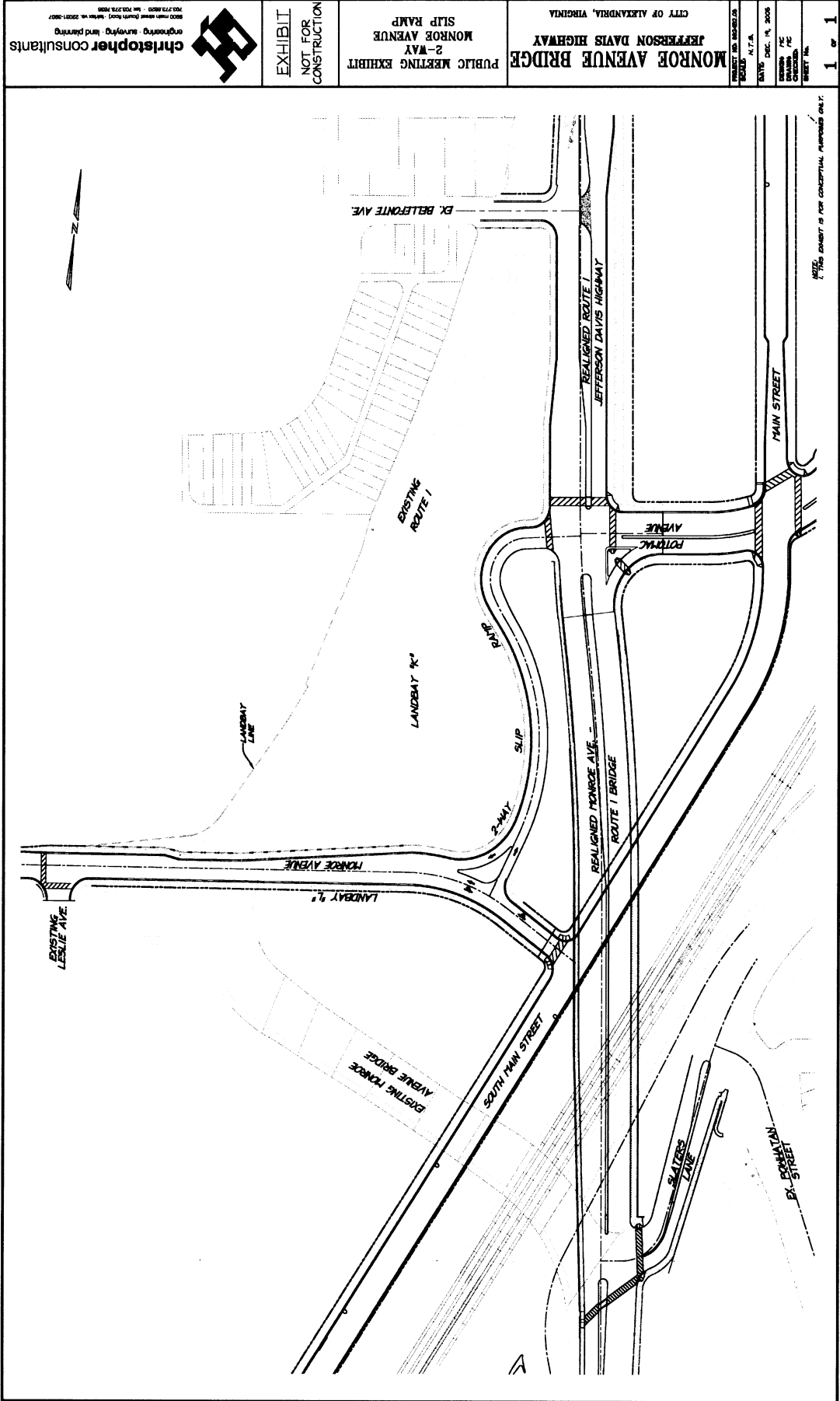
Disadvantages:


- Neighborhood concern about cut-through traffic
- Distance to access Route 1 Northbound and Southbound



OPTION 2 - Monroe Avenue Access

Two-Way Slip




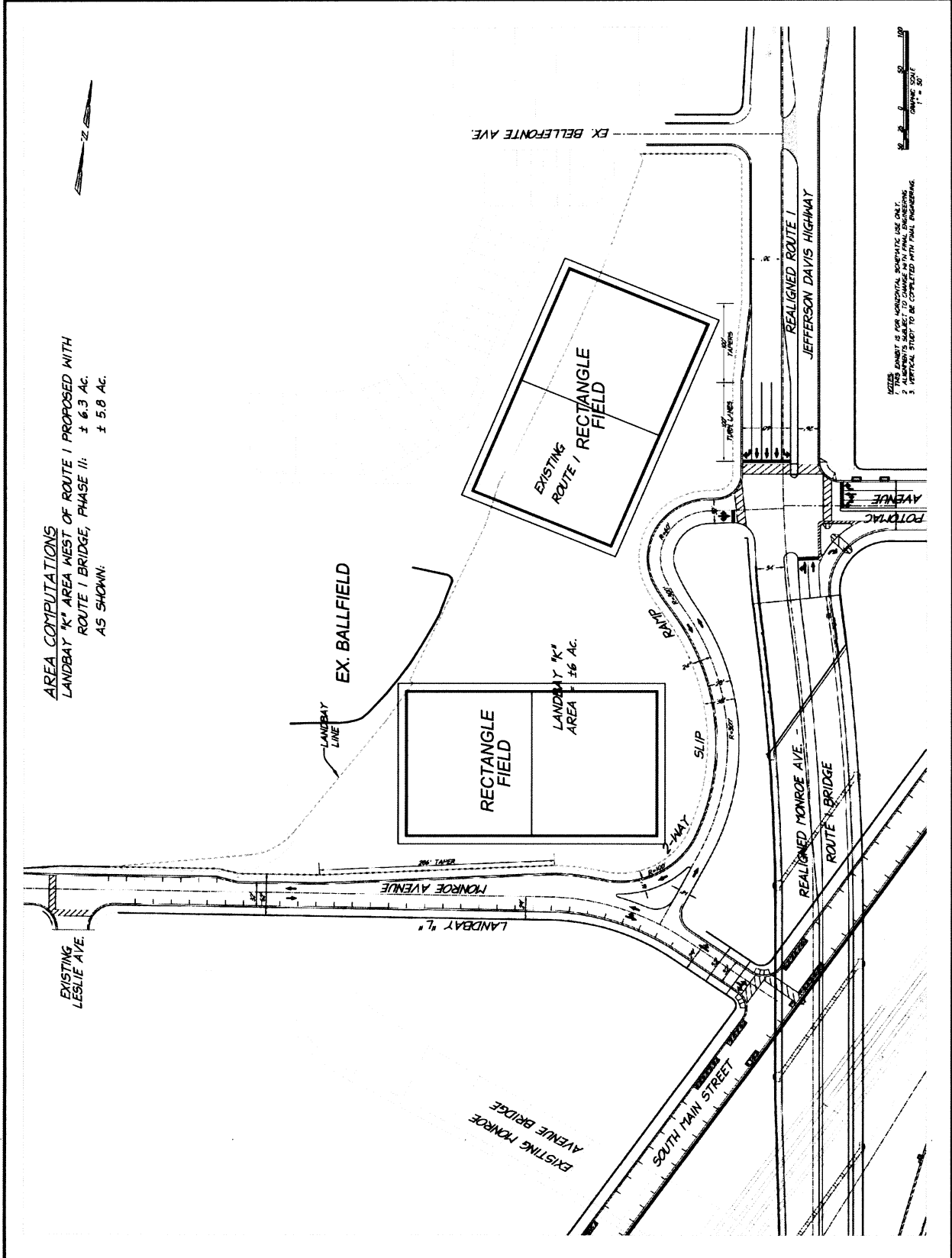
 christopher consultants engineering - surveying - land planning 1000 Market Street, Suite 2000 Alexandria, VA 22304-1000	EXHIBIT NOT FOR CONSTRUCTION	PUBLIC MEETING EXHIBIT 2-WAY MONROE AVENUE SLIP RAMP	CITY OF ALEXANDRIA, VIRGINIA JEFFERSON DAVIS HIGHWAY MONROE AVENUE BRIDGE	PROJECT NO. 040002A SHEET NO. 1
	DATE: DEC. 19, 2006 DRAWN BY: [unclear] CHECKED BY: [unclear] SHEET NO. 1 OF 1	THIS EXHIBIT IS FOR CONCEPTUAL PURPOSES ONLY.		

P:\projects\040002A\040002A\040002A\040002A\040002A.dwg 11/15/06 11:05:52 AM 1:1

Monroe Avenue Bridge City Council Public Hearing

February 25, 2006

 <p>christopher consultants ENGINEERING SURVEYING LAND SURVEYING 10000 WOODBURN ROAD, SUITE 200 ALEXANDRIA, VA 22304</p>	<p>EXHIBIT NOT FOR CONSTRUCTION</p>	<p>PUBLIC MEETING EXHIBIT SLIP RAMP MONROE AVENUE 2-WAY</p>	<p>CITY OF ALEXANDRIA, VIRGINIA JEFFERSON DAVIS HIGHWAY MONROE AVENUE BRIDGE</p>	<p>PROJECT NO. 00000000</p>
				<p>DATE DEC. 9, 2005 DRAWN: TC CHECKED: SHEET NO.</p>





OPTION 2-Monroe Avenue Access

Advantages:

- Connection to Route 1
- Minimize concern about cut-through traffic

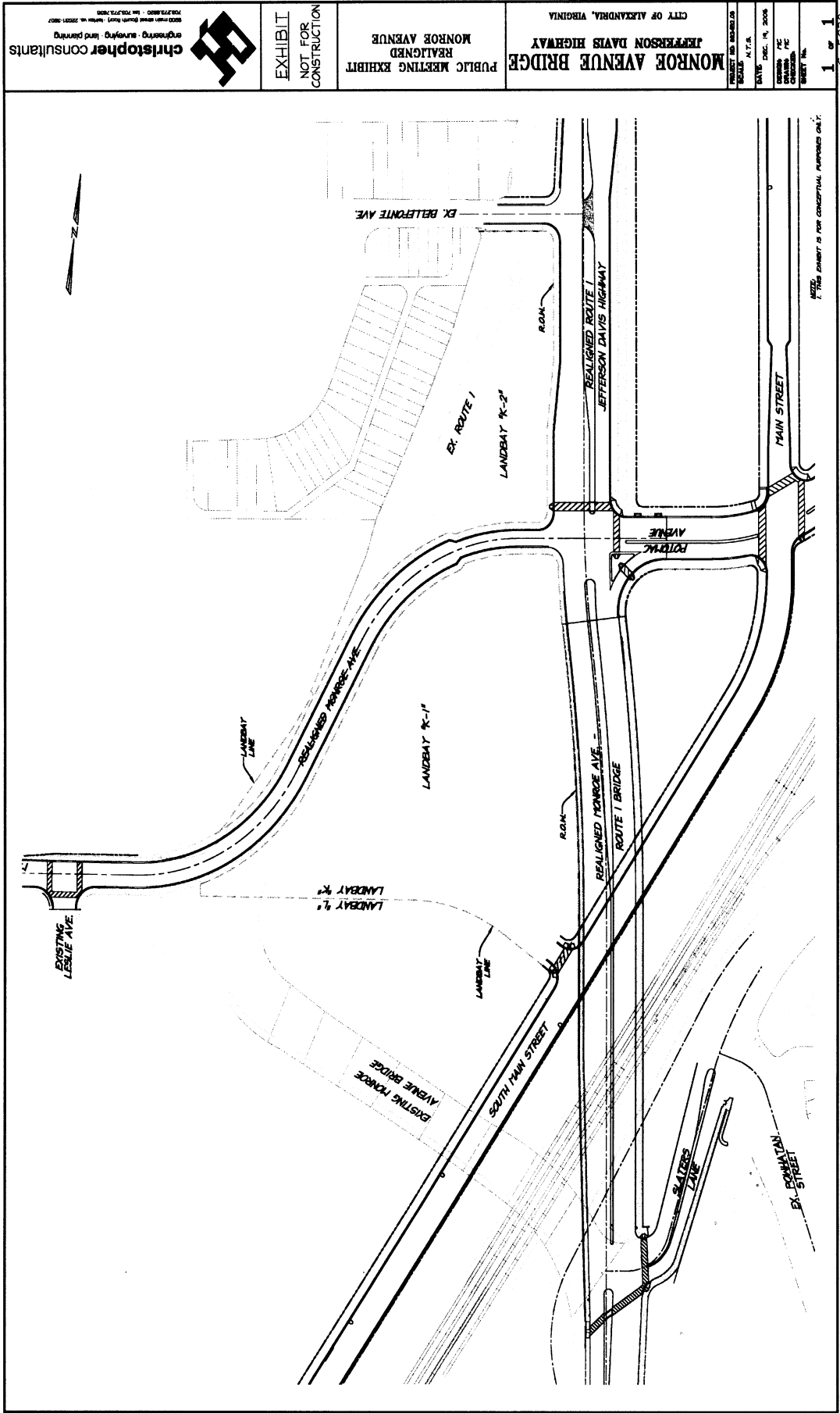
Disadvantages:


- Awkward geometry at intersection
- Loss of 1/2 acre of open space
- Impact to Simpson Field and future school site



OPTION 3- Monroe Avenue Access

Realigned to



 christopher consultants <small>engineering · surveying · land planning</small> <small>1000 North West Fourth Street, Suite 1000, Alexandria, VA 22314-2807</small>	EXHIBIT NOT FOR CONSTRUCTION	PUBLIC MEETING EXHIBIT REALIGNED MONROE AVENUE	CITY OF ALEXANDRIA, VIRGINIA MONROE AVENUE BRIDGE JEFFERSON DAVIS HIGHWAY	PROJECT NO. 040001-01 SCALE: N.T.S. DATE: DEC. 19, 2005 DRAWN BY: J.C. CHECKED BY: J.C. SHEET NO.
		1 of 1 C-5236	1 of 1 C-5236	1 of 1 C-5236

Project No. 040001-01, REALIGNED MONROE AVENUE BRIDGE, 1/19/05 8:44:11 AM 11

Monroe Avenue Bridge City Council Public Hearing

February 25, 2006



OPTION 3- MONROE AVENUE ACCESS

Advantages:

- Connection to Route 1
- Minimize concern about cut-through traffic
- No net loss to open space

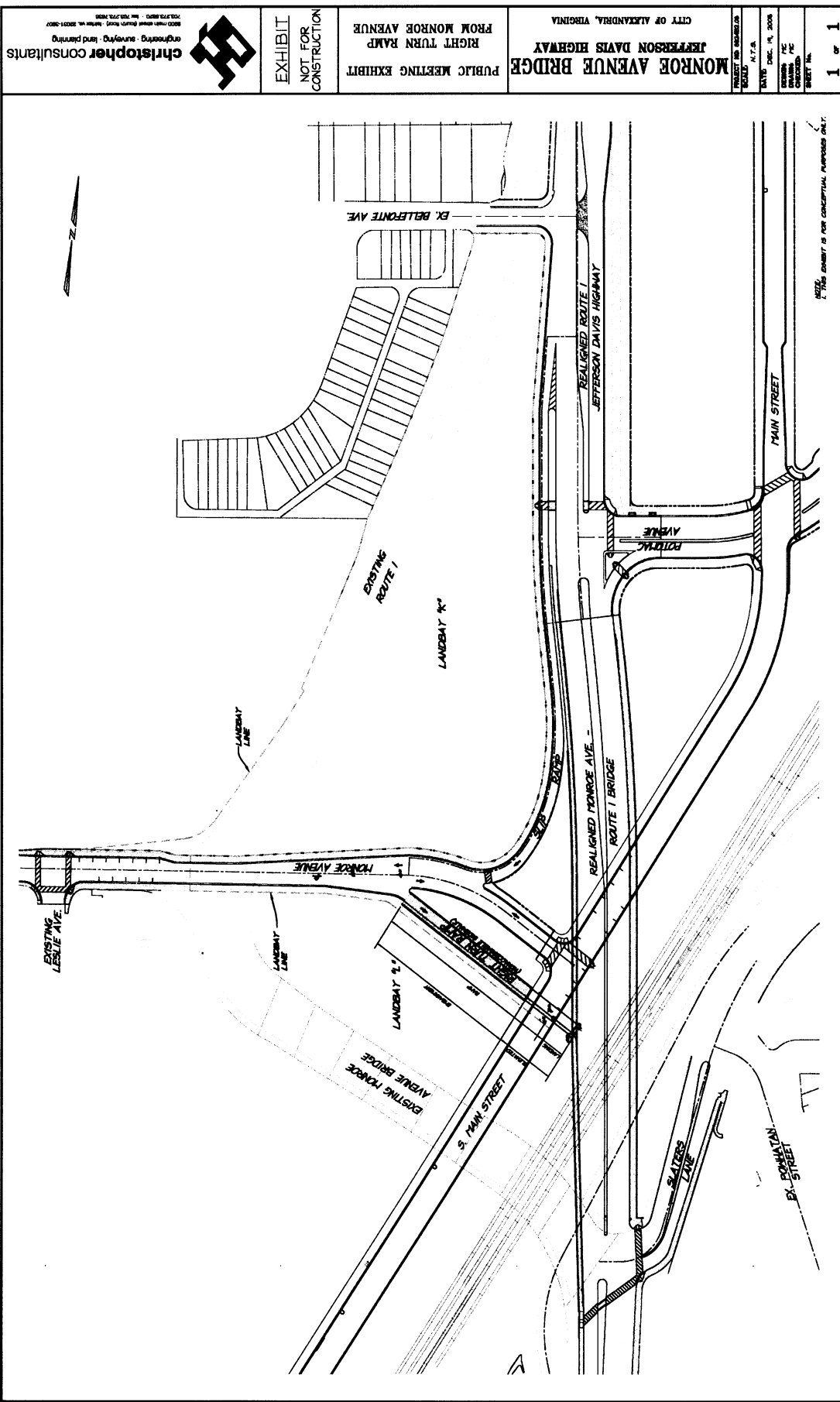
Disadvantages:

- Bisection of Simpson Field with road
- Impact to Simpson Field and future school site
- Only one full-size field
- Direct connection to Monroe Avenue from Potomac Avenue



OPTION 4 - Monroe Avenue Access

Elevated Mon...



christopher consultants
engineering, surveying, land planning
1000 North Street, Suite 2000, Alexandria, VA 22304-3007
TEL: 703.839.1000 FAX: 703.839.1001

EXHIBIT NOT FOR CONSTRUCTION

MONROE AVENUE BRIDGE
JEFFERSON DAVIS HIGHWAY
CITY OF ALEXANDRIA, VIRGINIA
PUBLIC MEETING EXHIBIT
RIGHT TURN RAMP
FROM MONROE AVENUE

PROJECT NO. 24-50C-010
DATE DEC. 14, 2006
DRAWN BY
CHECKED BY
SCALE

1 of 1
C-5240

WITH EXHIBIT IS FOR CONCEPTUAL PURPOSES ONLY.

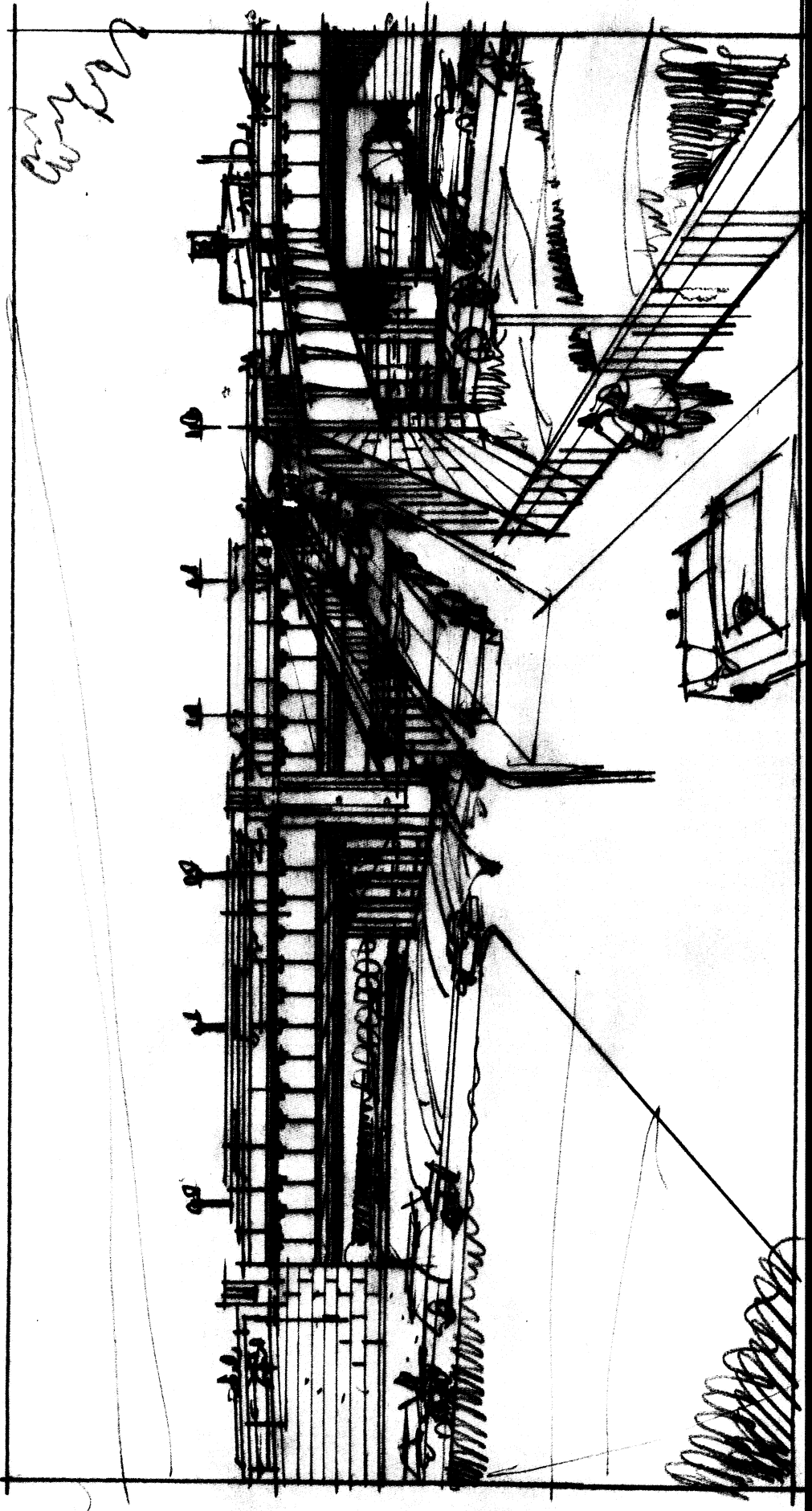
P:\Projects\24-50C-010\ROUTE1\LANDSCAPE\RIGHT TURN RAMP.dwg, 11/20/06 10:20 AM, 1:1

Monroe Avenue Bridge
City Council Public Hearing

February 25, 2006



OPTION 4- Monroe Avenue Access





OPTION 4 - MONROE AVENUE ACCESS

Advantages:

- Direct connection to Southbound Route 1
- Minimize concern about Southbound cut-through traffic
- No impact to Simpson Field and future school site

Disadvantages:

- No change in access to Route 1 Northbound
- Large embankment
- Detracts from bridge aesthetics
- Impacts to Landbay L
- Requires redesign of bridge
- Significant additional construction cost



Monroe Avenue Access Staff Recommendations

- Approve Text Amendment
- Construct approved Monroe Avenue alignment
- Reserve Right-of-Way for Two-Way Slip Ramp
- Construct Two-Way Slip Ramp in future if deemed necessary

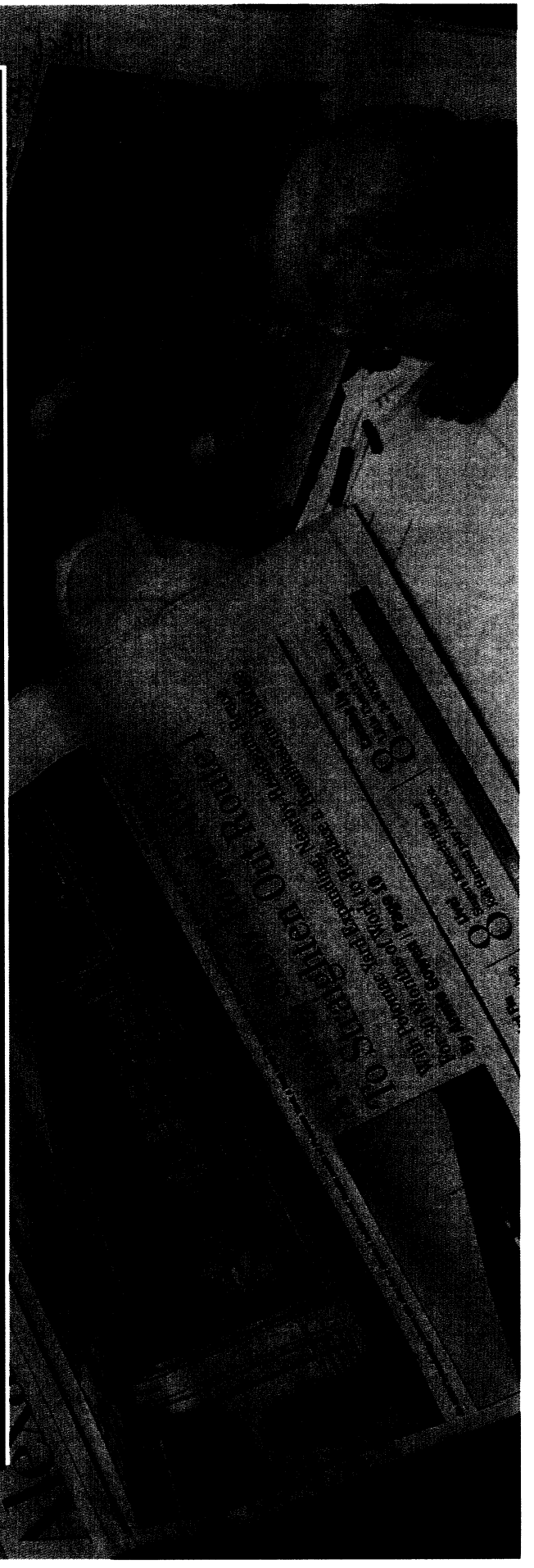
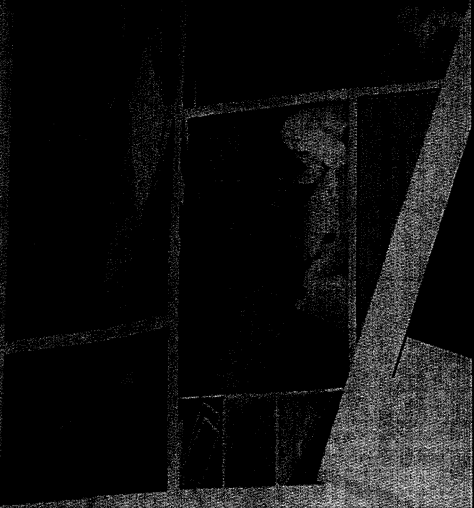


Monroe Avenue Access Planning Commission Recommendation

- Recommended Denial of Text Amendment
- Construct the Monroe Avenue alignment as approved, with no changes

Monroe Avenue Bridge

When We Got To It



#6
#24

TEXT AMENDMENT # 2005-0007
TEXT AMENDMENT # 2005-0008

ISSUE DESCRIPTION: 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).

ZONING ORDINANCE SECTION: Zoning Ordinance Section 5-600

CITY DEPARTMENT: Planning and Zoning

PLANNING COMMISSION ACTION TA 2005-0007 Deferred, February 7, 2006 7-0

TA 2005-0008 Recommended Denial, February 7, 2006 6-0-1

CITY COUNCIL ACTION 2/25/2006 ~~CC~~ deferred TA #2005-0007

2/25/2006 -CC deferred TA #2005-0008

6
2-25-06



<bcoulston@comcast.net>

03/01/2006 09:41 PM

Please respond to
<bcoulston@comcast.net>

<alexvamayor@aol.com>, <delpepper@aol.com>,
To <council@joycewoodson.net>, <councilmangaines@aol.com>,
<council@krupicka.com>, <macdonaldcouncil@msn.com>,
cc

bcc .

Subject COA Contact Us: Potpmac Yards

COA Contact Us: Potpmac Yards

Time: [Wed Mar 01, 2006 21:41:28] IP Address: [68.48.142.250]

Response requested:

First Name: Barbara
Last Name: Coulston
Street Address: 304 E. Howell Avenue
City: Alexandria
State: VA
Zip: 22301
Phone: 703 519 7835
Email Address: bcoulston@comcast.net
Subject: Potpmac Yards

I am writing to express my grave concern over the current plans for the Monroe Avenue Bridge and Potomac Yards in general. Our family has lived in Del Ray for 10 years and we have renovated our home with our own sweat equity over that time. We love this neighborhood and are saddened to think that the development plans do not respect it more.

We are fearful that the current plans for the bridge will have a severe negative impact on the traffic flow on our street, East Howell, and other streets in the neighborhood. We do not feel like the residents' concerns have been addressed properly in this plan. It appears that East Howell will be the first available left turn when travelling north over the bridge, and we assume lots of folks will choose this option rather than going backwards and under the bridge onto Monroe. While the current intersection of Route 1 and Monroe Avenue is awkward, it does seem that maintaining the direct access is beneficial and would maintain current traffic patterns, rather than add more traffic to residential streets such as Howell. I am a professional Landscape Architect and have a keen eye for good planning. I

understand traffic engineering, and I also recognize lip service when it comes time to placating the residents. Speed bumps are not the solution.

Comments:

With the addition of so many homes in Potomac Yards, it seems increased travel through Del Ray will be inevitable. It must be handled properly and in a manner that is realistic. Our streets are not designed to serve as through streets. Del Ray is a family oriented community. There are countless parents out pushing strollers along the sidewalks. Will this be safe with added traffic?

We attended the Monroe Ave. Bridge presentation in January. We wish earlier meetings and discussions had been as well advertised. We have searched the City's web site in the past to check in on progress for Potomac Yards and the bridge specifically, but have found that the info there is not always up to date in terms of the current plan.

One big concern we have is where is the school for all the children of the new houses in Potomac Yards?? If it's not in the plan - and it doesn't seem to be there yet, where will they go, and how will they get there? This raises additional traffic concerns.

We hope that the City will better consider the best interest of the Del Ray Community. This neighborhood has experienced an incredible rise in property taxes over the last few years. Families like ours have put the time and energy into making the neighborhood better and we would hope that the City appreciates our efforts.

PLEASE consider a final design solution to the bridge that is more respectful of all the wonderful qualities of Del Ray.

Thank you.

6

2-25-06



<dfranza@hotmail.com>

03/02/2006 11:23 AM

Please respond to
<dfranza@hotmail.com>

<alexvamayor@aol.com>, <delpepper@aol.com>,
To <council@joycewoodson.net>, <councilmangaines@aol.com>,
<council@krupicka.com>, <macdonaldcouncil@msn.com>,
cc

bcc

Subject COA Contact Us: New Plan for Monroe Avenue Bridge

COA Contact Us: New Plan for Monroe Avenue Bridge

Time: [Thu Mar 02, 2006 11:23:30] IP Address: [72.244.5.3]

Response requested:

First Name: Donna
Last Name: Oliver
Street Address: 519 East Custis Avenue
City: Alexandria
State: VA
Zip: 22301
Phone: 703-548-2232
Email Address: dfranza@hotmail.com

Subject: New Plan for Monroe Avenue Bridge

Having lived in the DelRay neighborhood for over six years I am proud to call Alexandria my home. I am however VERY CONCERED about the City Councils plans for the reconfigured Monroe Street Bridge. The MOST pressing need is to adopt a NEW PLAN NOW that will reconfigure Monroe Avenue granting it direct, convenient and safe access to Route 1/Jefferson Davis Highway and as well as to reconfigure Monroe Avenue granting quick access for emergency vehicles.

Under the current plan I am very concerned by the planned elimination of an on-ramp from Monroe Avenue which will mean more congestion on the narrow neighborhood streets, especially East Custis Avenue. As you will note from my address my home is in the 500 block of East Custis Avenue and traffic is already a problem with people cutting through the neighborhood to avoid traffic on Route 1. The situation is further exacerbated with the increased commercial properties on Jefferson Davis Highway including Conklyn's Florist and the recently opened Mans Best Friend pet daycare center. Also located in the 500 block of East Custis Avenue is the DelRay animal hospital which already generates significant traffic and parking problems on our

Comments:

DelRay animal hospital which already generates significant traffic and parking problems on our

street.

I predict if the current plan goes forward there will be bumper-to-bumper traffic, morning and evening rush hour, in a very small neighborhood with lots of children. Traffic is already a huge problem, and to eliminate a main throughway flies in the face of logic.

We live in DelRay for a certain quality of life that allows us to have a small town feel in the larger city of Alexandria. Please don't take that away with your further greed for more money in the form of city taxes. Haven't you made enough in the last six years? My tax assessment has increased over \$275,000 over the last 6 years, what are you doing with all this increased funds. Please use some common sense and keep our neighborhood safe.

Thank you
Donna Oliver