

5-605 Preliminary development plan approval.

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[The following is all new language.]

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

\* \* \* \*

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

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

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

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

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

16.2

2-28-06

**Subj: MONROE AVENUE OPTION 2**  
**Date: 2/28/2006 4:21:00 PM Eastern Standard Time**  
**From: MGLAIA**  
**To: DELPepper, council@joycewoodson.net, Alexvamayor, rob@krupicka.com, SmedbergPC, Councilmangaines, macdonaldcouncil@msn.com**  
**CC: david.fromm@nrl.navy.mil, alsdmf@earthlink.net, pml2kc@yahoo.com, PDCLKG@msn.com, WHendrick, Rich.Baier@alexandriava.gov, Emily.Baker@alexandriava.gov, Justin@justin.net, LaurieDRCA, chris@goldcrust.com, MGLAIA**

Dear Mayor and Members of City Council,

I would like to offer you my thoughts on the Monroe Avenue Options under consideration.

I oppose creating an easement for Option 2 (Two Way Slip Ramp) for the following reasons:

- 1) This provision with an easement could result in reducing park land. We should not lose one square foot of park land to automobiles. As you heard during the Public Hearing, park land, especially fields, is dearly needed.
- 2) The alignment under Option 2 will line up the slip ramp with Potomac Avenue thus opening more traffic onto Monroe and from Monroe onto Route 1, Main Street and Potomac Avenue.
- 3) The two way slip ramp will create a difficult intersection at Monroe, which would be hazardous for pedestrians and difficult from a traffic planning standpoint, with two intersections (Monroe with Main Street and Monroe with the slip ramp) which will be too close to one another.
- 4) The grade at the Option 1 slip ramp is such that the retaining walls would need to be redesigned for Option 2, and would result in re-grading at the end of the proposed bridge.
- 5) The two way slip ramp would have a very short de-acceleration lane compared to Option 1, thus creating a potential for traffic backing up and encouraging drivers to travel down Bellefonte and Howell. In addition, the short de-acceleration lane will result in serious accidents as cars maneuver to merge onto the slip ramp.
- 6) The distance for cars to travel on Monroe to Main Street and onto Potomac Avenue to Route 1 is not a great distance and as I have said at the Public Hearing it is like driving the distance of the YMCA parking lot. We did it night before last and it is very minimal. As I said it is perhaps hard to understand the scale which is very small and hard to visualize. In addition, the short trip will be very pleasant by being able to drive around the water retention pond and, I trust, a beautiful landscaped water park.
- 7) There is a fallacy in that the slip ramp would need to be designed as a T intersection with the large radius to accommodate emergency vehicles. Without the two way slip ramp in Option 1, the emergency vehicles would travel east on Monroe onto Main Street. The emergency vehicles could still stay with that access rather than on the two way slip ramp.
- 8) Since the Simpson field parkland will remain in the City's inventory, an easement would not be needed. If, in the future, it is proven that some provision would be needed, the City owns the land and can make a decision at that time as to how much is needed.
- 9) A service road such as at Bradlee Shopping Center and Foxchase, as a last resort, could be a better solution in lieu of the Option 2 two-way ramp design. It works in those locations.
- 10) Adding the second lane, making the slip ramp two-way, only duplicates the access from Monroe to Route 1 along Main Street, available in Option 1.

I don't believe there will be a problem with Option 1 as originally designed. The net impact on Bellefonte, Howell, Custis and Windsor Avenues will be negligible compared to the back ups from the current bridge. As I read into the record at the Public Hearing on Saturday, the memo dated December 6, 1991 from Phil Sunderland, Sheldon Lynn and Tom O'Kane to the Adhoc Committee on Potomac Yard states, "The transportation analysis showed that the new bridge would reduce traffic within the adjacent neighborhoods to the west of Route 1, largely by eliminating a bottleneck that causes traffic to disperse into those neighborhoods."

I still think we need to revisit whether Windsor Avenue, which is the access street for fire trucks, should be one of the grid streets which connects with Potomac Yard. Bellefonte should also be considered since the concept of current transportation planning is to create a grid system. We are creating a plan wherein a couple of streets (Howell and Custis) are left to carry the burden rather than distribute the traffic, even local.

Finally, I would like to put another plug in for creating the extension of Monroe Avenue as a boulevard tree lined street thus resulting in a haven in between travel lanes for pedestrians.

I will be happy to work with each and every one of you to help you understand the background on this project that I have been involved with from the outset.

Thank you for your time,  
Marlin G. Lord