

Docket Item #7
MASTER PLAN AMENDMENT #2005-0006
Potomac Yard

Planning Commission Meeting
April 4, 2006

ISSUE: Consideration of a request for a revision to the transportation chapter of the City's Master Plan to designate Route 1-Jefferson Davis Highway as the route for transit.

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, APRIL 4, 2006: On a motion by Mr. Komoroske, seconded by Mr. Jennings, the Planning Commission voted to adopt the resolution amending the transportation chapter of the City's Master Plan to designate Route 1-Jefferson Davis Highway as the route for transit. The motion carried on a vote of 6 to 0.

Reason: The Planning Commission generally agreed with the staff's recommendation and input from the community that it was appropriate to designate Route 1-Jefferson Davis Highway as the route for transit.

Speakers:

David Fromm, resident, commented that transit should have been better planned to be internal to Potomac Yard. Mr. Fromm stated that if BRT is going to be on Route 1, then the transit route should be continued all the way up Route 1 to Arlington and not connect in the Town Center.

Amy Slack, resident, felt a BRT on Main Street was a better option than on Route 1.

Katy Cannady, resident, stated the best location for BRT would be on Main Street and not in Route 1.

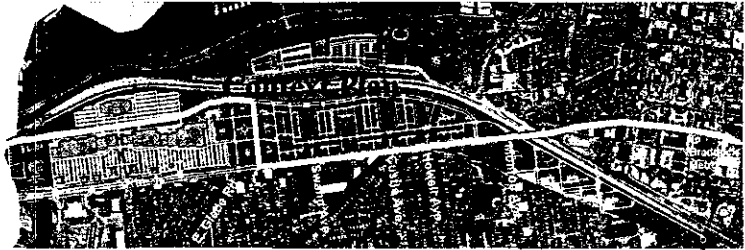
Boyd Walker, resident, believes Route 1 should not be the location for transit. Stated Main Street should be designated as transit corridor.

Eric Zander, resident, comment that BRT on Route 1 would negatively impact the corridor. He stated that a Light Rail system would be an overall better option than BRT.

I. SUMMARY:

A. Proposal:

The application requests an amendment of the Transportation Chapter of the Master Plan to designate Route 1 as the corridor for a transit way. The final design, phasing, financing and implementation of any transit service will require continued input from the community, stakeholders and subsequent approval by the Planning Commission and City Council.



The proposed Master Plan amendment will:

- Designate Route 1 as the corridor for transit, rather than Main Street or Potomac Avenue.
- Add the Crystal City/Potomac Yard Transit Corridor project to the Transportation Chapter of the Master Plan (MPA#2005-0006)

As previously stated, the final design and implementation of specific transit services in this corridor will require continued input from the community and subsequent approval by the Planning Commission and City Council. The current application simply states that if dedicated transit lanes are to be provided, the lanes should be provided on Route 1, connecting to Potomac Avenue in the vicinity of the Town Center, as was proposed in the *Crystal City/Potomac Yard Corridor Transit Alternatives Analysis* and further defined as part of the *Crystal City/Potomac Yard Corridor Interim Transit Improvement Project*.

As with any proposal for major transit services, there are challenges and opportunities, which in this case include:

Opportunities:

- Expanded and improved transit services for residents, workers and visitors in the Potomac Yard and Crystal City areas, and in the City's Del Ray and Northeast neighborhoods;
- Introduction of new transit service concepts (bus rapid transit and/or light rail transit) to meet Alexandria's increasing travel demands.
- Development of a dedicated transit corridor compatible with the requirements of either bus rapid transit or light rail transit; and
- Phased system implementation and service development consistent with projected increases in travel demand within the corridor.

Challenges:

- Providing two dedicated transit lanes while maintaining the “urban boulevard” envisioned by Potomac Yard Design Guidelines;
- Integrating the two additional dedicated lanes and increased paving into an urban and pedestrian friendly street; and
- Maintaining the desired streetscape and landscaping within the Route 1 corridor.

B. Community Participation:

This proposal was initially deferred by the Planning Commission at the December 6th hearing in order to provide additional opportunity for community input. On March 2, 2006, a Community Workshop was held by the Ad Hoc Transportation Policy and Program Task Force to review the proposed transitway and discuss alternatives for implementing dedicated transit lanes. Approximately 40 residents, civic association members and interested persons attended this workshop and participated in a lively discussion of this proposal.

Location options for the transit lanes that were discussed at the meeting included:

- Main Street;
- Potomac Avenue;
- Route 1; or
- Route 1 and Main Street.

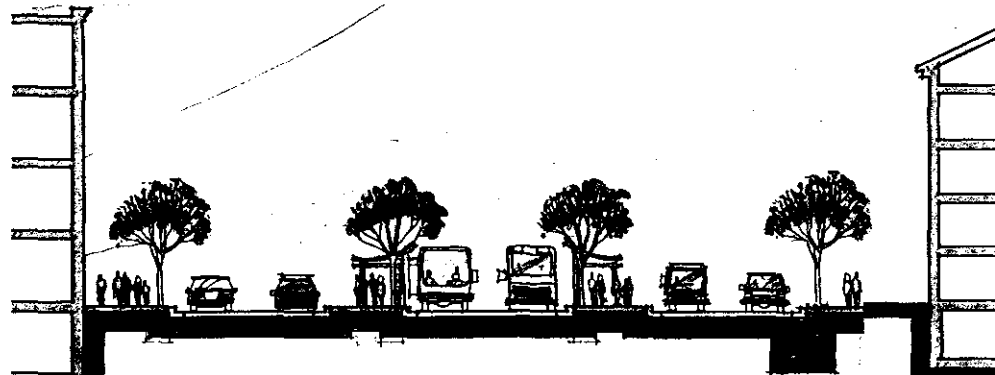
Workshop participants agreed that there are advantages and disadvantages with each of the options. However, as discussed in more detail below, it was generally agreed that dedicated transit lanes should be located within the Route 1 corridor. The key reasons cited by the group for locating dedicated transit lanes on Route 1 included:

- Better service for both the Del Ray and Potomac Yard communities;
- Higher density land uses are located along Route 1;
- Dedicated transit lanes would not be inconsistent with the character of Route 1, as it would be with other alternatives;
- The width of the right-of-way provides options for the final configuration of the transit lanes.

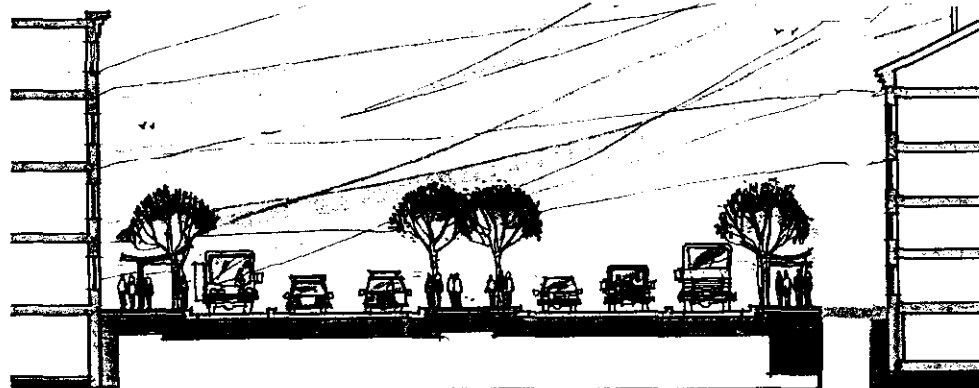
While location of the transit lanes in the Route 1 corridor was not the unanimous view of the workshop attendees, the overwhelming majority did indicate that they felt that transit should be provided on Route 1. Although the group agreed that dedicated transit lanes should be provided on Route 1, it was much more divided over the question of how these transit lanes should be configured within the street cross-section, with most participants preferring that they be located either adjacent to each curb or within the median area. Staff agrees the alternative configurations have differing positive and negative elements; however, the proposed Master Plan amendment neither designates nor requires either a curbside or median configuration, but rather it establishes that the transit

corridor is to be located along Route 1. The final configuration and design of the transit corridor will be based on continuing input from the community, Planning Commission and City Council.

Center Median Option

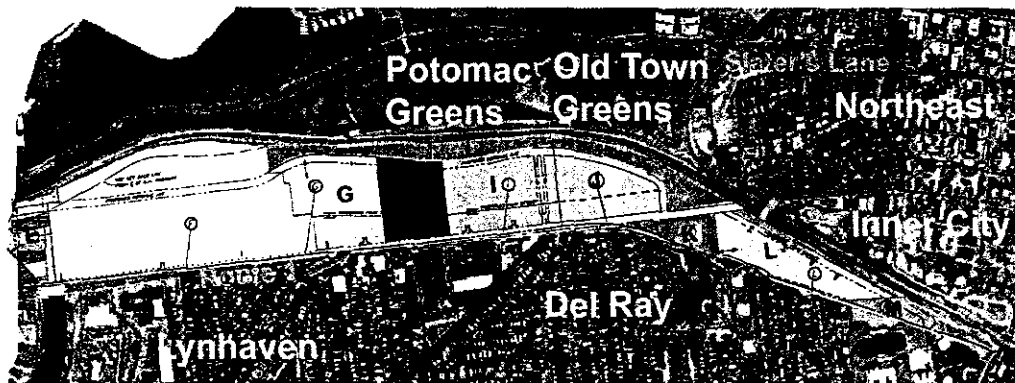


Curbside Option



C. How do dedicated transit lanes on Route 1 impact the Potomac Yard Development ?

In anticipation of the possibility of a dedicated transit corridor on Route 1, staff has worked with the developer of Potomac Yard and the Planning Commission to increase the Route 1 setback for Landbay H. This additional setback enables the curb to curb distance to increase while also maintaining an area for sidewalks, street trees, building setbacks and landscaping on Route 1. Therefore, the current landbay proposed for development (Landbay H) has been planned in anticipation of future dedicated transit lanes on Route 1.



D. Staff Recommendation:

Staff recommends approval of the proposed Master Plan amendment based on the record of clear and convincing findings that high-capacity transit services will be needed to adequately serve travel demand within the Crystal City/Potomac Yard area, and the understanding that final design of any dedicated transit lanes will be subject to additional community review and input and subsequent approval by the Planning Commission and City Council.

II. STAFF ANALYSIS:

As the Commission and Council are aware, the developer is proceeding with the construction of the framework streets and the Route 1 Bridge for Potomac Yard. The construction, type, size and location of the streets are based on the approved CDD and Design Guidelines. This approach of constructing the street infrastructure first is similar to what was done for the Carlyle development and other developments within the City.

While the construction of these streets as generally depicted in the *Potomac Yard Design Guidelines* would not “preclude” future transit, a condition of approval for Potomac Yard development, future relocation of curbs, utilities and storm sewer lines, and landscaping to accommodate dedicated transit lanes would be at considerable additional expense to the City compared to the cost of implementing these lanes at the present time. Moreover, as Arlington County prepares to begin initial service on portions of the proposed corridor and as occupancy of new development in Alexandria Potomac Yard is anticipated to begin in the near future, timely development of the proposed transit corridor in Alexandria is needed.

As part of the *Crystal City/Potomac Yard Transit Corridor Alternative Analysis*, it was recommended that the most viable option for providing a high-capacity transit alternative in this corridor in a cost effective and phased manner was to develop bus rapid transit (BRT), rather than a light rail system or a new infill Metrorail station. Initial implementation of BRT service in this corridor does not preclude the possible future conversion to light rail or similar service, nor does it preclude the possibility of constructing an additional Metrorail station.

III. COMMUNITY WORKSHOP

As requested by the Planning Commission, a community workshop was held at George Washington Middle School on March 2, 2006 under sponsorship of the Ad Hoc Transportation Policy and Program Task Force. The purpose of this work was to review the proposed transit corridor and obtain additional community input on several alternatives for implementing dedicated transit lanes. The community was notified of this workshop through multiple outlets, including e-mails to interested individuals and groups, e-mails and fliers distributed to civic associations, and announcements through the City’s e-news and on the City’s website. Approximately 40 residents, civic association members and interested persons participated in this workshop.

This meeting was the sixth community meeting held in conjunction with development of the Crystal City / Potomac Yard transit corridor project. The first was held in the fall of 1999 as part of the *Crystal City / Potomac Yard Area Transportation Study*. During the follow up *Crystal City/ Potomac Yard Corridor Transit Alternatives Analysis* project, community meetings were held in October 2001 and March 2002. Most recently, as part of the *Crystal City / Potomac Yard Interim Transit Improvement Project*, community workshops were conducted in June and October 2005.

Following a brief overview of the transit corridor project history, staff from the Transportation and Environmental Services, and Planning and Zoning departments reviewed the alternative transit corridor locations (Route 1, Main Street and Potomac Avenue) with participants, discussing factors and considerations leading to Route 1 being the staff-preferred alternative. The four alternative configurations proposed for review and consideration were presented and explained to participants.

These alternative configurations were:

- Alternative 1: Two-way transit lanes located in the central median of Route 1;
- Alternative 2: Two-way transit lanes adjacent to the eastern curb of Route 1;
- Alternative 3: One-way transit lane adjacent to the eastern of Route 1 for northbound service and a one-way transit lane adjacent to the western curb of Route 1 for southbound service; and
- Alternative 4: One-way transit lane adjacent to the eastern curb of Route 1 for northbound service and a one-way transit lane adjacent to the western curb of Main Street for southbound service.

Working in six breakout groups, participants were asked to discuss the alternatives presented, and identify the advantages and disadvantages of each (as well as others they might feel should be considered). The groups were also asked to determine, if possible, the group preference or ranking for each alternative and to provide any additional comments on the transit corridor proposal they feel appropriate. Following their review of the alternatives, groups were invited to report out their findings to other workshop participants.

Not surprisingly, the advantages and disadvantages of the alternatives as reported by the six individual groups represented varied specific concerns and sometimes opposing views of the alternatives. Each group's reported advantages and disadvantages were compiled into a single listing, which is attached for detailed review as may be desired. The breakout groups' preferences or rankings of the alternatives (including one group-proposed alternative) are included in the attached workshop summary and are summarized briefly below.

Summary of Group Preferences

	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5 ¹
Group A		3	1	1	
Group B	1	3	1		
Group C	2	3	1		
Group D	2		1	2	
Group E	1		3	2	
Group F			3	2	1

¹ Group defined alternative – Transit corridor split on Route 1 and Potomac Avenue

In considering the feedback received during this workshop, staff concludes that:

1. There is strong community support for significant additional transit services such as is being proposed in the Crystal City / Potomac Yard transit corridor.

2. Although not unanimous, there is general community consensus for locating the proposed transit corridor along Route 1 as proposed. Key reasons cited for locating the transit corridor on Route 1 were:
 - Better service for both the Del-Ray and Potomac Yard communities;
 - Higher density land uses are located along Route 1;
 - Dedicated transit lanes would not be inconsistent with the character of Route 1, as it would be with other alternatives;
 - The width of the right-of-way provides options for the final configuration of the transit lanes.
3. However, participants expressed concern that the transit corridor be implemented in such way to maximize accessibility, preserve the boulevard concept for Route 1 and provide a pedestrian-friendly environment for non-transit crossings of Route 1.
4. Participants favor the Alternative 3 configuration with a one-way transit lane adjacent to the eastern of Route 1 for northbound service and a one-way transit lane adjacent to the western curb of Route 1 for southbound service.
5. The Alternative 1 configuration with two-way transit lanes located in the median of Route 1 was the second preference among the alternatives.

Based on this feedback, staff proposes to continue working with the community and Potomac Yard developer to address the outstanding design and implementation issues and the community concerns associated with Alternatives 1 and 3 before recommending a final transit corridor configuration to the Planning Commission and City Council.

IV. NEXT STEPS:

The overall project development process for the Crystal City/Potomac Yard transit corridor is continuing as a cooperative effort among Alexandria, Arlington County and the Department of Rail and Public Transportation (DRPT), with support from the Washington Metropolitan Area Transit Authority (WMATA). Having completed a transit alternatives analysis for the corridor and an interim transit improvement plan, preparation of the required environmental evaluation has recently been initiated.

Assuming the recommended amendment to the Master Plan is adopted, the next steps to be completed for the transit corridor in Alexandria include:

- Continued work with the community and developer of Potomac Yard to develop a final configuration for the transit corridor. Several outstanding design and implementation issues must be addressed and satisfactorily resolved before a final recommendation can be made on the transit corridor configuration.

- Upon approval of the transit corridor configuration, construction plans will be prepared. It is anticipated that with timely resolution of the corridor configuration question, these plans can be prepared cooperatively with the Potomac Yard development team's plans, development for improvements to northbound Route 1 and approval of development plans for Landbay H.
- Pending completion of the required environmental document and issuance of the record of decision by the Federal Transit Administration (FTA), implementation of the transit corridor can commence.

V. AMENDMENT TO THE TRANSPORTATION CHAPTER OF THE MASTER PLAN:

The Master Plan amendment is a request to add the Crystal City/Potomac Yard transit corridor project to the transportation chapter of the City's Master Plan and designate Route 1-Jefferson Davis Highway, rather than Main Street or Potomac Avenue, as the designated location of this corridor. Staff recommends this transit corridor be located consistent with the recommendations of the *Crystal City/Potomac Yard Corridor Transit Alternatives Analysis* and the *Crystal City/Potomac Yard Corridor Interim Transit Improvement Project*.

As proposed, this corridor will connect with Route 1 in the vicinity of the Braddock Road Metro Station, continue on Route 1 to the vicinity of East Glebe Road, connect with Potomac Avenue in the town center area, continuing northward to cross Four Mile Run and enter Arlington County. Staff recommends Route 1 as the primary location for this transit corridor in order to maximize its accessibility and potential ridership. Additionally, dedicated transit lanes on Main Street would have significant adverse impact on the character of Main Street, a mixed use street comparable to King Street. Providing transit on Potomac Avenue would negatively impact the adjacent park and essentially eliminate service accessibility for residents of Del Ray.

While staff is recommending language be included as part of the Master Plan to designate Route 1 as a transit corridor, language is also included that requires that the final location, type, design of any future dedicated transit lanes be approved by the Planning Commission and City Council. Any future transit lanes should maintain the character of Route 1 as an urban boulevard with a continual median, trees and street trees.

VI. STAFF RECOMMENDATION:

Staff recommends **approval** of insertion of the following text within the Transportation Chapter of the Alexandria Master Plan.

MASTER PLAN AMENDMENT

“Route 1-Jefferson Davis Highway shall be designated as a transit corridor. Within the corridor high-capacity transit service connecting Braddock Road Metrorail Station to the Crystal City/Pentagon area may be developed in general conformance with the Crystal City/Potomac Yard Transit Corridor Alternatives Analysis and compatible with the operational requirements of both bus rapid transit (BRT) and light rail transit (LRT).”

If dedicated transit lanes are to be provided for the Crystal City/Potomac Yard Transit Corridor, the lanes shall be provided on Route 1, except that the transit lanes may connect to Potomac Avenue in the vicinity of the Town Center until sufficient right-of-way can be obtained. The final location, type, and design of any future dedicated transit service shall require approval by the Planning Commission and City Council. Any future transit lanes should maintain the character of Route 1 as an urban boulevard with a continual median, trees and street trees.

RESOLUTION MPA 2005-0006

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an amendment is proposed to the Transportation Chapter of the 1992 Master Plan to designate Route 1 - Jefferson Davis Highway as a designated transit route.

WHEREAS, City staff have analyzed the proposed revision and presented their findings and recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on April 4, 2006 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the comprehensive and coordinated transit objectives, which are consistent with the City's land use objectives;
2. The proposed amendment is generally consistent with the overall goals and objectives of Transportation Chapter of the 1992 Master Plan;
3. The proposed amendment reinforces the Planning Commission's long-range recommendations and objectives for comprehensive and well planned transit service for the City; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting the amendment to the Transportation Chapter of the 1992 Master Plan, the proposed amendment will be in accordance with the City's land use objectives, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City.

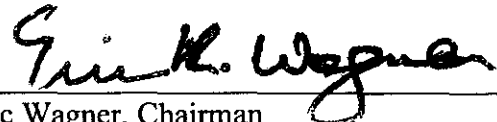
NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is adopted in its entirety as defined herein as an amendment to the Transportation Chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

“Route 1-Jefferson Davis Highway shall be designated as a transit corridor. Within the corridor high-capacity transit service connecting Braddock Road Metrorail Station to the Crystal City/Pentagon area may be developed in general conformance with the Crystal City/Potomac Yard Transit Corridor Alternatives Analysis and compatible with the operational requirements of both bus rapid transit (BRT) and light rail transit (LRT). If dedicated transit lanes are to be provided for the Crystal City/Potomac Yard Transit Corridor, the lanes shall be provided on Route 1, except that the transit lanes may connect to Potomac Avenue in the vicinity of the Town Center until sufficient right-of-way can be obtained. The final location, type, and design of any future dedicated transit service shall require approval by the Planning Commission and City Council. Any future transit lanes should maintain the character of Route 1 as an urban boulevard with a continual median, trees and street trees.”


2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 4th day of April, 2006.



Eric Wagner, Chairman
Alexandria Planning Commission

ATTEST:



Eileen P. Fogarty, Secretary

Advantages, Disadvantages and Ranking of Alternatives

	Alt 1: 2-Way in Median of Route 1	Alt 2: 2-Way on East Side Route 1	Alt 3: Curbside on Route 1	Alt 4: Split Route 1 & Main Street
Advantages	<p>Creates more green space breaks in the roadway</p> <p>Serves both Potomac Yard & Del Ray</p> <p>Larger sidewalks</p> <p>Better curbside visibility & accessibility</p> <p>Access to Potomac Yard & Del Ray</p> <p>One wide median</p> <p>Most accessible to Potomac Yard & Del Ray</p> <p>Facilitates pedestrian access</p> <p>Consolidate infrastructure & amenities</p> <p>Best route to extend to Braddock Metro</p> <p>Convey & promote service</p> <p>Dedicated right of way</p> <p>Convey & promote service</p> <p>Shortest distance for wheelchair, and everyone else, to cross car traffic</p> <p>Pedestrian crosses only 2 lanes at a time</p>	<p>Advantageous for Potomac Yard residents</p> <p>Better designed for shoppers</p> <p>None</p> <p>Put BRT on curb lanes</p> <p>Reduces pedestrian & turning vehicles conflicts</p> <p>Easy to promote & communicate</p> <p>More sidewalk/median for pedestrians</p> <p>Buses away from cars</p> <p>Locate closest to most potential development</p> <p>Pedestrians more sheltered from vehicles</p>	<p>Easier pedestrian access/safer pedestrian access</p> <p>BRT lanes could be used off hours to accommodate additional HOV capacity or other buses</p> <p>Easiest to implement</p> <p>Serves both Potomac Yard & Del Ray communities</p> <p>Can accommodate <u>CYCLISTS</u></p> <p>Pedestrian access to transit</p> <p>Easier access for handicap</p> <p>Sidewalk access to BRT</p> <p>Relocate west curb to widen curb</p> <p>Easy to communicate & promote</p> <p>Only if west curb are widened & dedicated lanes</p> <p>Best pedestrian access to buses</p> <p>Largest sidewalks</p> <p>Easiest access to Monroe bridge</p> <p>Only have to cross street once/day</p> <p>Trigger more development on west side</p> <p>Not in middle of street</p>	<p>No one street becomes excessively large</p> <p>Wider sidewalks</p> <p>Who thought of this one?</p> <p>Most accessible for pedestrians</p> <p>Easier to impact Main St. as it hasn't been constructed yet</p> <p>Buses move faster, do not stop across path</p> <p>Gives improved access to businesses, less people on Potomac Ave side</p> <p>Street at more pedestrian scale</p>
Disadvantages	<p>Pedestrian access is difficult/unsafe</p> <p>Widens Route 1 too much (6 lanes)</p> <p>Incongruous with northern connections in Arlington</p> <p>Only stretch in Metro area with this configuration</p> <p>Pedestrian safety in median</p> <p>Awkward return to standard configuration on south side of PY</p> <p>Passenger accessibility</p> <p>Passengers crossing in front traffic</p> <p>Traffic conflict w/ pedestrian movement</p> <p>User discomfort</p> <p>Vehicular conflict w/turns</p> <p>Slows down Route 1 traffic</p> <p>People uncomfortable standing in middle of Route 1</p> <p>Curb cuts everywhere</p> <p>Left turn lane into Potomac Yard - Does bus override car traffic at lights?</p> <p>Wider street to cross for pedestrians</p>	<p>Disadvantageous for Del Ray residents</p> <p>Widens Route 1 to 6 lanes</p> <p>Awkward turn from Potomac Yard side onto NB Route 1</p> <p>Awkward return to standard configuration on south side of Potomac Yard</p> <p>Dangerous traffic flow with headlights</p> <p>Smaller sidewalks</p> <p>Median divided into narrow stripes</p> <p>Disorientated drivers</p> <p>Can't easily cross the bridge</p> <p>May not be able to cross at all</p> <p>One side has easy access, one site crosses all of Route 1 twice a day</p> <p>Wider street to cross</p> <p>2 lanes to cross on east side</p>	<p>Widens Route 1 to 6 lanes</p> <p>Auto/taxi access to curb</p> <p>Lack of visibility for retail business</p> <p>Closer to Del Ray accessibility</p> <p>Power line conflict</p> <p>None that we can think of</p> <p>If curb cuts & widening west curb does not happen - bad plan</p> <p>Everyone crosses all of Route 1 once a day</p> <p>Wider street to cross</p> <p>Limiting access to businesses i.e. gas stations, carry out</p> <p>Traffic crossing lanes how do they deal with this in other cities</p>	<p>Del Ray residents disincentive to use NB route</p> <p>Too "unusual" of a concept for most bus riders</p> <p>Transit divided</p> <p>Main St constrained</p> <p>Takes parking from Main St</p> <p>Significant change to planned character of Main St</p> <p>Less of parking on one side of Main St</p> <p>Less intuitive</p>
Table Preference	0, 50%, 2, #2, 1, No way	2, Least favorable, 3, No, No way	1, 50%, 1, 4 for #1, 3, 3	Tie 3 & 4, Not favorable, 1(2), 2 - favor 5 or 4

Attachment 1

Additional Comments

	Alt 1: 2-Way in Median of Route 1	Alt 2: 2-Way on East Side Route 1	Alt 3: Curbside on Route 1	Alt 4: Split Route 1 & Main Street
	Too much death potential	Unrealistic	Move road to make west sidewalk as wide as east sidewalk	Need more information
Comments	<p>Preference for busses to stay on Route 1 from South Glebe to Clifford Ave rather than divert to Potomac Ave and extend BRT the entire length</p> <p>Concern over accessibility for wheelchair patrons on all alternatives</p> <p>Each alternative favors Arlington commutation</p> <p>BRT will not run 24 hrs/day</p> <p>Go back to square 1 and design BRT & dedicated transit way before finalizing plans! "Transit Access by Design"</p> <p>Alternative fuels – hybrids/electric</p> <p>Alt 5: Split Route 1 & Potomac Avenue</p> <ul style="list-style-type: none"> • Closer to Potomac Greens, bridges & Route 1 • More scenic • Closer access to park <p>Look at transit way on Main Street (Alt 6)</p> <p>Environmentally safe buses</p>			

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**Crystal City / Potomac Yard Transit Corridor
Community Workshop
March 2, 2006**

Breakout Group Preferences

Group	Alt	Rank	Comments
A	1		No votes
	2	3	2 votes as 2 nd preference
	3	1	2 votes as 1 st preference, 1 vote as 2 nd preference
	4	1	2 votes as 1 st preference, 1 vote as 2 nd preference
B	1	1	50% in favor
	2	3	Least favorable
	3	1	Other 50% leaning towards this option
	4		Not favorable
C	1	2	
	2	3	
	3	1	
	4		No preference
D	1	2	
	2		No
	3	1	
	4	2	
E	1	1	
	2		
	3	3	
	4	2	
F	1		No way
	2		No way
	3	3	
	4	2	
	5	1	Group Alt 5 – Split corridor on Potomac and Route 1 Group Alt 6 – Consider transit corridor on Main Street

Summary

	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5 [†]
Group A		3	1	1	
Group B	1	3	1		
Group C	2	3	1		
Group D	2		1	2	
Group E	1		3	2	
Group F			3	2	1

[†] Group defined alternative – Transit corridor split on Route 1 and Potomac Avenue

To: Honorable Members of City Council
Members of Alexandria Planning Commission
Eileen Fogarty, Director, Office of Planning and Zoning

Date: April 2, 2006

Subject: Master Plan Amendment # 2005-0006 (Potomac Yard)

I am opposed to the Master Plan Amendment that designates Route 1 as a transit corridor for the following reasons:

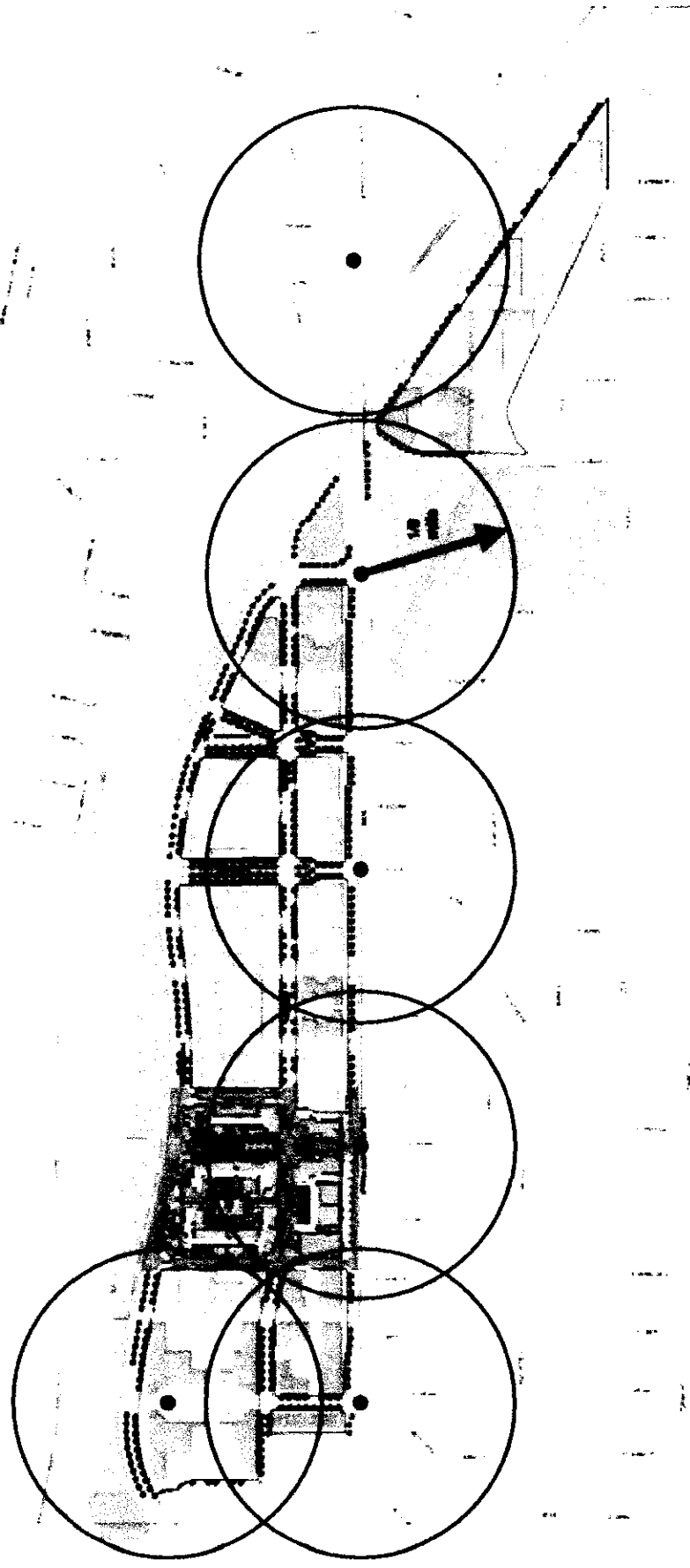
1. **Adding 2 additional lanes to Route 1 will severely impact traffic that is already heavy** – In the ten years that I have lived in the Del Ray neighborhood, traffic on Rte 1 has gotten progressively worse. With the new homes, apartments, and condominiums being built in Potomac Yard, traffic will become unbearable. I avoid traveling on Rte 1, especially on weekends because it is more like a parking lot than a road. Bus Rapid Transit on Rte 1 will only make the traffic much worse and frustrate drivers who cannot drive in the lanes dedicated to buses. The two new lanes will also present a challenge to cars that are attempting to turn and will need to turn in front of the bus lanes.
2. **The need for public transportation is greater in Potomac Yard than in Del Ray and neighborhoods West of Rte 1** – Metrobus, Metro, and DASH already service the Del Ray neighborhood. The buses on Rte 1 would most likely get minimal use by Del Ray residents. The documents regarding this subject on the City's website indicate that there is a need for transportation for both neighborhoods, but there is no explanation as to how this need was determined. Potomac Yard residents may not want to walk all the way out to Route 1 to catch a bus. Del Ray residents already have transportation options available to them. Public transportation for Potomac Yard should be in Potomac Yard.
3. **Transportation between Braddock Road and Crystal City exists already** – The metro already runs between Braddock Road and Crystal City. Why is it necessary to have a bus that follows the same route? Although it is more costly to build than BRT, one or two metro stops in Potomac Yard would provide service to a larger group of people. When I go to Potomac Yard to shop (and this is only before 10 am on the weekend), there are many cars with DC and Maryland plates. DC and Maryland residents may be more likely to leave their cars at home and take metro if there is a stop in Potomac Yard.
4. **Widening the East side of route 1 will eliminate more green space.** There is currently a bike trail and grassy area along the East side of Rte 1. Much of this would be eliminated if transit lanes were installed. One of the staff reports indicates that it is uncertain if trees can be planted after the widening of Rte 1 due to underground utilities. It would be sad to eliminate additional trees in this area.

I respectfully request that you consider my concerns when making your decision about the master plan amendment. I think the smarter option is to provide public transportation for the Potomac Yard Residents and the shopping center via a metro stop.

Sincerely,


Sarah Haut

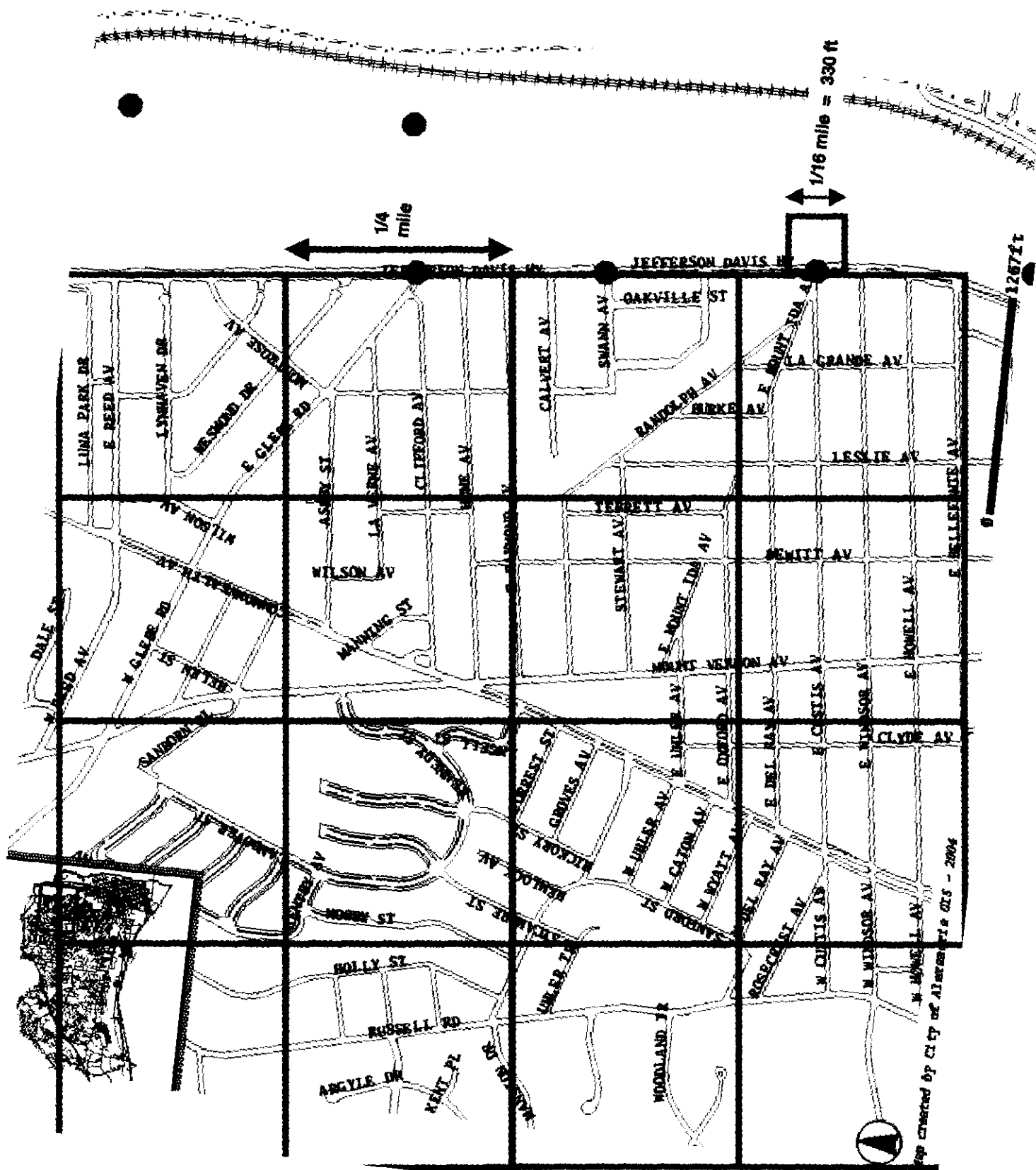
228 E. Nelson Ave



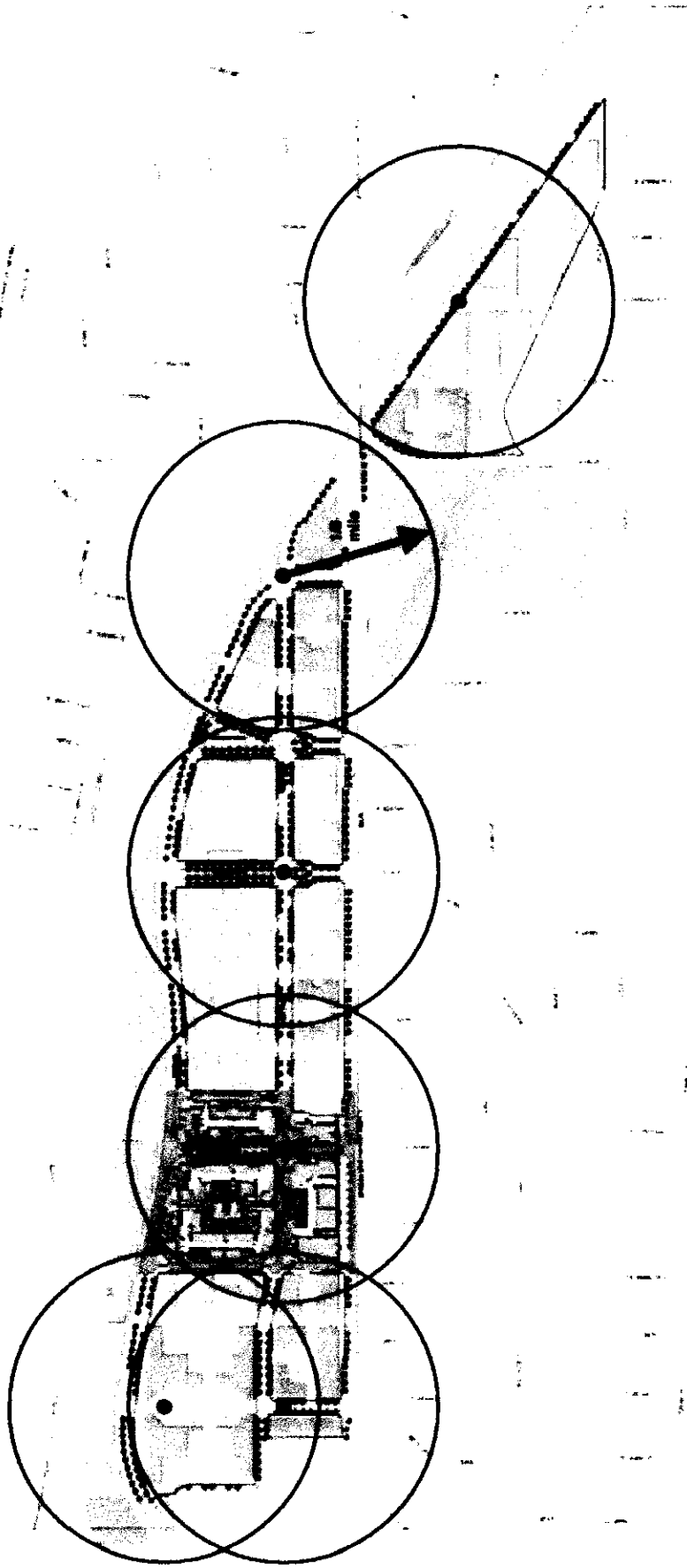
THE ABOVE INFORMATION IS FOR INFORMATION ONLY
 AND DOES NOT CONSTITUTE A CONTRACT

Potomac Yard
 Working Plan

DATE: 4/22/06



Map created by City of Alameda GIS - 2004

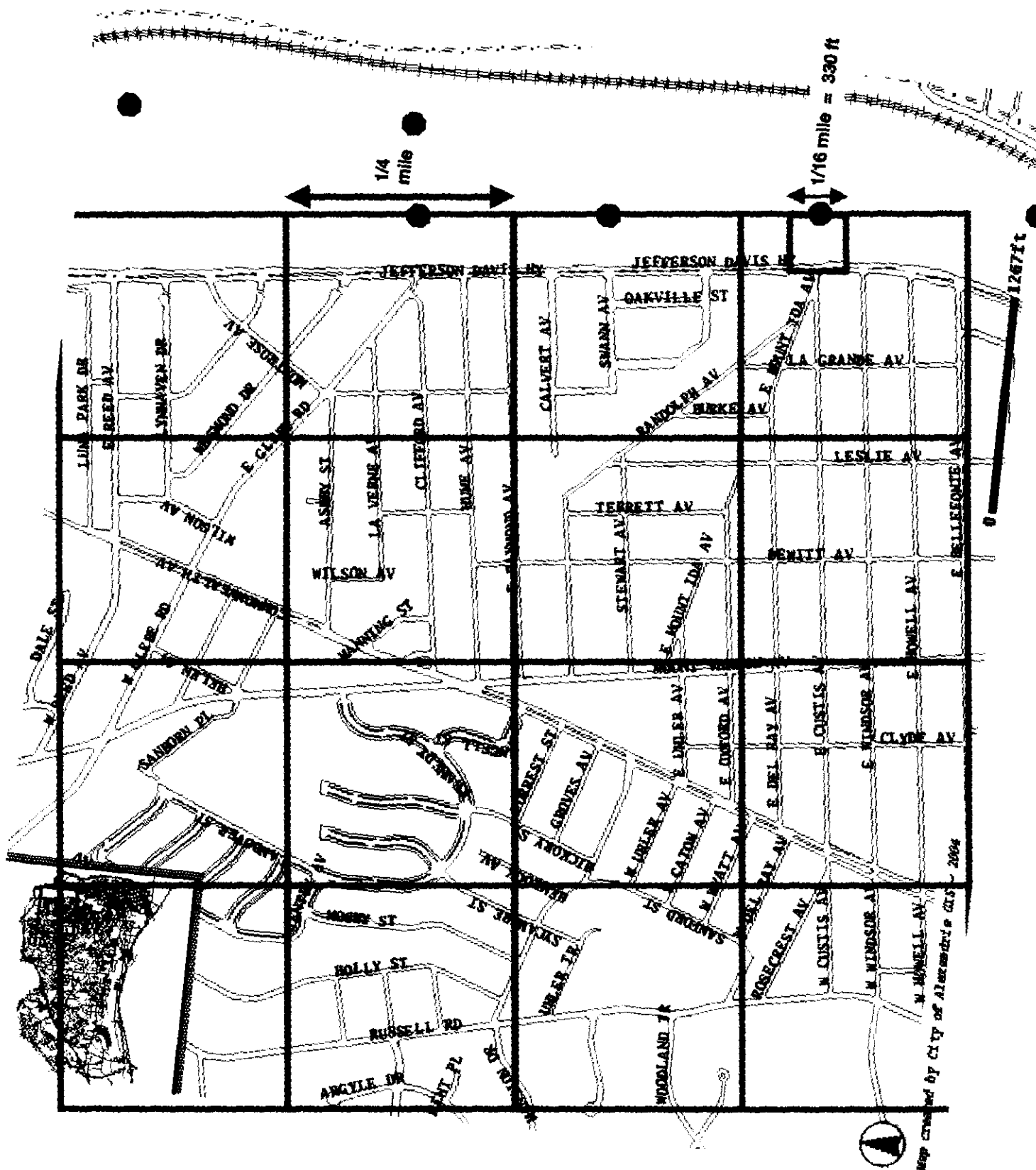


THE POTOMAC YARD PROJECT OF ARDMORE, MARYLAND
 WITH ARCHITECTURE BY HOK

Potomac Yard

Working Plan

TABLE



Map created by City of Alexandria GIS, 2004

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Amy Slack

MASTER PLAN AMENDMENT #2005-0006
POTOMAC YARD
FOR THE PROPERTIES BOUNDED BY FOUR MILE RUN, JEFFERSON DAVIS
HIGHWAY, BRADDOCK ROAD, SLATERS LANE AND THE GEORGE WASHINGTON
MEMORIAL PARKWAY

Potomac Yard development is intended to be:

- Mass transit oriented.
- Pedestrian friendly community.
- An extension of the Del Ray community.

Widening of Jefferson Davis Hwy undermines the continuity of neighborhoods.
The distance a pedestrian must cross is formidable.

Loss of green open space

- Widening to occur between Reed Ave and the new Monroe Ave Bridge displaces approximately 3 acres of open space, converting it into impermeable road surfaces.
- BRT will run only 16 hrs/day; lanes remain unused at other times.
- Unless prohibited, BRT lanes could be converted to other than mass transit use such as 'pay-to-go' travel lanes.

Main Street is private vehicle oriented having:

- Unrestricted travel lanes
- Curbside parking
- Main Street could be closed to private cars so BRT could be run on it.

Example: Pedestrian friendly Peavey Plaza/Nicollet Mall in Minneapolis is a car-free area exceedingly attractive to pedestrians.

Quality of life to Del Ray resident

- Additional walking distance to stop on Main Street is ~300 feet.
- People are lazy, stations will draw influx of vehicles looking to park close to station.
- Will a parking district be needed/created to avoid this?
- Will the cost of enforcement offset ridership gains?