

Master Plan Amendment #2017-0002

Katie <k1holbrow@gmail.com>

Mon 5/22/2017 12:42 PM

To: PlanComm <PlanComm@alexandriava.gov>;

To the Commission:

I write to register my deep concern about the Recommended District Height Limits in the Master Plan Amendment #2017-0002 Old Town North Small Area Plan Amendment (page 6, and below).

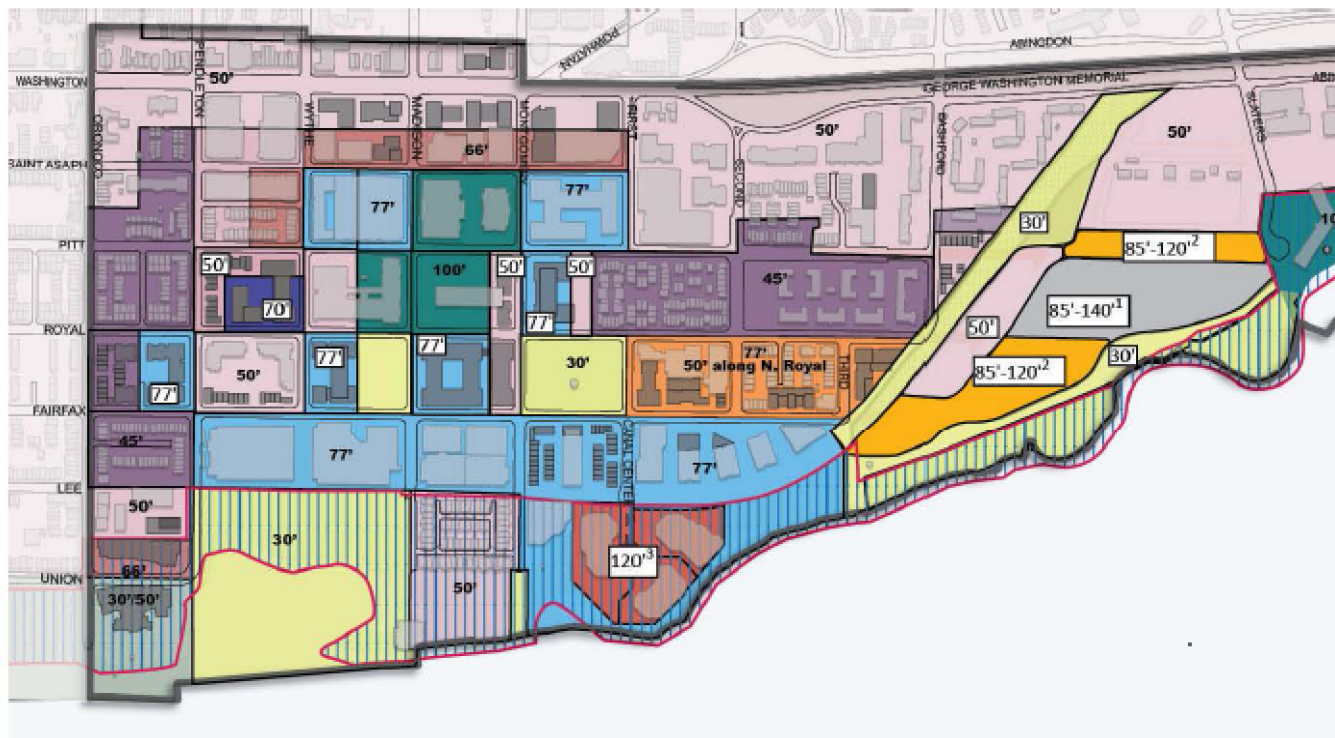
These "recommended" limits raise building heights significantly, far beyond the current allowable heights. The highest, 140 ft, exists nowhere else in Alexandria. Such heights directly conflict with the Potomac River Vicinity Height District zoning guidelines and with design guidelines for immediately adjacent historic structures. They negatively impact views, air and light at street level, and ultimately change the Alexandria waterfront from the "light and airy" views intended by L'Enfant and Jefferson to something more akin to the cavernous highrises of Rosslyn.

Please amend the proposed plan to omit these ill-considered "recommended" height limits.

Thank you,

Katherine Holbrow
Alexandria Old Town North resident

Recommended District Height Limits



LEGEND

120'	66'	Area subject to the 1981 Settlement Agreement and the NPS document titled Alexandria Waterfront: Land Use Agreements, June 1992
100'	50'	## Existing Height Limit
77'	30'/50'	## Recommended New Height Limit
77' (50' Max along N. Royal)	45'	
70'	30'	

Notes:

1. A limited number of buildings will be of heights final number and location of those buildings will through the development review process.
2. The height ranges shown on the former power intended to provide a variety of building heights building and within each block.
3. Any changes to building heights on Canal Center applicable approvals by the National Park Service



105 North Union Street
Alexandria, VA 22314
www.theartleague.org

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2016-2017

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(Holland & Knight, LLP)

*"By nurturing the artist,
we enrich the community."*

May 31, 2017

Planning Commission

City of Alexandria

301 King Street

Alexandria, Virginia 22314

Dear Alexandria Planning Commissioners:

Re: The Old Town North Small Area Plan (OTN SAP)

The Art League Board is submitting this letter in support of the draft Old Town North Small Area Plan.

Members of our board, our staff, teachers, and students have been engaged with city planners and the advisory group overseeing the development of the plan since Fall 2015. We have been very impressed with the collaborative nature of the planning process and pleased that it addresses several of our concerns as we contemplate, and seek to secure, our future as an art school in Alexandria.

We are encouraged to see that the plan recommends that arts and cultural uses be reinforced and expanded to establish a unique identity for Old Town North that emphasizes its mixed-use nature and seeks to build on the neighborhood's and the City's creative economy. Of the many plan objectives, we specifically endorse the following and are willing to work as a partner with the City and provide our resources to aid in bringing the plan to reality:

- **Creating an Arts District** – The Art League could be an important catalyst for this objective. With an annual enrollment of over 6,000 students at our Madison Annex, we are one of the largest tenants in the study area. Our cultural meetings, lectures/events, after-school activities, and daytime and evening students populate the area day and night, and energize the adjacent retail and restaurant businesses. Our Annex is also home to our nationally recognized community engagement initiatives, including our partnership with SOHO, Inc. for at-risk 10-year-old girls and boys, our IMPart (Injured Military Personnel + Art) program for veterans, and our need-based scholarship program for children and adults.
- **Providing regulatory incentives for affordable art and culture space** – As a 501c(3) nonprofit organization with no permanent endowments, one of our perennial challenges is finding below-market-rate space that fits the needs for our classroom activities. Granting a density bonus for new or re-purposed development that incorporates cultural arts space at discounted rents will encourage property owners and developers to engage with us as they begin to shape their plans.
- **Building a Creative Economy** – By providing a venue for teaching, The Art League has an important role in sustaining strong relationships among professional artists, photographers and designers. This regional network of practicing artists/teachers generates a high level of teacher/student discourse, encourages creativity and helps produce first-rate talent supportive of the City's creative economy.

As an "arts anchor" that offers a lifetime learning experience for anyone interested in developing a career or hobby in art, or seeking qualifications for employment in the creative economy, The Art League would support and assist the City in attracting like businesses and organizations to build a robust arts district. In recognizing the strong value of the arts to the North Old Town and the City in general, we believe the draft Plan is worthy of your endorsement.

Very truly yours,

Board of Directors, The Art League

Our Impact

Open 360 days a year serving 7,000+ people from 5 to 96 years old

11,000+ class seats filled

1,075+ classes offered

110+ faculty artists

3,150+ exhibited artworks

20+ community events a year

Recommendations to the 04/13/2017 Draft Old Town North Small Area Plan Text

John Misleh <JMisleh@afba.com>

Mon 6/5/2017 5:36 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Jeffrey Farner <Jeffrey.Farner@alexandriava.gov>; Nancy Williams <Nancy.Williams@alexandriava.gov>; Heba ElGawish <Heba.ElGawish@alexandriava.gov>; EEberhart <EEberhart@afba5star.mail.onmicrosoft.com>; MMoser <MMoser@afba5star.mail.onmicrosoft.com>; Forno, Russ <Russ.Forno@ofplaw.com>; John.McBride@ofplaw.com <John.McBride@ofplaw.com>;

Importance: High

2 attachments (438 KB)

AFBA - OTN SAP Recommendations - 6.5.17.pdf; pic00292.jpg;

Dear City of Alexandria Planning Commission,

Attached you will find a letter containing the AFBA's recommended amendments to the April 13, 2017 Draft Old Town North Small Area Plan text. (See attached file: AFBA - OTN SAP Recommendations - 6.5.17.pdf)

Please do not hesitate to call or e-mail me with questions or to discuss this matter further.

Thank you in advance for your consideration.

Sincerely,

John H. Misleh, CCIM, RPA
Director of Real Estate
571-357-7921 Direct
703-447-2288 Mobile
(Embedded image moved to file: pic00292.jpg)

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909 North Washington Street, Alexandria, VA 22314 • 800-776-2322 • www.afba.com

June 5, 2017

Clerk to the Planning Commission
Department of Planning and Zoning
Alexandria City Hall
301 King Street, Room 2100
Alexandria, VA 22314

Re: Recommendations to the 04/13/2017 Draft Old Town North Small Area Plan Text.

Dear Clerk to the Planning Commission:

On behalf of the Armed Forces Benefit Association (AFBA), I would like to thank you for the time and tireless efforts that you have put into the Old Town North Small Area Plan (OTN SAP). We greatly appreciate the many hours of community meetings and administrative work that have resulted in the draft Comprehensive Plan text for Old Town North.

In view of this process, AFBA offers the following comments and recommended amendments for incorporation in to the April 13, 2017 version of the OTN SAP. These comments and recommendations are very important to making Montgomery Street a gateway to the new Old Town North.

1. *The entire city block, located at 901/909/919 N. Washington Street, should be identified on Figure 2.07 as a Potential Redevelopment Site.* AFBA is landowner of this city block and may find it necessary or prudent, at some point in the future, to relocate. In that circumstance, identification of the entire city block as a potential redevelopment site will best facilitate both the City and AFBA's interests.
2. *The entire city block, located at 901/909/919 N. Washington Street, should have the option to rezone to Coordinated Development District (CDD).* Recommendation #18 (Chapter 2, Land Use and Economic Development) specifies that potential redevelopment sites "will comply" with the recommended zoning in Figure 2.12. As written, this will preclude a site from redeveloping to another zoning district, even if it can demonstrate such redevelopment would result in an innovative design, improve upon the existing regulations, preserve the City's historic or archaeological heritage, or otherwise promote the public purpose.

Section 5-601 of the Zoning Ordinance states that the purpose of the CDD district is "...for those areas which are of such size or are so situated as to have significant development related impacts on the city as a whole or a major portion thereof..." The CDD is an appropriate option for properties proximate to the Montgomery Street gateway.

3. *Properties fronting Montgomery Street should be identified as "strategic locations" for buildings taller than the heights prescribed by Figure 2.14 and Recommendation #20 (Chapter 2, Land Use and Economic Development).* This recommendation follows City's vision to graduate heights away from the urban edge and concentrate the city skyline to central parts of the city. Montgomery Street is a gateway street; the OTN SAP designates it as a "main street"

and a "transit street" with a two-way operation, and a major retail focus at the street level. Thus, the plans for the city skyline should reflect these as gateway streets.

4. *A standard note should be applied to all "illustrative" maps in the OTN SAP, to state that they are illustrative and should not be used to guide development. The illustrative maps imply a specific vision for the redevelopment of certain properties. It is important that interpretation of these maps by any member of the public clearly shows that it is only one (of many) way to develop that property.*
5. *The "Potential Affordable Housing" objective should not be linked to any specific property (Figures 2.16 through 2.20). The graphic identification of this objective will undermine the City's goal to attract quality investment and new business opportunities. It is already understood in the development industry that affordable housing is very important and must be addressed with rezoning applications that include a residential component. To directly connect "affordable housing" to any specific property in any planning document potentially impedes a prospective purchaser/developer's best use of that property in a manner that proves detrimental to the City's vision for the area. AFBA commends the approach taken in Chapter 3 to address this very important topic without the use of property illustrations.*
6. *Incentives to increase density (i.e. density bonuses) should be given for innovative designs that introduce new public realm concepts such as roof-top open space, or favors best management practices like green roofs and vertical vegetation.*

On behalf of the AFBA, I want to thank you in advance for taking our comments and recommendations to the April 13, 2017 version of the OTN SAP into consideration. Please do not hesitate to call me at (571-357-7921) or email me at jmisleh@afba.com, if you have questions, comments or if you would like to discuss this matter with me further.

On Behalf of the Armed Forces Benefit Association,



John H. Misleh, CCIM
Director of Real Estate

cc: Jeff Farner
General Ralph E." Eberhart, USAF (Ret.)

John McBride, Esquire
Russ Forno



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

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

May 25, 2017

Re: Transportation Elements of the Old Town North Small Area Plan Update

Dear Mayor Silberberg and Members of City Council:

At its May 17, 2017 meeting, the Alexandria Transportation Commission reviewed the draft Old Town North Small Area Plan, including the Plan's transportation recommendations. The Commission moved to affirm that the transportation recommendations in the draft Old Town North Small Area Plan are consistent with the goals outlined in the City's Transportation Master Plan, adopted in 2008, as shown in the attachment.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the Transportation Master Plan. Our action on May 17th was conducted to fulfill that oversight obligation.

The Commission appreciates your consideration of its input on this project.

Sincerely,

Jerry King
Chair, Alexandria Transportation Commission

Attachment: Old Town North Small Area Plan – Comparison to Transportation Master Plan

cc: Alexandria Transportation Commission
Alexandria Planning Commission
Mark B. Jinks, City Manager
Emily A. Baker, Deputy City Manager
Yon Lambert, Director, Department of T&ES
Carrie Sanders, Deputy Director, Transportation/Transit, Department of T&ES
Jeff Farner, Deputy Director, Department of Planning & Zoning
Christopher Ziemann, Division Chief/Transportation Planning, Department of T&ES
Steve Sindiong, Capital Programs Manager/Transit, Department of T&ES
Heba ElGawish, Urban Planner, Department of Planning & Zoning

Old Town North Small Area Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, May 17, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Transit		
Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.	Without the plan, it is assumed that the Old Town Circulator will be implemented, as well as increased headways on existing transit routes. These are both recommended in the DASH Comprehensive Operations Analysis. Without the plan, there will be lower land use densities, land uses with less compatibility with transit (ie, the Power Plant), and a lack of pedestrian connectivity that result in poor use of existing or planned transit improvements.	The Small Area Plan includes a mixture of land uses with higher densities and improvements to facilitate improved connectivity between modes, including new street connections to improve walking or biking to transit. The Plan recommends a new north-south transit route that will connect Old Town North, and the Power Plant site, to the future Potomac Yard Metrorail station, and areas to the south. The plan also encourages higher densities within Old Town North and the Power Plant site which will encourage greater use of transit.
Pedestrian		
Engineering: The City will provide a continuous, connected and accessible network that enables pedestrians - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.	The City's current Transportation Master Plan identifies specific pedestrian improvements within the plan area such as new constructing sidewalks where missing (portion of Union Street, and Wythe Street), as well as citywide pedestrian policy and engineering strategies to improve connectivity and safety. The City has a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028. In general, Old Town North has a good network of pedestrian facilities, however, some sidewalks are narrow or could be improved for accessibility. There are limited connections to the Power Plant site, and pedestrian access and safety on Slaters Lane across Washington Street needs improvement.	The Small Area Plan recommends an improved street grid that will facilitate better pedestrian connectivity, especially north-south connectivity, connectivity to, and within the Power Plant site, improved sidewalks along Slaters Lane, and separating pedestrians from bicycles within the Linear Park along the Norfolk Southern rail spur, as well as along the waterfront. The Plan recommends enhanced sidewalks, and Green Streets that will improve the pedestrian experience and safety. New pedestrian facilities would be designed in a manner that is ADA accessible, provides separation from autos, and have attractive streetscapes. These facilities will provide better and safer accessibility for all users.
Encouragement: The City will encourage mobility for all pedestrians, regardless of age or ability, by promoting walking as a means of improving health and increasing transit usage.	Most streets within Old Town North have sidewalks, although a number of sidewalks are narrow or are in need of accessibility improvements. Without the plan, some improvements would be made where sidewalks are missing, or in need of access improvements, and current projects such as the Royal Street greenway, Second Street green street would include traffic calming improvements. However, other recommendations such as additional Green Streets or enhanced sidewalks are unlikely to be constructed, thereby promoting more vehicular trips, and discouraging healthy activities.	The improved street grid and associated pedestrian facilities, enhanced sidewalks and green streets, and separated pedestrian and bicycle facilities will help to encourage walking between uses and to transit stops or Metrorail facilities. The new pedestrian facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. This in turn will help to promote transit use as well as encourage healthy activities.

Old Town North Small Area Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, May 17, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p>Education: The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.</p>	<p>Today, the City works with Alexandria City Public Schools (ACPS) toward a Safe Routes to School Program, and is in the process of conducting walk audits for all of the ACPS schools to identify what improvements within proximity to schools can be made to improve safety for pedestrians. Without the plan, some improvements could be continued to be implemented to improve pedestrian safety for improved access to schools.</p>	<p>The Small Area Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. These recommended improvements are more compatible with a Safe Routes to School program than the existing conditions.</p>
<p>Safety: The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.</p>	<p>Without the plan, some existing sidewalk gaps, such as along Union Street, and Wythe Street would still be constructed. The City has a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028. Other plan recommendations, such as Green Streets and enhanced sidewalks, or the Slaters Lane improvement are unlikely to be constructed in the near future. An auto focused environment results in a higher likelihood of conflicts between pedestrians and autos, and therefore impacts pedestrian safety.</p>	<p>The Plan recommends a compact layout with a mixture of land uses, improved road grid, that will result in direct, visible pedestrian zones with additional crosswalks. It recommends widened sidewalks and trails that are ADA accessible, and buffered from vehicles. The plan also includes improved pedestrian crossings at arterials, such as on Slaters Lane across Washington Street. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.</p>
Bicycle		
<p>Engineering: The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.</p>	<p>Today, there are limited bicycle facilities within the plan area or surrounding area. The Pedestrian and Bicycle chapter of the Transportation Master Plan includes a number of project recommendations to improve north-south and east-west bicycle mobility in Old Town North, including the Royal Street greenway, the Madison Street bike corridor, and shared lanes on Bashford Street, and on Oronoco Street. These projects would likely move forward through the City's Complete Streets program. The Transportation Master Plan also includes various citywide engineering related strategies that are applicable in Old Town North. In addition, there is a current CIP funded project for a bicycle facility on the east side of E. Abingdon Drive between Slaters Lane and the trail adjacent the Norfolk Southern rail spur.</p>	<p>The Small Area Plan recommends maintaining the bicycle recommendations in the the Transportation Master Plan. In addition to these projects, the Plan builds upon the Transportation Master Plan by providing separated bicycle / pedestrian trails within a new linear park on the Norfolk Southern rail spur right-of-way, and along the waterfront within the Power Plant site. In addition, new streets within the Power Plant site would be designed to accommodate bicycles and improve connectivity, as well as a new facility along Slaters Lane to connect the northern end of the Power Plant site to the Northeast Alexandria neighborhood. The Plan also recommends bicycle parking at major activity centers, including Bike Share stations located at major activity centers within Old Town North, and the redeveloped Power Plant site.</p>

Old Town North Small Area Plan - Comparison to Transportation Master Plan

Transportation and Environmental Services, May 17, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Encouragement: The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.	The City's Transportation Master Plan includes objectives such as integration of bicycles with transit, providing bicycle accommodations through development review, Bike to Work Day, promoting health, and partnering with local businesses.	The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. In addition, the specific bicycle improvements recommended in the Plan, such as the improved connectivity to all uses and transit, and policies related to parking and bikeshare, and Transportation Management Plan strategies will help to increase bicycle usage and connections to transit.
Education: The City will develop and implement targeted Safe Routes to School programs as well as additional programs for adult cyclists, and motorists.	The City's Transportation Master Plan includes objectives such as education, bicycle registration and outreach. However, the general lack of a comprehensive, connected bicycle system within the plan area, and connectivity to adjacent neighborhoods, discourages students from riding bicycles to school.	The Small Area Plan recommends improved bicycle facilities throughout the Plan area, in addition to the projects already included in the Transportation Master Plan. These recommended improvements are compatible with a Safe Routes to School program. Other recommended programs in the City's Transportation Master Plan, such as education, providing bicycle maps, and outreach would continue to be implemented.
Safety: The City will create a safe bicycle environment and reduce user conflict on shared-use paths through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.	The Transportation Master Plan includes objectives to meet this goal, including educational programs, traffic enforcement of both cars and bicycles, adequately reporting crash incidents, and targeting key intersections and conflict points for adequate improvements. The City has a Complete Streets policy that requires all new roads be designed to consider all users of the road. In 2016, the City adopted a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028.	The objectives identified in the City's Transportation Master Plan to meet this goal, as well as the Complete Streets policy, and Vision Zero policy would continue to be implemented. However, it is anticipated that the improved street grid within the Power Plant site, additional bike facilities, bikeshare stations and bike parking recommended in the Plan will result in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.
Streets and Neighborhood Protection (Traffic Calming)		
Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.	Most of the existing developed area in Old Town North is developed in a street grid layout, with traffic control at intersections, which helps to slow traffic. However, there are limited traffic calming improvements such as curb extensions and enhanced streetscaping. Some current projects in the City's budget include the Second Street green street, and the Royal Street greenway, that will include designs to slow traffic in residential areas. The City's Transportation Master Plan includes other recommended projects, goals and measures related to traffic calming. Without the Plan, most of the street configuration and pedestrian facilities may remain as they are today, but there are opportunities for residents to request additional traffic calming measures.	The Small Area Plan recommends a continuation of the street grid in the Power Plant site that will include traffic control at intersections. The grid and streets will be designed in a manner to reduce vehicular speeds, especially on residential streets, and will be consistent with the Complete Streets design guidelines. Features include narrowed lanes, wide sidewalks and non-motorized paths, pedestrian crosswalks, bulbouts, on-street parking, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety. In addition, the conversion of Montgomery Street to two-ways will also help to slow traffic on that street.

Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan.	The Transportation Master Plan currently identifies Washington Street as an arterial; and Bashford Street, Fairfax Street, Montgomery Street, Madison Street, Wythe Street and Oronoco Street as primary collectors, and all other streets as local streets. Without the Small Area no other streets are anticipated to be added to the classification system.	The Small Area Plan recommends some changes to the roadway classification. The improved grid within the Power Plant site results in an addition of local streets where traffic would travel at a slower speed, and Slaters Lane east of Washington Street could become a new collector roadway. Arterials and collectors would be redesigned in a manner to improve connectivity and safety for all modes, such as improved sidewalks and bicycle facilities along Slaters Lane, and enhanced streetscape improvements on Washington Street.
Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from "cars first" to "people first".	The City's current Transportation Master Plan recommends limited improvements for pedestrians and bicyclists within the plan area. These include the Royal Street greenway, the Madison Street enhanced bicycle corridor, a shared bike facility on Oronoco Street, and additional bikeshare stations. While these improvements will help to encourage use of other modes, the amount of change to a "people first" culture is less than would be achieved with the Small Area Plan.	The Small Area Plan recommends a compact layout with a mixture of land uses, and improved street grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities, including the conversion of Montgomery Street to a two-way operation, improved trails that separate pedestrians and bicyclists, additional pedestrian and bicycle improvements such as on Slaters Lane, additional capital bikeshare stations, enhanced sidewalks and streetscape improvements, and additional transit improvements. These features will encourage more walking and biking between uses, and to transit, improve pedestrian visibility, and help to reduce auto speeds, thereby creating a culture of "people first".
Base the expenditure of public resources on need.	Without the Plan, the current planned major transportation projects include the E. Abingdon bike facility, the Royal Street greenway, the Second Street green street, and the Madison Street enhanced bike facility. While individual frontage improvements or mitigation improvements could be required for individual developments, the piecemeal development would result in a lack of a coordinated infrastructure plan.	The Small Area Plan anticipates the redevelopment of the Power Plant site, and redevelopment in other areas of Old Town North. The expense attributed toward the development of the streets / blocks within the Power Plant site would be borne by the developer, and potential developer contributions from other developments could also be used toward transportation infrastructure or services, such as bikeshare stations.
Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.	The Complete Streets program includes funding for traffic calming projects. As part of the program, staff identifies projects based on citizen requests and if the street warrants traffic calming measures. Staff conducts outreach with area residents for input prior to project implementation. Without the plan, the design of the Royal Street greenway project, and the Second Street green street project would still include designs to calm traffic. In addition, other projects could still be requested by residents, but would need to be evaluated for implementation based on thresholds such as volume and accident history.	The Small Area Plan recommends a road system designed in a manner to reduce vehicular speeds, including the conversion of Montgomery Street to a two-way street, the development of green streets and streets with enhanced sidewalks, and new streets within the Power Plant site. Features include narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, and enhanced bicycle facilities. These initially constructed traffic calming features will reduce the need to implement future traffic calming elements.

Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017

MPA2017-0002
Additional Materials
6/6/17

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Parking		
<p>A comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the City's overall goals and wider transportation vision.</p>	<p>Today, the area is dominated by a mixture of residential, office, commercial and hotel uses, and many of the structures were built at a time when the transportation system is focused on the automobile, which provided extensive parking. The area includes onstreet parking, private parking for some residential developments, and some larger surface parking lots or garages for hotels and commercial developments. Without the plan, some issues such as spillover parking on residential streets, and an overall lack of a parking structure could continue, but may be partially or incrementally alleviated as individual properties are redeveloped.</p>	<p>The Small Area Plan recommends a multi-modal transportation system that will result in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements (per the City's recently amended residential parking requirements), and opportunities for shared parking. The Plan recommends that parking spaces be efficiently managed to maximize turnover of spaces, and include smart parking technologies and shared parking, especially within the Power Plant site. A parking management plan will be required for developments as they occur, which could include measures such as unbundled residential / mixed-use parking. On-street spaces, especially in the commercial areas along Montgomery Street and St. Asaph Street should be considered for further parking restrictions to increase turnover, and could be considered for meters as part of a performance parking program.</p>

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 8, 2017

TO: CHAIRWOMAN MARY LYMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, DEPARTMENT OF PLANNING AND ZONING

SUBJECT: JUNE 14, 2017 DOCKET ADDENDUM: OLD TOWN NORTH SMALL AREA PLAN - STAFF RESPONSE TO COMMENTS

We have received comments from various commissions, boards and community members following the last meeting of the Old Town North Advisory Group meeting on April 27, 2017. Below is a summary of the comments and recommendations and a response by City staff for each of the recommendations.

I. ARCHAEOLOGY COMMISSION (May 18, 2017)

COMMENT/RECOMMENDATION # 1

- 1. The OTN approach should include a plan to specify priorities as to what should preferably be interpreted where, if only to avoid a hodgepodge or even "local trivia" footnotes (on this spot in 1880 etc. etc.). We especially want to avoid interpreting sites and events in isolation, especially other resources nearby may be interrelated.*

STAFF RESPONSE: (No update recommended to the Plan)

The Plan does not recommend specific priorities for each site, but rather establishes the themes and categories for each site, with the understanding that each site requires approval of a Development Special Use Permit (DSUP) or Development Site Plan (DSP) and that it is more appropriate to establish and implement the specific requirements for each site as part of the development review process.

COMMENT/RECOMMENDATION # 2

2. *Link the OTN plan to Waterfront History Plan (WHP), especially as the majority of the WHP will be interpreted on city-owned property helps ensure that the final result is understandable, comprehensive, compelling, and inviting.*

STAFF RESPONSE: (No update recommended to the Plan)

Staff concurs with the comment and part of the implementation of the Old Town North Plan for City-owned and private development projects, proposals will be reviewed to ensure that they are consistent with the waterfront plan.

II. NORTH OLD TOWN INDEPENDENT CITIZENS CIVIC ASSOCIATION (NOTICE)
(May 18, 2017)

Former Power Plant Site

COMMENT/RECOMMENDATION # 1

1. *The treatment of the 25-acre power plant site is vague. Extending the street grid into that site and promoting unspecified redevelopment without redesigning the intersection of Slaters Lane and the George Washington Parkway raises serious traffic congestion concerns. Redesign of this intersection should not only provide for a safer pedestrian crossing as noted in the plan but should also provide for better speed control. There is mention of a second Parkway access, but it is not clear whether this is achievable.*

STAFF RESPONSE (No update recommended to the Plan):

The Old Town North Small Area Plan is more conceptual for the former power plant site, by establishing the framework elements (ex. land uses, building heights, street network and open spaces) for the site. While the recommendations for the site are conceptual, the Plan recommends Coordinated Development District (CDD) zoning for the site.

The CDD process will require a more detailed review and approval of a CDD Concept Plan special use permit (SUP) followed by a Development Special Use Permit (DSUP).

The CDD will also require an updated traffic study and specific transportation mitigations tied to the development at the site and the design of the street network and intersections, including the second Parkway access.

COMMENT/RECOMMENDATION # 2

2. *We appreciate the staff's effort to vary the heights at the power plant site, and we would like to make sure the resulting street-level experience is pedestrian-friendly and conducive to a feeling of community. Some members of the community have expressed concern that the maximum height limits could open the door to over-development of this core part of Old Town North. Need for greater specificity in this plan than has been provided. That greater specificity should point us toward obtaining not the "highest bid" for this property but the "best value" for the community.*

STAFF RESPONSE (Update recommended to the Plan):

As outlined above, the site will require several reviews by the Planning Commission and City Council as part of the CDD process, prior to the submission of a Development Special Use Permit (DSUP) for the site. As part of the CDD process more detail height requirements will be required as part of the process.

However, to clarify the process, staff recommends the following language be added to the Land Use and Economic Development Chapter under the Zoning and Land Use recommendations:

RECOMMENED LANGUAGE TO THE PLAN (Land Use and Economic Development Chapter)

As part of the Coordinated Development District (CDD) Concept plan(s) for the former power plant site and associated special use permit process, more specific height limitations will be established for each block consistent with the intent of the Old Town North Small Area Plan.

COMMENT/RECOMMENDATION # 3

3. *To address both the traffic and development concerns at the power plant site we should make explicit the requirement that the level of development and density allowed at that site be linked to transit, street, and sewer improvements provided by the developer.*

STAFF RESPONSE (Update recommended to the Plan):

Staff concurs with the goal of having a relationship between the amount of development and the planned infrastructure. This approach is also consistent with recent Small Area Plans such as Beauregard and North Potomac Yard.

Within the Transportation Chapter of the Plan, recommendation 21 states:

“As part of the of the Coordinated Development District(CDD) approvals for the former power plant site, specific requirements for phasing and sequencing of streets and infrastructure will be established.

The site will also be responsible for all off-site infrastructure improvements generated by the planned development.”

RECOMMENDED LANGUAGE TO THE PLAN (Recommendation #21 – Transportation Chapter)

“As part of the of the Coordinated Development District(CDD) approvals for the former power plant site, specific requirements for phasing and sequencing of streets and infrastructure will be established, which will be tied to the amount of development. The site will also be responsible for all off-site infrastructure improvements generated by the planned development.”

COMMENT/RECOMMENDATION # 4

4. *While we are pleased to see that Madison Street will continue as a one-way east-bound street, the nomination of that street as an “enhanced bicycle corridor” is troubling. This is a relatively narrow, two-lane street with parking on both sides and bulb-outs at the intersections with St. Asaph and Pitt Streets. Because of its proximity to commercial zones, delivery trucks use this street between Washington and Pitt. We doubt that this is a safe, viable bicycle route.*

STAFF RESPONSE (No update recommended to the Plan):

The plan currently references the City’s Pedestrian and Bicycle chapter of the Transportation Master Plan, which recommends that Madison Street be considered for a bike facility.

The design, specific location of the bike facility, and any associated impacts will occur as part of a separate process and will involve additional analysis, the development of alternatives, and input from the community and business owners to address and resolve any potential conflicts such as the ones outlined above.

COMMENT/RECOMMENDATION # 5

5. *We are also concerned about the efficacy of making Montgomery Street two-way because of the lack of loading facilities at the businesses in the block between St. Asaph and Washington. While the draft plan makes some reference to this concern, the plan needs to be more explicit in requiring enforceable solutions to resolve this issue before the street is changed to two-way traffic. One or both of Montgomery Street’s traffic lanes are frequently blocked by delivery trucks. If it were a two-way street, the combination of parked trucks and the volume of traffic westbound on Montgomery (which will increase with the completion of the Giant/ABC project) and traffic turning from Washington onto Montgomery will create impassable, dangerous bottlenecks. To address this issue in the short term, we would support a proposal to the Traffic and Parking Board creating a loading zone on the south side of Montgomery between St. Asaph and Washington Streets. For the future, we should require that redevelopment of the block occupied by Hank’s Pasta Bar and TJ Stones be required to have adequate off-street loading facilities.*

STAFF RESPONSE (Update recommended to the Plan):

Staff concurs that the issue of loading and Montgomery Street is an issue that needs to be addressed, with the current one-way street circulation and as part of the conversion of the street to two-way circulation. The loading issue is an issue that staff anticipates docketing as an item for the Traffic and Parking Board.

RECOMMENDED LANGUAGE TO THE PLAN (Recommendation #17 – Transportation Chapter)

“Convert Montgomery Street from one-way to a two-way street with parking generally on each side of the street between North Henry Street and North Fairfax Street. As part of the conversion of the street from a one-way street to a two-way street loading for existing business and future development will be evaluated and addressed.”

III. HISTORIC ALEXANDRIA RESOURCES COMMISSION (May 17, 2017)

COMMENT/RECOMMENDATION # 1

1. *The **Planning and Economic Development Chapter**, page 41 contains General Land Use and Economic Development Recommendations. Recommendation #3 reads: “Encourage integration of the area’s railroad and industrial heritage into new buildings, parks and streetscape design.” Here, the language needs to be made stronger, by using the word “Ensure” rather than “Encourage”, as in the preceding recommendation #2.*

***Recommendation #3** would then read: Ensure integration of the area’s railroad and industrial heritage into new buildings, parks and streetscape design.”*

STAFF RESPONSE (No update recommended to the Plan)

Staff concurs that incorporating the industrial heritage and railroad history of the area will be an important component to capture the history within the Plan area. However, it does not necessarily need to be all sites, but rather should be based on the context and history of each site, which can be evaluated as part of the future development review process for each site.

COMMENT/RECOMMENDATION # 2

Recommendation #4 should be added to the Implementation Tasks in Chapter 8, becoming Task 36 in Section F: Historic Resources:

“Explore the development of streetscape design guidelines for Washington Street to continue the City’s commitment to protect the memorial character of the Parkway, pursuant to the Design Standards and Guidelines and the 1929 Agreement with the Federal Government.

STAFF RESPONSE (No update recommended to the Plan):

Staff concurs that the streetscape on Washington Street is important for the Plan area and the City. In addition, the Old Town North Urban Design Standards have streetscape standards for Washington Street. However, adopting standards for Washington Street will need to be discussed as part of a future work program item for the City.

COMMENT/RECOMMENDATION # 3

3. *The Urban Design Standards and Design Guidelines, page 60 addresses “**Historic Interpretation**”. It states that the Old Town North Historic Interpretation Guide is intended to provide guidance for the implementation of historic interpretation on various sites. Regarding **Guideline #1**: “All development and redevelopment sites should include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach”, HARC recommends that this Guideline should be changed to a Standard, to emphasize its importance and to be consistent with Recommendation #2 in the Historic Preservation Chapter that “All Development Site Plans (DSPs) or Development Special Use Permits (DSUPs) projects will incorporate an interpretation component as part of the review and approval process.” The Historic Interpretation **Standard** would read:*

*All development and redevelopment sites [should] **shall** include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.*

STAFF RESPONSE (Update recommended to the Plan):

Staff concurs that the guideline could be a standard.

RECOMMENDED LANGUAGE TO THE DESIGN STANDARDS AND GUIDELINES (Chapter 4, Section 4.3 – E, Guideline #1)

“All development and redevelopment sites ~~should~~ will include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.”

COMMENT/RECOMMENDATION # 4

4. *The plan suggests that “A comprehensive historical interpretative plan that focuses on the length of the Waterfront, including sections of Old Town North, can be explored as a future project.”*
- *HARC recommends that this is an important project and should be undertaken in an upcoming work program, in order to remain ahead of the remaining redevelopment projects to be implemented along the waterfront.*

STAFF RESPONSE (No update recommended to the Plan):

Staff concurs that incorporating history and evaluating proposal comprehensively is an objective of the Plan. The intent of the Old Town North plan is also to be consistent with the Waterfront and associated history plan. However, a historical interpretive plan will need to be discussed as part of a future work program item for the City.

IV. AFFORDABLE HOUSING ADVISORY COMMITTEE (AHAAC) (May 17, 2017)

COMMENT/RECOMMENDATION # 1

1. *We recommend that that the Plan specify that developers utilizing the arts and cultural incentive are not incentives are not precluded from also utilizing Section 7-700 of the Plan.*

STAFF RESPONSE (Update recommended to the Plan):

Staff concurs that the intent of the Plan was not to preclude utilizing Section 7-700 of the Zoning Ordinance for the provision of affordable housing, with the understanding that the use of Section 7-700 will need to comply with the intent of the Small Area Plan, the Design Standards and Guidelines and will require approval of a Development Special Use Permit (DSUP).

RECOMMENDED LANGUAGE TO THE PLAN (Recommendation #2 –Housing Chapter)

“Encourage mixed-income housing and maximize affordability throughout the plan area by implementing an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance. The provision of the arts and cultural incentives as outlined with the Plan will not preclude the potential use of Section 7-700.”

V. ENVIRONMENTAL POLICY COMMISSION (EPC) (May 11, 2017)

The Environmental Policy Commission's May 11, 2017 letter of support for the North Potomac Yard and Old Town North Plans includes recommended Plan revisions related to Green Building, carbon reduction, and transportation for consideration. The EPC recommendations and staff responses related to the Old Town North Plan follow below:

EPC COMMENT/RECOMMENDATION # 1

Green Building

1a) Recognizing that the City's Green Building Policy will be updated no later than FY 2019, but that some development proposals may be submitted by developers before it is finalized, set a minimum of LEED Gold or comparable for all developments, or the City's green building standards and requirements, whichever is greater.

1b) Specify that a minimum number of points from the "Energy and Atmosphere" and "Water Efficiency" categories will be required for buildings to meet the City's Green Building certification requirements.

1c) Offer additional floor area to developers or other incentives, such as those authorized by HB 1565, that pilot Passive House certified buildings or Net Zero Energy Buildings as certified by the Living Future Institute.

STAFF RESPONSE (No update recommended to the Plan):

1a) Staff recommends that Small Area Plans not establish new citywide policy, and therefore that the Plan should retain the currently proposed recommendation for "LEED Silver or comparable, or the City's Green Building policy, whichever is greater." When the EAP and associated Green Building Policy are updated in Fiscal Year 2019, all new development citywide will be expected to comply with the new standards. It should be noted that LEED Silver continues to be an aggressive target recommendation as the energy and building performance requirements within the LEED system are continuously increasing. As an example, a LEED Silver Building under the 2010 standards (LEED v2) would no longer even qualify as LEED certified under the current LEED v4 standards.

1b) Staff recommends that the policy regarding points in LEED categories be addressed in the City's Green Building Policy update, not in the Small Area Plan.

1c) Staff recommends that the City's use of incentives enabled in the new state legislation be addressed in the Environmental Action Plan (EAP) update, not in the Small Area Plan.

EPC COMMENT/RECOMMENDATION # 2

Carbon Reduction & Alternative Energy

2a) Set a goal in both SAPs that all new buildings built in or after 2030 will be carbon neutral. Do not limit the goal in Old Town North only to the power plant site.

2b) Explore the development of district energy systems for heating and cooling that take advantage of local renewable energy sources, including but not limited to geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.

2c) Encourage onsite generation and storage of renewable electricity from solar PV and other available renewable resources.

STAFF RESPONSE (Update recommended to the Plan):

2a) Staff recommends that the Planning Commission retain the existing recommendation for striving to achieve carbon neutrality for the former power plant site by 2040. However, in response to the EPC recommendation and to be consistent with Planning Commission's action on the North Potomac Yard Plan, Staff recommends amending the recommendation to include the goal that individual buildings on the former power plant strive to achieve carbon neutrality by 2030. A similar recommendation for buildings in the plan area would also be added.

2b) The Infrastructure and Sustainability Chapter of the Plan discusses the potential use of district energy systems for the former power plant site. Staff is not opposed to adding this recommendation proposed by the EPC: *"Explore the development of district energy systems for heating and cooling, on the former power plant site, that take advantage of local renewable energy sources, including but not limited to geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings."* This recommendation would be consistent with the existing text within the Plan.

2c) Staff is not opposed to replacing the existing recommendation #13 regarding renewable energy with this recommendation: *"Encourage onsite generation and storage of renewable electricity from solar PV and other available renewable resources."* The intent is consistent with Advisory Group discussions and uses language appropriate to Small Area Plans.

COMMENT/RECOMMENDATION # 3

Transportation: Autonomous Vehicles, Electric Vehicles, and Vision Zero

3a) Provide clear plans for incorporating both AV and EV technologies, including charging infrastructure, into development plans, and assess their potential for reducing emissions as well as parking requirements within the area.

3b) References be added to the City's Vision Zero goals in both SAPs.

STAFF RESPONSE (No update recommended to the Plan):

3a) The Plan has been updated to include general recommendations to consider autonomous vehicles and electric vehicles in street design and parking garages and to not preclude emerging technologies as they develop in the future. More detailed requirements on these topics will be established through the Coordinated Development District (CDD) guidelines and through the Development Special Use Permit (DSUP) process.

3b) The Plan has been updated to include reference to the City's Vision Zero goals.

RECOMMENDED LANGUAGE TO THE PLAN (Infrastructure and Sustainability Chapter)

1. Revise recommendation #12 "The redevelopment of the former power plant site should strive to achieve carbon neutrality by 2040, and strive to achieve carbon neutral buildings by 2030".
2. Add new recommendation, "Strive to achieve carbon neutral buildings by 2030".
3. Add new recommendation: "Explore the development of district energy systems for heating and cooling, on the former power plant site, that take advantage of local renewable energy sources, including, but not limited to, geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings."
4. Replace recommendation #13 with: "Encourage onsite generation and storage of renewable electricity from solar photovoltaic (PV) and other available renewable resources."

PROPOSED CHANGES FOR PLANNING COMMISSION CONSIDERATION **June 8, 2017**

aaa Removed text
aaa Added text to existing recommendation

OLD TOWN NORTH SMALL AREA PLAN

Chapter 2 – Land Use and Economic Development

1. Add new recommendation to Section 2.5 VI. Zoning and Land Use

As part of the Coordinated Development District (CDD) Concept plan(s) for the former power plant site and associated special use permit process, more specific height limitations will be established for each block consistent with the intent of the Old Town North Small Area Plan.

Chapter 3 – Housing

2. Revise recommendation #2 in Section 3.4 Housing Recommendations

Encourage mixed-income housing and maximize affordability throughout the plan area by implementing an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance. The provision of the arts and cultural incentives as outlined with the Plan will not preclude the potential use of Section 7-700.

Chapter 4 – Transportation

3. Revise recommendation #17 in Section 5.9

Convert Montgomery Street from one-way to a two-way street with parking generally on each side of the street between North Henry Street and North Fairfax Street. As part of the conversion of the street from a one-way street to a two-way street loading for existing business and future development will be evaluated and addressed.

4. Revise recommendation #21 in Section 5.9

As part of the of the Coordinated Development District(CDD) approvals for the former power plant site, specific requirements for phasing and sequencing of streets and infrastructure will be established, which will be tied to the amount of development. The site will also be responsible for all off-site infrastructure improvements generated by the planned development.

Chapter 5 – Infrastructure and Sustainability

5. Revise recommendation #12 in Section 6.3, III Energy and Green Building, A. District-Wide Sustainability Measures – Former Power Plant Site

The redevelopment of the former power plant site should strive to achieve carbon neutrality by 2040, and strive to achieve carbon neutral buildings by 2030.

6. Add new recommendation to Section 6.3, III Energy and Green Building, A. District-Wide Sustainability Measures – Former Power Plant Site

Explore the development of district energy systems for heating and cooling, on the former power plant site that take advantage of local renewable energy sources, including, but not limited to, geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.

7. Replace recommendation #13 in Section 6.3, III Energy and Green Building, B. Energy Use

~~Encourage the use of alternative energy sources including, but not limited to, solar and wind power throughout the plan area.~~

Encourage onsite generation and storage of renewable electricity from solar photovoltaic (PV) and other available renewable resources.

8. Add new recommendation to Section 6.3, III Energy and Green Building, B. Energy Use

Strive to achieve carbon neutral buildings by 2030.

OLD TOWN NORTH URBAN DESIGN STANDARDS AND GUIDELINES

Chapter 4: Public Realm - Streetscape

9. Revise Guideline #1 Chapter 4, Section 4.3 E

All development and redevelopment sites ~~should~~ will include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.

Engin Artemel <engin@artemel.com>

Mon 6/12/2017 3:01 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Chairman and Members of Planning Commission
Alexandria Virginia

Re: Old Town North Small Area Plan

As a member of the Old Town North Advisory Group, I appreciate the efforts of the City staff in developing the plan vision and the extent of their outreach to the community. I support the plan's land use recommendations but have some concerns with its transportation recommendations, particularly with regard to Montgomery and Madison Streets, major east-west connectors between our neighborhood and areas of Alexandria to the west.

A bit of background:

The Madison/Montgomery one-way pair was established in the 1970's to provide East/West access to Old Town North. In effect these streets are the continuation of Braddock Road, similar to the way Prince and Cameron Streets function as the extension of King Street/Route 7 for Old Town. Those two streets are collectors. The Madison/Montgomery one-way pair has been extremely effective in easing vehicular traffic into and out of the neighborhood.

Edens/Gables Development:

The Edens development when complete with 232 apartments and more than 50,000 square feet of retail space will make further demands for east/west connectivity -- not all the retail customers, employees, or residents will be coming from or going to north or south.

The existing one way Montgomery Street will assist in siphoning off traffic leaving the project. Two way traffic, on the other hand, will result in long lines, particularly when you factor in staff's proposals to have bicycles and buses as well as delivery vehicles, cars and pedestrians use a limited public right of way.

The entrance & exit to the Edens project is from First Street. Traffic coming from the South through Washington Street will be able to turn right to First Street (hot right) and right into the parking garage easily. If Montgomery becomes two way cars will turn right into Montgomery and left into Pitt and another left into First and finally another left into the parking garage, thus causing unnecessary conflicts at those intersections. Cars coming to the Edens project from the north will turn into First Street from the expanded turning lane on Washington Street in order to reach the parking garage entrance on First Street. They will not go another block to turn left into Montgomery Street to make the circuitous loop as described above.

Washington Street:

The portion of Montgomery Street from St Asaph to Washington is presently congested partially due to cars coming north on St. Asaph and turning left onto Montgomery to head north on Washington, and partially due to delivery trucks double parking in front of neighborhood businesses. With the addition of Edens traffic this block is expected to have problems even as it is. The situation will be exacerbated if the street is turned into two-way.

If Montgomery Street becomes two-way, there will be additional left turn movements to and from Washington Street. These movements will require additional signal time, thus further slowing traffic on Washington Street.

The intersection of Montgomery and Washington Streets is already problematic due to the geometry of Powhatan Street intersecting Washington Street, and the nearby merge of West Abingdon and Washington Streets.

Revising this major and complex intersection, accommodating new loading areas, restriping the street, moving stop signs and directional signage, and potentially installing new traffic signals are all cost items that frankly are not supported in the current and foreseen City budget situation.

In summary we don't see what is to be gained by making Montgomery Street two-way. The rationale in the plan appears weak and unconvincing. There are numerous examples of successful one-way shopping streets. Pedestrian-friendliness is more a function of the treatment of sidewalks than which direction a certain traffic lane flows in. And as to access to the office district, this can be provided from other streets going to Fairfax Street without turning a whole neighborhood inside out. Therefore I would highly recommend leaving Montgomery Street as it is in the long-range plan. If after the Edens project has been operational for some time, traffic flows make it clear that a change is needed, the plan could be amended to that effect after the appropriate transportation studies.

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Montgomery St.

MPA2017-0002 OTN
Additional Materials
6/12/17

lawrence baer <larryb29@hotmail.com>

Mon 6/12/2017 10:28 AM

To: PlanComm <PlanComm@alexandriava.gov>;

I live near the park at the end of Montgomery St. and am very concerned with possible changes to the street. I hope the board will wait until the Giant/ABC construction is completed and operational before considering any changes. Many thanks, Larry Baer, 824 Water Pl Alexandria

Two way Montgomery street

MPA2017-0002 OTN
Additional Materials
6/12/17

Ken Kohut <atomichokie@comcast.net>

Sun 6/11/2017 3:23 PM

To: PlanComm <PlanComm@alexandriava.gov>;

As long-time residents of the Rivergate townhouse community, my wife and I are concerned about the possible added traffic because of this proposed revision. We already get a large amount of non-resident cut-through traffic on an ostensibly private road that is Rivergate Place. Much of this traffic disregards any sort of speed limit. We are concerned the proposed revision to Montgomery Street will increase traffic through the community and make the narrow street more dangerous for homeowners. If you absolutely feel the need to go through with this proposal, then it should only happen if the City of Alexandria takes responsibility for the maintenance and policing of the street traffic.

Ken and Carleen Kohut

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