

Dear North Potomac yard Advisory members and Staff,

I am sorry I will not be able to attend today's meeting (Monday August 29, 2016), but I do intend to be part of future working group meetings.

The following is a summary of my comments to City Staff related to the stated plans, most of which many of you have heard before:

From my point of view both options 1 and 2 have benefits and flaws. I will try to summarize my main points below

### **Option 1**

#### **Benefits:**

- The structure of this system of roads clearly organizes the north Potomac yard development, small area development and the future one (Target), consolidating them into one cohesive development with no hard separations such as a wide avenue going through it.
- Re-routing Potomac Ave closer to the CSX carries on the same language and theme that has already been created for the South Potomac Yard development with a nice and useful linear park that is enjoyed by many residents, commuters and bike riders.
- A linear park could be improved and mimic the success of The Highline in NYC <http://www.thehighline.org/>. I encourage you to visit The Highline if you are planning a trip to NYC. The Highline is an absolutely wonderful solution for an abandoned railroad track and very narrow space which is now enjoyed by the multitudes.
- Also Option 1 clearly separates the Apartment buildings (rental apartments) and the park (public space) that will be facing this area

#### **Cons:**

- The width of Potomac Ave (including the BRT seems to be of concern to some members), this width is at the edge of the development and does not separate neighborhoods (Del Ray and Potomac Yard) as it does presently along Jeff Davis.
- The large expanse of green space across from the rental apartment. In my experience these type of green spaces are extremely hard to design and maintain effectively. Plus this entire area will most likely be used by the rental apartments occupants and not the retail space as it was suggested as this area is separated from the park.

### **Option 2**

#### **Benefits**

- Utilizing a road that is already existing is a cost effective solution plus the added benefit for future phasing.
- This option enables quicker placement of the future Metro Station and seems to solve an upcoming deadline issue with the Metro Station placement.

## **Cons**

- The width of existing Potomac Ave might be widened to accommodate for the BRT. This will create that "hard separation" between the two future developments. I feel this should be avoided in the future plan for the North Potomac Yard area.

The benefits above can be Cons, depending on your perspective. I feel we have spent a lot of time reviewing these plans in the last months with not much progress to show for our efforts.

There were several solutions/options proposed for minimizing perceived negative issues.

I believe a solution can be found to narrow Potomac Yard Avenue along the CSX Line and the Advisory Group members suggested one lane roads as an alternative.

We were told that studies suggest that one way streets are not beneficial to property values, safety, etc, and several articles were forwarded our way. Which I read, I also read the comments at the end of those studies pointing out many obvious flaws in the study conclusions. Studies of this nature should be applied to a specific location and not generalized to fit all locations.

Other members mentioned extending the elevated Metro Walkway over Potomac Avenue so the entrance can land on the west side of the station. Very feasible and intriguing option.

Unfortunately none of these ideas have been actually further studied.

Overall, in my professional opinion as a real estate professional and architect I would choose Option 1.

Sincerely

Patricia Harris