I. Welcome and Acknowledgements
Advisory Group Chair Maria Wasowski convened OTN SAP Advisory Group Meeting #14 reminding the Advisory Group that Staff the purpose of the evening’s meeting to review the released 1) Draft Transportation Chapter and 2) Draft Planning, Land Use, and Design Chapter. Chair Maria Wasowski encouraged the Advisory Group to look at the Plan with a different lens and that the Plan looks at tools and recommendations not only for today but for the next 20 to 25 years.

Old Town North Schedule through April - June 2017
- April 6, 2017 – Planning Commission Work Session
- April 13, 2017 Community Meeting – Anticipated release of the Draft Implementation Chapter and the combined OTN SAP Update Plan for a 45 Day Public Comment Period.
- April 25, 2017 – City Council Work Session
- April 27, 2017 – Advisory Group Meeting #15
- May 17, 2017 – Transportation Commission Meeting
- June 2017 – Anticipated Planning Commission and City Council Public Hearings

The Advisory Group and the public will continue to have the chance to share their comments upon release of the full draft Plan on April 13th, 2017. Comments on the draft Plan may be submitted using the following: 1) Old Town North Comment Board; 2) AlexEngage; 3) Email Heba ElGawish, Urban Planner, Planning and Zoning 4) Advisory Group Meetings; and 4) Community Meetings.

II. Draft Transportation Chapter
Staff provided an overview of the Transportation Chapter with recommendations for future improvements to the Pedestrian, Bicycle, Transit, and Street network. Staff outlined the methodology and assumptions used for the transportation study for the plan area and highlighted some of the transportation study findings particularly relating to:

1. The Conversion of Montgomery Street from a one-way operation to a two-way operation and mitigation measures at the intersection of N. Washington Street
2. Traffic mitigation measures for Abingdon Drive at Slaters Lane
3. Traffic mitigation measures for Bashford Lane and N. Washington Street
The presentation also included 2040 build traffic operations (intersection delay and travel time) with mitigation compared to existing conditions, 2040 baseline, and 2040 build without mitigation.

**Advisory Group Comments**

**Question:** Montgomery Street from St. Asaph to West Street, look at geometrics to make sure can convert to two-way.

**Response:** The consultant has looked at the geometrics of Montgomery Street, and is comfortable with the ability to convert Montgomery to two-way operations without any significant impacts.

**Question:** The block near TJ Stones (east of Washington Street) often has issues with loading, and blocking the lane. How would this be mitigated if the street is converted to two way?

**Response:** The Transportation chapter includes a section on Truck Loading, discussing the requirement of a truck loading policy during the development review process, and also specified in the Old Town North Design Standards and Guidelines.

**Question:** Would also like more information on the Madison Street bicycle corridor and what that means.

**Response:** Madison Street will remain a one-way operation to provide more flexibility for the design of the bicycle corridor. The corridor could be in the form of two-way bicycle facility on Madison Street, or a bicycle couplet system between Madison and Wythe Street where the bicycle lane would be one-way in each direction.

**Question:** Will there be a separated bicycle/pedestrian trail along the Potomac River and what is the timing for improvements to the existing trail along East Abingdon Drive?

**Response:** The Plan is recommending the separation of the pedestrian and bicycle trail along the waterfront with the redevelopment of the former power plant site. City staff developed a preliminary design for the improvement of East Abingdon Drive and is attempting to engage with PEPCO on this issue. The final design looks at widening the sidewalk into the PEPCO site to allow for the separation of cyclists and pedestrians, however, the City is exploring trial options in the interim to make this segment of the trail safer.

**Question:** Has the City considered reducing parking requirements for the former power plant site. Other small area plans identified reduced parking minimums. It’s important to reduce the number of vehicles that will be attracted to the site, to lessen impacts to Slaters Lane.

**Response:** The plan focuses on multimodal improvements, including pedestrian, bicycle and transit recommendations to reduce cars / SOV’s including in the power plant site. In addition, the improved grid and additional streets will help to reduce the number of vehicles accessing the power plant site from Slaters Lane.

**Question:** Are there plans to improve the pedestrian crossing at Slaters Lane and Washington Street?

**Response:** Yes. The Plan recommends improvements to pedestrian and bicycle connectivity along Slaters Lane and across Washington Street.
Comment: Slaters Lane is already over capacity.  
Response: The recommended mitigation will help to ease the congestion, including improvements on Bashford, W. Abingdon, the new east-west street, and additional north-south connections from the Power Plant site to areas south of Bashford.

Comment: Concerned about the feasibility of a cycle track on Madison Street.
Response: There is no design proposal for the Madison Street bicycle facility yet. The City will have a separate community outreach process to design and implementation.

Comment: Appreciate that Madison Street is not recommended to be converted from one-way to two-way. The street is too narrow.

Question: Concerned about realigning Route AT2, will leave a gap in residential parts to the north of the plan area  
Response: The realignment of AT2 was recommended in the DASH COA, however, we can be more broad in the plan to note that the Old Town Circulator can be accommodated through either increasing headways on the AT5, or realigning the AT2; Also note the future Alexandria Transit Vision study.

Comment: There are a lot of delivery trucks at on Montgomery Street especially between St. Asaph and Washington Street. We have been able to work around it with Montgomery Street as a one-way, however, it may be more difficult if the street is converted to two-way. Suggest the City studies truck loading and delivery further.

Comment: There is a lot of safety concern around Slaters Lane and the Parkway. The intersection needs re-engineering especially with the redevelopment of the former power plant site.

Comment: Would like to reiterate that the street grid shown on the power plant site in the Plan Chapters is an illustrative layout. The final layout will be determined through the development review process. Additionally, this site and any future redevelopment site will have to conduct its own transportation study.

Comment: Does the George Washington Memorial Parkway agreement with the National Park Service restrict adding a new street crossing the Parkway?  
Response: The City met with NPS to discuss the new east/west street connection across the Parkway and they are willing to work with the City on the need for this connection or any other mitigation measure needed with the redevelopment of the former power plant site.

Comment: East-west bicycle connectivity is important, especially to Braddock Metro Station, and need to provide a safe facility for bicyclists, especially if on Madison.  
Response: Acknowledged. We can strengthen chapter text about designing for safe bicycle facilities.

Comment: Would like to clarify why the Montgomery Street conversion from one-way to two-way is needed.  
Response: The conversion of Montgomery Street to a two-way operation will allow the retail along that street to succeed. The City looked at great retail streets
around the country, and found that 80% of those streets are two-way. Additionally, a two-way street forces traffic to slow down which makes the street more friendly to pedestrians.

**Comment:** Does signal timing take future trends such as drone delivery and autonomous cars into account? **Response:** The City is currently looking into ways to prepare traffic signals for smart cars. For example, we are replacing some of the wiring along Route 1 with fiber optics. We can add language in the plan chapter regarding trends in transportation technology and commute patterns, and that future traffic analysis would continue to consider these trends as information becomes more available.

**Question:** Has the City started talking to Norfolk Southern about the rail to trail conversion to a linear park and trail? **Response:** The City has started to look at the prospect of railbanking and planning to reach out to Norfolk Southern.

**Comment:** A lot of the time trucks do not use the loading zone. The City needs stronger enforcement. **Response:** Acknowledged. The City will look at strengthening the language in Truck loading section of the Transportation Chapter.

**Comment:** Flexibility for this Plan is important. We need to be nimble for future changes as things evolve.

**Comment:** We need as much transportation data as possible including geometrics of mitigation measures.

**Public Comments**

**Comment:** Has the City considered separating recreational cyclists from commuter cyclists? **Response:** While we cannot enforce where recreational vs. commuter bicyclists will ride, we can plan for / design facilities to provide options.

**Comment:** Open space, tree canopy cover, rain gardens are important for stormwater management. Every street should be a green street. **Response:** We agree, and this very issue is covered in the Infrastructure and Sustainability Chapter of the OTN SAP as well as the Urban Design Standards and Guidelines document.

**Comment:** Would like to see the baseline data for intersections. **Response:** The full transportation study will be posted online by the end of April.

**Comment:** The intersection bulb-outs that are being built are all concrete. Maybe we can add more landscape in those bulb-outs. **Response:** Acknowledged. We can add this language to the Green Streets section of the Transportation Chapter.

**Comment:** Would like to reassert the intersection problems at Slaters Land and Washington Street. At some point the land use should be dictated by the infrastructure capacity.
III. **Draft Planning, Land Use and Design Chapter**

City Staff presented an overview of the Planning, Land Use, and Design Chapter with associated land use and design recommendations which aims to achieve the desired balance of land use mix while increasing the community vitality and its economic sustainability.

The presentation included recommendations for:

1. Strategies to retain and attract office uses
2. Establishing Retail Focus Area and Corridors
3. Incentives to retain and attract arts and cultural uses
4. Illustrative concept layout with related strategies for potential redevelopment sites to achieve plan objectives
5. Recommended Zoning Map
6. Recommended Building Heights Map
7. Maintaining high-quality urban design and architecture to strengthen new development’s compatibility with the existing fabric of the neighborhood

**Advisory Group Comments**

**Comment:** Incentivizing certain uses is a proactive thing that the Plan is doing. To be able to curate a building is one of the most exciting things. It is a rare opportunity to have the things that we want to see in the community.

**Comment:** I agree. The land use strategies help achieve the goal enhanced sense of place. Design during implementation will be a key to the success of the Plan.

**Comment:** Normally planners look at land use 2 dimensionally, whereas this Plan is looking at land uses in 3D. Also like the ideas of infill development which are needed to provide a sense of place. The flexibility shown on the power plant site is needed. After putting in infrastructure and open spaces there will be not much for development area and it will be important to build higher with appropriate design.

**Comment:** A large portion of Old Town North was development as suburban. This Plan does a good job in making the plan area more urban while focusing on placemaking, pedestrians and safety.

**Comment:** The placement of retail entrances will be very important to the placemaking aspect.

**Question:** What is the green space shown at the foot of Slaters Lane, Slide 31?

**Response:** This is an extension to an enhanced pedestrian connectivity to the waterfront using an existing City right-of-way.

**Comment:** We spent a lot of time talking about the arts and innovation uses. This is a great step to make that happen. Would urge the City to look at the minimum 10,000 sf requirement for an arts anchor use incentive (Slide 28). Some of the existing arts and cultural uses in the plan area are less than 5,000 sf and below and it will be harder for developers to make use of that incentive. Suggest bringing the minimum down. Additionally, 2.0 or 2.5 Floor Area Ratio (FAR)
is still fairly low density, and some sites, such as the Craddock site, will need more than a 2.0 FAR in order to make redevelopment feasible. Finally, pleased to see that a CDD zone is recommended for the former power plant site. The costs associated with environmental remediation will be astronomical. **Response:** Acknowledged. We will look study those numbers more.

**Comment:** Would like to commend staff on the level of detail shown on the power plant site while allowing for flexibility once due diligence for that plan is done.

**Public Comments**

**Comment:** Flexibility tools shown in this Chapter are great, however, would like to see taller buildings kept away from the waterfront.

**Comment:** Agree that the 10,000 sf minimum as stated before is too high. Maybe it could be reduced to 5,000 sf.

**Comment:** The Alexandria House is considering adding more commercial uses but the problem is implementation and execution. Are there any incentives for older buildings?

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**IV. Implementation Strategy**

City Staff briefly presented an Implementation strategy for the Old Town North Small Area Plan to the Advisory Group with further discussion to take place at the following Advisory Group meeting on April 27th, 2017. The proposed implementation strategies include:

- Implementation Matrix which identifies the tasks needed to implement the recommendations of the Plan in short, mid, and long term.
- Implementation updates to be provided to the Planning Commission at regular intervals to be detailed after Plan approval.
- Continue the Role of the Urban Design Advisory Committee (UDAC) to review development applications and provide recommendations to the Director of Planning and Zoning.
Advisory Group Attendance
Maria Wasowski
Engin Artemel
Anna Bentley
Herbert J. (Herb) Cooper-Levy
Scott Barstow
Slade Elkins
Austin Flajser
Mary Catherine Gibbs
Stephen Goodman
Carolyn Griffin
Kevin Harris
Carlos Mejias
Thomas F. Soapes
David Speck
Jeff Strup
Marie McKenney Tavernini
Christa Watters