

ORDINANCE NO. 4782

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by City Council to the Transportation Master Plan chapter of such master plan as Master Plan Amendment No. 2012-0007 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

WHEREAS, the City Council of the City of Alexandria finds and determines that:

1. In Master Plan Amendment No. 2012-0007, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on November 8, 2012 of an amendment to the Transportation Master Plan Chapter of the Master Plan of the City of Alexandria, by incorporating additional recommendations for each of the three transitway corridors, which recommendation was approved by the City Council at public hearing on November 17, 2012;
2. The said amendment has heretofore been approved by the Planning Commission and City Council after full opportunity for comment and public hearing.
3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the Transportation Master Plan Chapter of the Master Plan of the City of Alexandria, be, and the same hereby is, amended by incorporating additional recommendations for each of the three transitway corridors as follows:

On Page 1-7 of the Transportation Master Plan, add the following paragraph after the second paragraph on that page:

Corridor A – Route 1 / North-South Recommendation: There shall not be a dedicated-lane for high capacity transit on the portion of Corridor A south of the Braddock Metrorail Station. Instead, resources should be used to explore the possibility of putting circulator buses/trolleys or other forms of conventional and scale appropriate transit in this portion of the City. East-west connections between Old Town and the existing Metrorail stations is the most effective way to encourage transit use in this area. These connections should be done with maximum sensitivity to the residents' concerns and the historic infrastructure in Old Town, and community outreach should be undertaken before any action to implement is taken.

On Page 1-8 of the Transportation Master Plan, add the following paragraphs after the third paragraph on that page:

Corridor B – Duke Street / Eisenhower Avenue Recommendation: Alternative 1a (in the Transitway Corridors Feasibility Study) should be the first phase of transitway implementation on Duke Street. It would create dedicated curbside transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow in the curb lanes. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and improved pedestrian facilities would be provided at intersections and near transit stations. Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.

Alternative 3c (in the Transitway Corridors Feasibility Study) would be the subsequent phase of transitway implementation on Duke Street. It would build on Alternative 1a by widening Duke Street to provide a reversible lane between Jordan Street and Roth Street. The reversible lane would be configured to allow Duke Street to accommodate a dedicated curbside transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street (while still providing two general purpose lanes for peak directions). Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, bicycles should be accommodated in this corridor only if studies demonstrate that the streetscape can still be enhanced.

On Page 1-9 of the Transportation Master Plan, add the following paragraph after the second paragraph on that page:

Corridor C – Van Dorn / Beauregard Recommendation: Bus Rapid Transit (BRT) in Dedicated lanes between the Van Dorn Metrorail Station and the Pentagon via Shirlington (Alternative D in the Transitway Corridors Feasibility Study) is the preferred alternative for phased implementation of transit in dedicated lanes in Corridor C until such time that Streetcar (Alternative G in the Transitway Corridors Feasibility Study) may become feasible and can be implemented. The Alternative D alignment should be optimized to better serve the Northern Virginia Community College (NVCC). This course of action is consistent with the Council's recent decision to provide dedicated lane transit along the segment of Corridor A that is north of Braddock Road. Evaluation and analysis will continue of Alternative D in preparation for future implementation of Alternative G. Construction of transit in Corridor C shall be the first priority of Alexandria's transportation projects. Each subsequent corridor shall be evaluated separately regarding the need to acquire additional right-of-way.

Section 2. That the director of planning and zoning be, and hereby is, directed to record the foregoing master plan map amendments, as part of the Transportation Master Plan Chapter of Master Plan of the City of Alexandria, Virginia.

Section 3. That all provisions of the Transportation Master Plan Chapter of the Master Plan of the City of Alexandria, Virginia, as may be inconsistent with the provisions of this ordinance be, and same hereby are, repealed.

Section 4. That the Master Plan of the City of Alexandria, as amended by this ordinance, be, and the same hereby is, reordained as the Master Plan of the City of Alexandria, Virginia.

Section 5. That the city clerk shall transmit a duly certified copy of this ordinance to the Clerk of the Circuit Court of the City of Alexandria, Virginia, and that the said Clerk of the Circuit Court shall file same among the court records.

Section 6. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Final Passage: January 12, 2013