

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 7, 2012
TO: MEMBERS OF THE TRANSPORTATION COMMISSION
FROM: T&ES STAFF
SUBJECT: AGENDA ITEM # 7- STAFF UPDATES

ISSUE: Staff update to Transportation Commission on various ongoing projects

RECOMMENDATION: That the Commission receive the staff update.

A. CRYSTAL CITY / POTOMAC YARD (ROUTE 1) TRANSITWAY

The City received a grant for the Crystal City/Potomac Yard Transitway totaling \$8.5 million. The grant will be allocated to the design/build of the Route 1 Transitway between Monroe Avenue and Potomac Avenue in a dedicated transitway.

90% design plans have been completed and reviewed by City Staff. 100% design plans are currently underway.

Construction began in July 2012 on the transitway and is anticipated to be completed in December 2013.

In the first three weeks of November, 2012, the bus stop currently located at Howell Avenue will be temporarily relocated to the south end of the intersection. The current light fixtures from Potomac Avenue to Howell Avenue will be relocated eight feet to the east to accommodate the additional widening of the roadway. Further, the installation of storm structures will be placed in the area between Potomac Avenue and Swann Avenue and the roadway sub-base will begin to be placed.

B. BEAUREGARD SMALL AREA PLAN

An update of the transportation element of the Beauregard Small Area Plan was presented to the Transportation Commission at its May 2, 2012 meeting. A public hearing was held, and staff requested the Commission to approve the Transportation element of the plan. Following the public hearing, a motion was approved by the Commission to recommend the transportation elements of the plan as it is consistent with the Transportation Master Plan. The Transportation Commission recommendation was forwarded to the Planning Commission and City Council.

Council Approval and Recommendations

The Beauregard Small Area Plan was presented to the City Council at its May 12, 2012

public hearing for approval. A motion was approved by the Council to approve the Beauregard Small Area Plan, with a number of amendments. The amendments that relate to the Transportation element of the plan included:

- 1) Change the language to the Open Space (Section F, 4.26, of the Land Use Requirements, Chapter 4), stating, "At the perimeter of Dora Kelly Park, the design of the road should distinctly change character and speed, creating a large park lane where pedestrians and bicyclists have primacy. The width of the park road should narrow, perhaps to a single one-way lane for cars but with a substantive bike and pedestrian lane of equal width integrated. Its surface should change to one that is rough textured and employs pervious paving material. Consideration should be given to providing no parking or parking on one side away from the park and the road should undulate along its length. The neighborhood side should have a widened walkway that becomes narrower and wider at various points to accommodate landscaping and curves in the lane. The park side should not have curb and gutter, but a swale to accommodate infiltration of run-off. Consideration should be given to permitting only local traffic on this park lane at certain times of day or seasonally on weekends so the road itself can become an extension of the park at time, particularly on weekends in the spring and fall.
- 2) Add to the Transportation Network (Section A, 8.7, of the Transportation Requirements) language stating "during the application for Development Special Use Permit (DSUP) staff shall evaluate additional options for the Beauregard-Seminary Road intersection to ensure that other options might be considered in terms of efficiency and level of service (LOS). While the ellipse configuration shows promise, this option should be evaluated along with other planned transportation improvements associated with BRAC and other alternatives identified in the DSUP process."
- 3) Add language to the Transportation Phasing section (Section B of the Transportation Requirements), stating, "Prior to granting any final densities (as part of the DSUP) considered in this plan, the transportation infrastructure projects described as well as any refinements to them should be found to address the goals laid out in this plan and should have a clear and reliable implementation plan."
- 4) Add language to the Streets and Connectivity section (Section C, 8.8, of the Transportation Requirements) stating, "Adequate transportation infrastructure should take into consideration features within the planning area, including provision of a transportation hub, as well as connected infrastructure outside the planning area, such as the implementation plans for all of the Corridor C transit system."
- 5) Add language to the Transit and Transportation Improvements section (Under Section D, 8.15, of the Transportation Requirements) regarding transit improvement implementation stating, "DSUP applications shall not be approved unless the approval authorities have reviewed and made a finding that in their judgment Corridor C is proceeding as planned."

In addition, an amendment was made to add a section to the Implementation Section stating, "in order to provide oversight and to ensure the plan is implemented carefully and thoughtfully, the City will create a citizen advisory group to monitor and provide guidance to the Planning Commission, City Council and City staff on all aspects of this small area plan. The group will include a broad cross section of community stakeholders and will be appointed by the City Council prior to rezoning."

Beauregard Rezoning

Staff is in the rezoning process for the Beauregard Small Area Plan. At the June 26, 2012 City Council meeting, a resolution was passed to establish the Beauregard Rezoning Advisory Group. Two transportation related responsibilities pertaining to rezoning as required by the group include:

- Making recommendations as to the consistency with the Beauregard Small Area Plan regarding the ellipse and associated improvements at Seminary Road at Beauregard Street.
- Making recommendations as to the consistency with the Beauregard Small Area Plan regarding transportation improvements and phasing.

After the approval of the Small Area Plan, a technical memorandum (Seminary Road/Beauregard Street Alternatives Report) was prepared that documents, and provides a qualitative analysis of, the various transportation improvements that were considered at the intersection of Seminary Road at Beauregard Street, during the Small Area planning process. These improvement options included:

- No Build
- Parallel Road Extension
- Traffic Circle
- Grade Separation options (two options)
- Ellipse

The Alternatives Report determined that each of the improvement options except for the ellipse had one or more fatal flaws associated with them. The memorandum confirmed that the ellipse is the most feasible improvement to address the future transportation impacts at the intersection. The results of the technical memorandum were presented to the Beauregard Rezoning Advisory Group on October 24, 2012. Following the presentation, the group approved a motion confirming that the proposed ellipse is consistent with the Beauregard Small Area Plan.

The Alternatives Report can be found at:

<http://alexandriava.gov/beauregard/default.aspx?id=62888>

Currently, staff is in the process of developing conditions for the rezoning for the Beauregard Small Area. It is anticipated that the rezoning will reviewed by Council in Spring, 2013.

More information on the project, including the draft final Beauregard Small Area Plan, and the separate transportation study, can be found at: <http://alexandriava.gov/BeauregardPlan>