

## North Potomac Yard Small Area Plan Update Meeting #3

### Concept Post-it Notes Comments (6.6.2016)

#### General Comments:

- Drop metro station entrance as far north and west as possible.
- Bring back a stronger sense of “metro square” surrounded by office and retail.
- No above ground parking in the area [metro]. It isn’t worth it. There is so much more potential for this area close to metro.
- Put the BRT between development block. It should serve the largest development area possible.
- Show the Four Mile Run Park context, as well as the area just south of the BMP pond in the future drawings. Park, trails, and roadway connections are important.
- Relationship to Four Mile Run Park.

#### Test Fit Option 1 Post Comments:

- School uses urban deck, Crescent Park, and building (Charrette Option 1, Block 1, 4, urban bridge)
- Open play space for school must be built in to school plan as well, not just dependent on park (Charrette Option 1 Block 4)
- Like the connectivity with park (Charrette Option, 1 Block 14)
- Establishing streets is clear, BRT and Metro access same place (Charrette Option 1, Block 20)
- BAD MUST GO (Charrette Option 1, ESE of Block 20)
- Potomac Ave should have a median pedestrian refuge island like on route 1 near Ruby Tucker, with sanctioned mid-block crossing and HAWK type lights.
- Compress the width of Potomac Avenue; or give more width to pedestrians.
- Cut up big blocks.
- Put BRT on [existing] Potomac Ave within development (not at edge).

#### Test Fit Option 2 Post Comments:

- I like the angled road on this option (Charrette Option 2, Above Block 4)
- Needs some correction of 7&10 to small road, but not major break-too claustrophobic (Charrette Option 2, between Blocks 7&10)
- Add angle road connection (Charrette Option 2, between Block 7&10)
- Some walkable break would be desirable (Charrette Option 2, Block 7)
- Park Road-this road should be 2 lanes not 2 ways, no parking on both sides (Charrette Option 2, Block 10)
- Another location of Potomac Ave that needs more green space (Charrette Option 2, above Block 18)
- Right location for BRT (Charrette Option 2, under Block 19)
- Shouldn’t we think less cars/traffic, Facilitating use of the Metro?
- Smooth out the “Option 2” park side road, and use the road to provide a more continuous theme from the Potomac Avenue Sections farther south; include bikeway.
- Less car emphasis on edge road.

- No above ground parking.
- Move metro north to drop people in the middle of activity, not at an edge near a BMP pond.

#### **Study Area A Post Comments:**

##### ***Option 1***

- Keep angled road, but move Metroway west.
- Too much breaking up street anchored garage.
- Like thoroughfare of Potomac Ave, continuity of a Parkway.
- Too much separation between Park and Potomac Ave. Location of Potomac Ave Park too small.

##### ***Option 2:***

- Maintain maximum green space for heavy use recreation of residents and visitors. Currently Potomac Yard parks get dense/very active use and should endure.
- Wide Park in front of school.
- Safety concern in front of school.
- Like this option, but keep the angled road connection.
- Narrower street to encourage less auto traffic.
- Like school drop off & access to park for kids.
- Like Reed Ave leading left to park/vista.
- Prefer overall layout, but parking garage must be broken up in some way.
- Like the park in front of the school.

#### **Study Area B Post Comments:**

##### ***Option 1***

- Like the BRT close to the Metro Access (Study Area B: Option 1)

##### ***Option 2***

- No comments on Study Area B: Option 2
- Like the above ground parking for safety & visually. Also like Metro station situated on fringe of plan. (Study Area B, Option C1)
- What green space are we sacrificing for this additional triangle? (Study Area B, Option C2)
- BRT lanes too far from Metro access (someone agreed with this comment as well) (Study Area B, Option C2)

#### **Study Area C Post Comments:**

##### ***Option 1***

- Park feels more like the edge of existing (Area C, Option 1)
- Like the Metro plaza, easy to recognize (Area C, Option 1)
- Metro North is better for Phase 1 retail right? (Area C, Option 1)
- Where are the fronts of the buildings here? (Area C, Option 1)
- Relatively similar park cross section=boring (Area C, Option 1)

- Like the wider park, but also like the Potomac Ave throughway through the park (Area C, Option 1)

### ***Option 2***

- Better school access to park and drop off (Study Area C, Option 2)
- Like large park area-but will it be maintained (Study Area C, Option 2)
- Maintain green space wherever possible. Too much lost to development projects already (Study Area C, Option 2)
- Maintain current Potomac Ave with speed control street sizing (Study Area C, Option 2)
- I like the fact that park has really wide points. You can do some COOL things with that. (Study Area C, Option 2)