

Richard –

Thank you for taking the time this morning to walk me through tonight's presentation. While I will not attend this evening, I plan to attend the work session on Friday.

Stephen –

I apologize for not being there this evening. I was unable to reschedule these last minute meetings. Below are my thoughts on tonight's topic, "Street Framework."

Which best accomplishes pedestrian access to open spaces, transit nodes and destinations?

- I continue to look at the entire 175 acre Potomac Yard (Four Mile Run to Braddock) and not just the North Yard VS. the South Yard. I feel like we have an opportunity to provide for a different experience at the northern Metro terminus than what is at the south side (Pulte). I like how Option 2 immediately provides access to open space and destinations (future retail, residential, hotel, office) while the BRT is visible from the Metro entrance/exit. I prefer that we have a more vibrant experience at the entrance/exit than the alternative which is to cross multiple lanes of traffic. If one wants to cross multiple lanes of traffic, use the southern entrance/exit of the future Potomac Yard Metro.
- Option 1 feels less pedestrian friendly and more vehicular friendly.

Which best accommodates an integrated transit (Metro, BRT, and local bus circulation)?

- I can see where both Options score well in this category.
- When pressed to choose, I choose Option 2. I like how the BRT is closer to the middle of the planned development area as depicted on the Option 2 Framework Plan.

Which framework best accomplishes the 2010 Plan and Transportation Master Plan through the following: Accommodates pedestrian, bicycle, transit and cars (in that order)?

- Placing Potomac Avenue at the eastern most side of NPY was probably the right thing to do at the time in 2010. I'm not certain any of us on the Advisory Group were convinced the Metro Station was going to be built. So why not design a road that quickly moves a vehicle from north to south or south to north. Made sense at the time. In Option 2 I see an opportunity to locate activities and uses directly adjacent to the Metro terminus. This is a long way of saying Option 2 is there first and foremost for the pedestrian experience and lastly for the car experience.
- So now that we are certain about the arrival of a Metro Station and having firsthand experience with Pulte's section of Potomac Avenue, I believe locating Potomac Avenue to its current physical location is an improvement over the 2010 Plan.
- I'd like Mike and Bill to weigh in as they too were on the 2010 Advisory Group but I believe adopting Option 2 will not compromise the integrity of the 2010 Plan.

See you Friday at the work session.

All my best,