



Transportation

6

TRANSPORTATION

The transportation strategy has been designed to facilitate a significant mode shift from private autos to alternative, more sustainable means of transportation, consistent with the Transportation Master Plan and Environmental Action Plan. The transportation network is required to include a Metrorail station, dedicated high-capacity transit corridor, buses, shuttles, car sharing, and bicycle facilities. In addition, an aggressive Transportation Management Plan (TMP) program will be required and parking will be managed, shared, priced, and designed to reduce car trips. The Plan is designed to allow employees and residents access to essential services within a five-minute walk, and streetscapes are designed to accommodate easy access to transit and the Metrorail station. The Plan also recommends a shared street adjacent to Potomac Yard Park and the Metrorail station to prioritize pedestrians.

“If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places.”

- Fred Kent

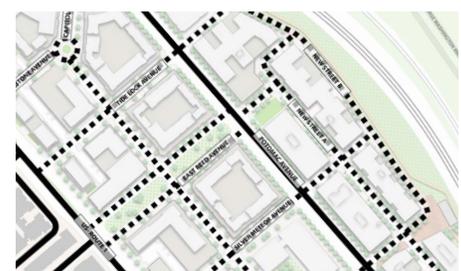
A significant portion of the adjoining roadway system is already established with limited opportunity to build additional east-west streets. The geography that gives Potomac Yard its special character – its location between the Potomac River and the adjoining established neighborhoods – also constrains access.

Recommendations include strategies to manage transportation demand, expand the street grid and connectivity, provide additional transit capacity, incorporate an expansive bicycle and pedestrian network and create a culture of people first in a complete green streets context.

A. Transportation Network

In the preparation of the transportation analysis, a set of parameters were developed relating to development density, the future transportation network, travel mode choice (mode split), a 2040 buildout year and general future traffic growth (background traffic). Each of these is briefly described below:

- **Future Metrorail Station:** A new Metrorail station is required by the Plan to support the proposed density and accommodate new person trips.
- **Crystal City/Potomac Yard (CCPY) Transit (Metroway):** High-capacity transit service will be provided in dedicated lanes on Route 1 and through the Plan area and Potomac Avenue. It will intersect with the Metro service to create a high-performance transit hub for Potomac Yard.
- **Local and Circulator Transit Service:** Additional local-serving routes will be provided to connect the new development in North Potomac Yard to existing neighborhoods and other destinations with enhanced service local transit.
- **US Route 1 (Jefferson Davis Highway) ("Route 1"):** Route 1 will be widened to accommodate a dedicated high-capacity Metroway between E. Glebe Road and Evans Lane, where Metroway is anticipated to turn east on to Potomac Avenue. The illustrative plan depicts one option for the Metroway alignment. The final alignment will be determined as part of a future planning process and approval by City Council. Route 1 will not be widened to accommodate additional SOV (single occupancy vehicles) lanes.
- **Potomac Avenue:** This major north-south route will connect Route 1 to the south with Crystal Drive on the north and will provide additional north/south capacity for local and non-local trips.
- **Internal Street Network:** The Plan requires a fine-grained, interconnected network of urban streets with multimodal connectivity to the surrounding neighborhoods.



- New Potomac Yard Park bicycle/pedestrian connection: This off-street trail connection will tie Potomac Yard directly to Four Mile Run through a linear park connecting Braddock Road and Four Mile Run, enhancing its access to the major regional trail network that currently serves recreational users as well as commuters.

B. Transportation Analysis

An updated transportation study was conducted to determine the impact of the proposed development for North Potomac Yard, analyzing Phase I (year 2021) and full-build out impacts (year 2040), comparing the updated Plan to the 2010 Plan. The study found that current vehicular traffic conditions along Route 1 and at most intersections adjacent to Potomac Yard are acceptable; however, some delays occur during the commuter peak period. With the increment of background traffic growth, traffic from approved (currently unbuilt) developments, and the completion of Potomac Yard, traffic will increase on roadways and at intersections.

The study assumes that through traffic on Route 1 will grow by approximately 10 percent by 2040. This growth is intended to reflect likely increases in traffic attributable to general city growth and regional through trips (Figure 6.1). Traffic for specific approved and unbuilt developments such as Oakville Triangle, were considered separately from and in addition to the 10 percent growth. Regardless of whether or at what density North Potomac Yard is redeveloped, Route 1 will operate at capacity in areas. With the recommended multimodal transportation network, most intersections will operate acceptably with exception of the intersections of Route 1/Slaters Lane, Route 1/Potomac Avenue, and Route 1 at the entrance to the Toyota dealership. There is a negligible difference in traffic operations for 2040 under the updated Plan, as compared to the Plan approved in 2010.

The analysis assumed all roadway improvements already planned as part of the 2010 Plan, and improvements associated with the Route 1/Oakville Triangle Corridor Plan. These are

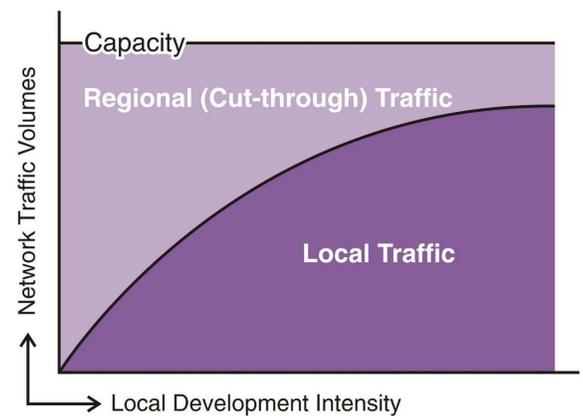


Figure 6.1: Local and Regional Traffic

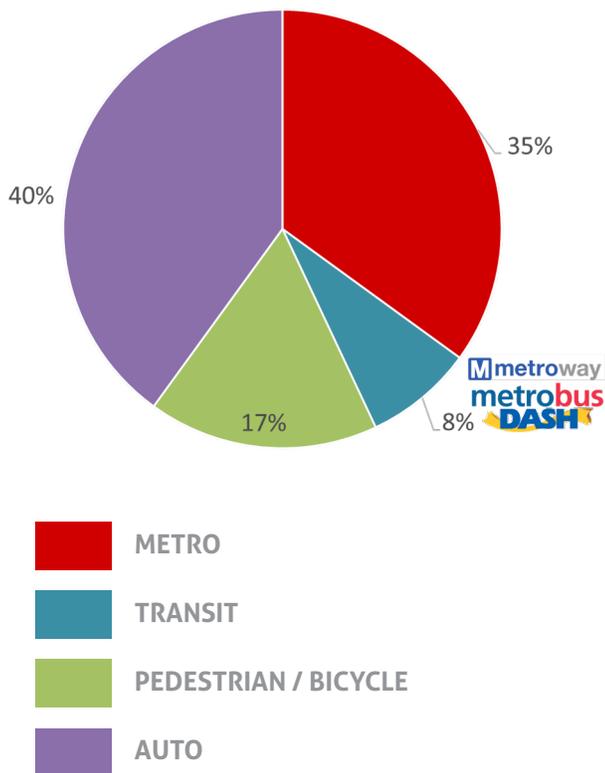
further described below, and include improvements at Route 1/E. Glebe Road, improvements at Route 1/E. Custis Avenue, improvements at Route 1/Swann Avenue, a signal at Route 1/Montrose Avenue, and improvements at Route 1/E. Reed Avenue to allow for east-west through traffic across the intersection, which is not allowed today.

The significant investments in the multimodal transportation network already planned and recommended in the updated Plan such as the new Metrorail station and dedicated transit lanes will create the substantial capacity to move people and accommodate increases in travel demand associated with continued development in Alexandria as well as in Potomac Yard.

C. Mode Share

To represent the anticipated trip-making patterns associated with the redevelopment of North Potomac Yard, assumptions were developed to assign trips to transit, pedestrian, bicycle, and auto modes. The assumptions were based on local, regional, and national experience and evidence for similar scale urban redevelopment projects. Specifically, a Metrorail ridership study was consulted in addition to data from the Crystal City, Braddock Road, and King Street Metrorail stations and US Census, Journey to Work data. It is widely recognized that urban, mixed-use developments with accessible transit will result in lower automobile trip generation. When the specific mode choice assumptions per land use are applied to the proposed mix in North Potomac Yard, the resulting mode share is 40% of the trips being made are by automobiles, 43% of the trips being made are by transit, and 17% of the trips being made are by bike or on foot (Chart 6.1). The mode share assumes buildout of the proposed mix of uses, accessibility to multiple modes of transportation, including Metrorail and dedicated high-capacity Metroway, enhanced street connectivity, and bike and pedestrian facilities.

Chart 6.1 : Mode Split



Note: The chart represents the combined mode split for the Plan area using specific mode choice assumptions by land use.

D. Streets and Connectivity

The updated Plan includes parameters not to further widen Route 1, not to add any median breaks for single occupant vehicles along Route 1, and to minimize the number of additional left turn or right turn pockets along Route 1 or Potomac Avenue. To better address the limited east-west connectivity and support the anticipated level of east-west traffic, and consistent with the recommendations of the Transportation Study, the 2010 Plan, and the Route 1/Oakville Triangle Corridor Plan, the updated Plan recommends:

- Physical improvements at the intersection of E. Glebe Road and Route 1;
- New east-west connectivity or comparable street, circulation, and/or transit improvements, as part of any proposed development and any future planning efforts for properties to the west of Route 1;
- Maximize the street grid by configuring Reed Avenue at Route 1 to allow all movements;
- Major intersections to the west of Route 1 may need to be further analyzed in the future to determine if any additional improvements, such as signalization or pedestrian improvements are needed;
- Explore and evaluate the option of opening Evans Lane and Wesmond Drive in the future to provide access to Route 1 as new development occurs along the west side of Route 1; and
- Traffic calming for neighborhoods west of Route 1 will be phased and implemented with development of North Potomac Yard.

The recommendations of the Plan are consistent with the City's Transportation Master Plan, which recommends a fine-grained street grid to accommodate circulation for all modes through the site and connect to the neighborhoods across Route 1 (Figure 6.2).

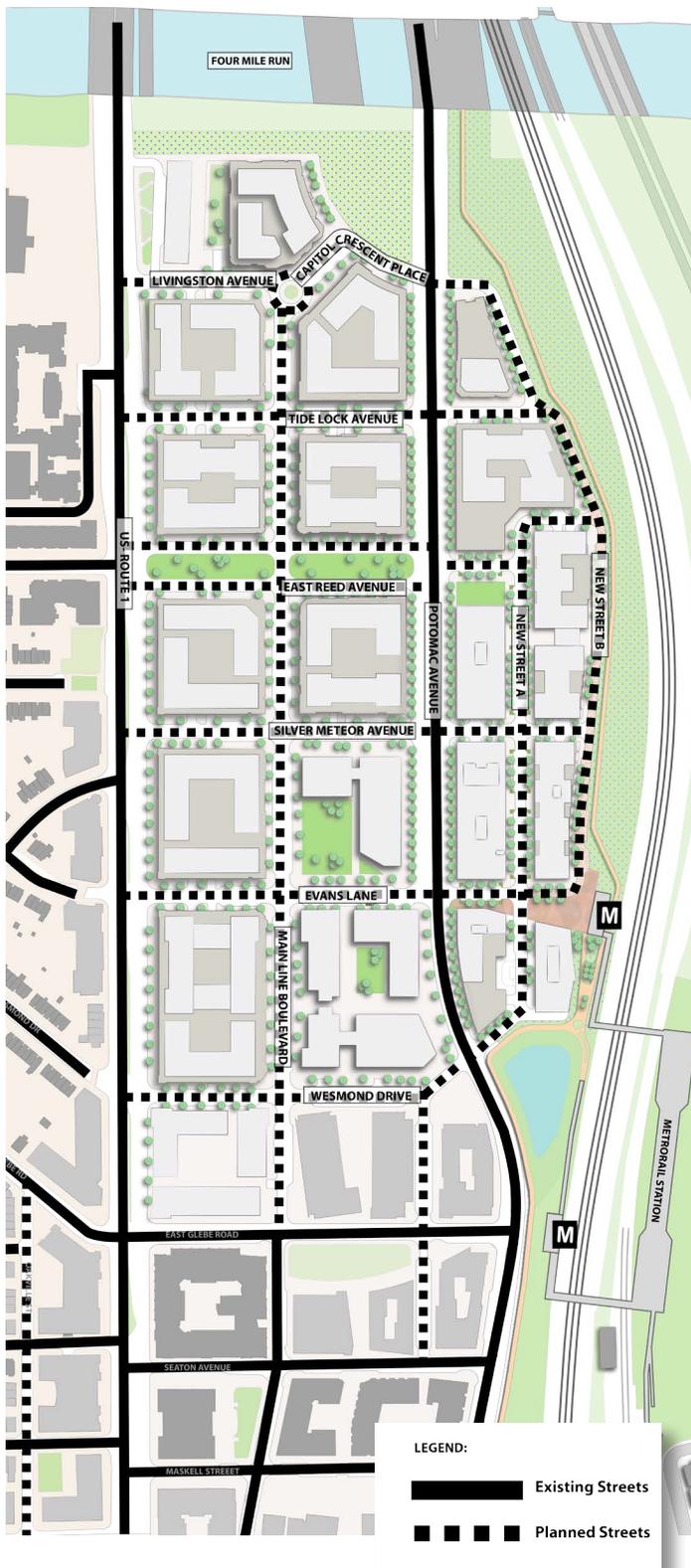


Figure 6.2: Proposed Street Network

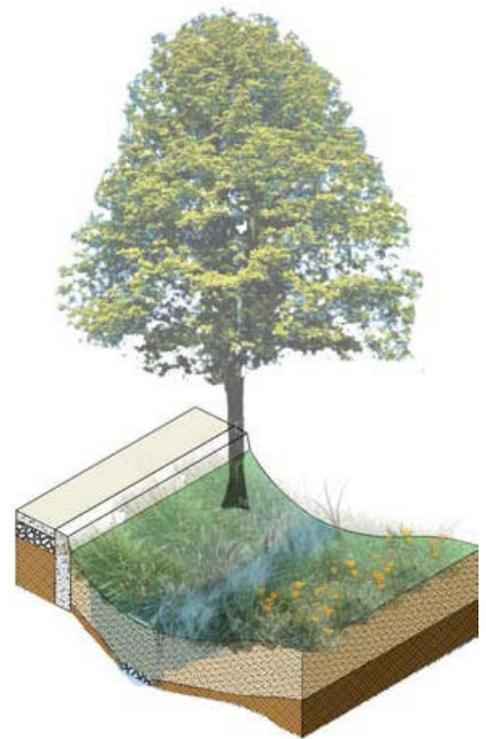
The updated Plan and the transportation analysis, consistent with the 2010 Plan and the Route 1/Oakville Triangle Corridor Plan, show Reed Avenue connecting across Route 1 and serving as an additional east-west connection. This connection is recommended to accommodate the additional traffic from the development. Additional street connections will help disperse traffic and alleviate overburdened intersections. The provision and timing for additional east-west connectivity or comparable street, circulation, and/or transit improvements will likely be desirable in the future. New east-west connections should continue to be explored as part of development and planning for properties to the west of Route 1.

In addition to exploring additional east-west street connectivity, additional right-of-way to provide turn lanes and enhanced pedestrian accommodations will be necessary at E. Glebe Road at Route 1. For a discussion of neighborhood impacts and other recommendations to address these issues, see Chapter 8: Existing Neighborhoods.

The updated Plan includes additional transportation improvements not included in the 2010 Plan including:

- Signal timing updates on Route 1;
- Lane reconfiguration at Route 1/Potomac Avenue (in the westbound direction to provide a left turn lane, left turn lane, and left/right turn lane); and
- Extend left turn lanes at select locations along US Route 1 based on the results of future traffic studies where appropriate.

All streets in North Potomac Yard are required to be public and dedicated to the City, or include public access easements. In addition, the streets should be compatible with the City's Complete Street Design Guidelines. The streetscape and public right-of-way must play an important role in managing stormwater while visually reinforcing the environmental sustainability principles of the Plan. Low-impact design (LID) techniques that reduce runoff and provide water quality treatment are required to be incorporated as part of the street design. These techniques could include but are not limited to pervious surfaces for parking spaces and sidewalks, curbside bioretention areas, and large, interconnected tree wells irrigated with harvested rainwater.



Rendering of a LID tree well

Future Potomac Avenue

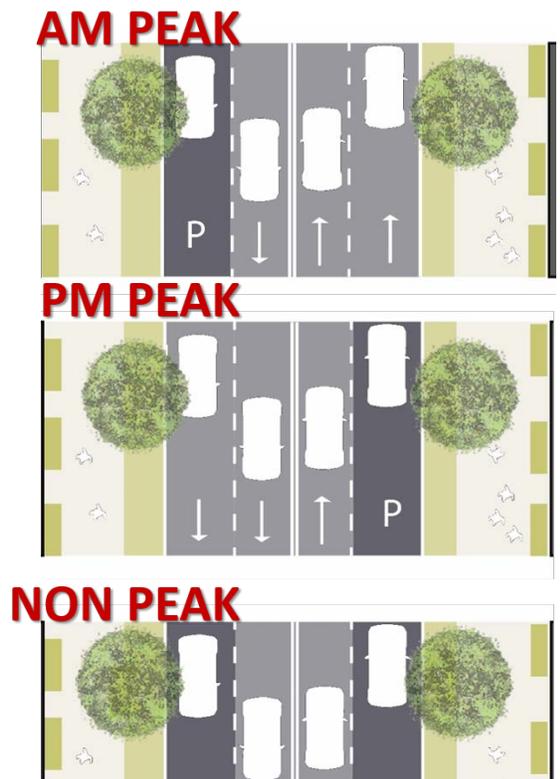
Keeping Potomac Avenue within its current alignment, connecting to Potomac Yard South, and to Arlington to the north is a key aspect of the Plan. To enhance the pedestrian character of Phase I Potomac Avenue, it will operate as depicted in Figure 6.3. During peak hours, this includes two travel lanes in the peak direction and one travel lane in the non-peak direction; in non-peak hours, there will be one travel lane in each direction, with on-street parking permitted in the outside travel lanes.

Under the full Plan buildout, Potomac Avenue is anticipated to be designed to include the dedicated lanes for Metroway connecting to the dedicated lanes within Arlington County. The road will be designed in a manner that enhances the pedestrian environment and connectivity, while also maintaining efficient and reliable service of the Metroway. It will be designed to prioritize pedestrians, bicyclists, transit and cars in that order. The future design of the street will:

- Include a generous 20-25 foot streetscape on each side with accommodation for an enhanced bicycle facility on or adjacent to Potomac Avenue;
- Provide traffic signals at regular intervals to facilitate safe and timely pedestrian crossings;
- Design buildings to frame and activate the street and provide on-street parking where feasible;
- Facilitate connections between neighborhoods east and west of the street, striving to knit the two areas together;
- Minimize the distance pedestrians need to cross with streetscape enhancement for walkability and safety; and
- Maximizes accessibility, reliability and ridership of Metroway service.

At the time of the redevelopment of the uses west of Potomac Avenue, an additional traffic analysis will be conducted to determine the number of lanes/street cross-section needed to serve the development and location of the Metroway with the goal to have the minimum number required. As the future analysis is conducted, it will be important to consider new or emerging technologies, such as autonomous vehicles, that may have an impact on traffic operations.

Figure 6.3: Phase I Potomac Avenue Configuration



Depicts two travel lanes in the AM and PM peak directions, and on-street parking in both directions at all other times.

E. Transit



One of the most important features of North Potomac Yard is its commitment to transit-oriented development. As such, the City is committed to providing levels of transit service which can help the North Potomac Yard achieve a minimum 60% non-SOV mode split throughout its phases of development. This involves a range of transit options which will provide transit services consistent with the amount and type of the planned development.

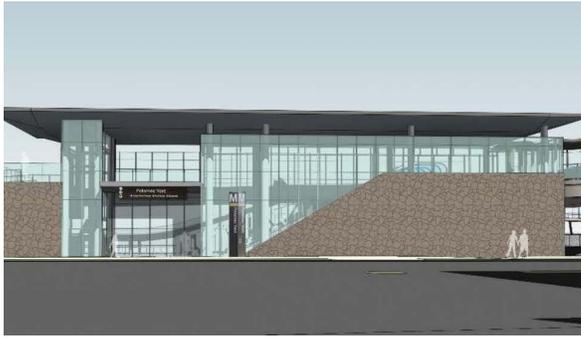
New transit infrastructure including a new Metrorail station, dedicated high-capacity transitway (Metroway) and expanded local bus service are required by the Plan to support the proposed density. These transit facilities and the Metrorail station, in particular, allow for a higher transit ridership and a higher level of development density. Without the new transit infrastructure, the proposed levels of development could not be adequately supported by the proposed street network and the transportation network will fail.

In addition, as discussed in *Chapter 5: Community Facilities*, streets, public spaces, and transit facilities should be designed to support and facilitate transfers between the various transportation modes, especially near the Metrorail station, to support the new transit options.



Metrorail Station

The Potomac Yard Metrorail Station is a key element of the transportation plan for Potomac Yard and consistent with the City's Transportation Master Plan. The station will provide direct access to the regional Metrorail system from Potomac Yard, and will enable the density and mix of uses envisioned in the Plan by encouraging a high transit mode split and adding capacity to the transportation network. The station will be located along the existing Metrorail Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.



Rendering of pavilion design for north and south station entrances.

The Metrorail Station has been designed to allow for pedestrian access on both the east and west sides of the rail tracks. There are two access pavilions on the west side of the tracks, and an access ramp on the east side of the tracks. The ramp on the east side of the tracks will provide access from Potomac Greens. Pedestrian bridges over the CSX rail tracks will connect communities on the east and west side of the rail corridor. In addition, “shortcut” stairs have been incorporated into the design of both east and west ramps, to allow for convenient interchange between the ramps and the adjoining parks.



Rendering of access ramp from Potomac Greens.

The southern pavilion, on the west side of the tracks, is located at the terminus of E. Glebe Road and Potomac Avenue, adjacent to Landbay G Town Center in South Potomac Yard. The northern pavilion will provide access to the station from North Potomac Yard. This pavilion will be framed by Metro Plaza at the terminus of Evans Lane. The Plan has been designed to provide access to the station for pedestrians, bicyclists, buses, and anticipates short-term drop-off adjacent to the station entrance. The final configuration of parks and streets will be determined during the development special use permit (DSUP) process.



Rendering of Metro Pavilion and entrance at East Glebe Road and Potomac Avenue.

Note: The perspectives above are conceptual renderings of the Metrorail station design. The final design is subject to review and approval by the Board of Architectural Review (BAR).

Metroway

The Metroway is a high-capacity bus rapid transit service that utilizes dedicated transit lanes within the Route 1 corridor providing cross jurisdictional connections through Potomac Yard between the Braddock Road Metrorail Station and Crystal City (Figure 6.4). Arlington County has made significant investments in constructing dedicated lanes along Crystal Drive, Potomac Avenue and South Glebe Road, including a new station on South Glebe Road. Arlington has also reserved right-of-way along Potomac Avenue north of Four Mile Run.

In Alexandria, the Metroway provides centrally located transit vehicles within a central median on Route 1 between Potomac Avenue to the south, and E. Glebe Road to the north.

The Plan illustrates one option for the Metroway alignment between E. Glebe Road and Evans Lane, where it is anticipated to turn east on to Potomac Avenue. Under this option (Figure 6.5), the Metroway would turn east onto Evans Lane and then north onto Potomac Avenue continuing into Arlington County. The Metroway service would operate within dedicated lanes for the length of its route. The final alignment will be determined as part of a future planning process and will require approval by City Council.

Figure 6.4: Existing Metroway Route



Note: The final alignment of Metroway and location of transit stations within North Potomac Yard will be determined as part of a future planning process and require approval by City Council.



The Plan anticipates two additional Metroway stops to be located within the North Potomac Yard Plan area, one proximate to the Potomac Yard Metrorail Station and another at the northern end of the Plan area to serve future residential developments. The design of these stations may be consistent with the Route 1 stations or with a design determined to be consistent with the North Potomac Yard neighborhood.

The Plan recommends exploring options to incorporate innovative green technologies into the design of the dedicated transit right-of-way. The stations have been designed to include innovative real-time transit information and display technologies to include route maps, schedules and local and regional information. Stations provide shelter from the elements, seating, and lighting. These facilities are ADA accessible and have the ability to purchase fare media, near-level boarding, and optional WiFi/wireless Internet, emergency intercoms, public art, and solar power.

Local Transit Service

While Metrorail and dedicated Metroway services are critical elements, other modes of transit cannot be overlooked. These are local buses operated by DASH and Metrobus that provide valuable connections between neighborhoods in the City. Currently, North Potomac Yard is served by local bus service, which provides seven days a week service to the existing shopping center. DASH bus service also connects North Potomac Yard to the Del Ray neighborhood. DASH will need to increase the service on this route and to add service from other parts of the City as the project develops. The Metrorail station will also serve as a transit hub for DASH and other transit providers. Longer term plans call for direct bus connections from portions of the City, such as the West End, directly to North Potomac Yard. The Plan recommends that additional local-serving routes should be explored to connect locations within Potomac Yard to nearby communities and destinations.

Figure 6.5: Proposed Dedicated Metroway Route

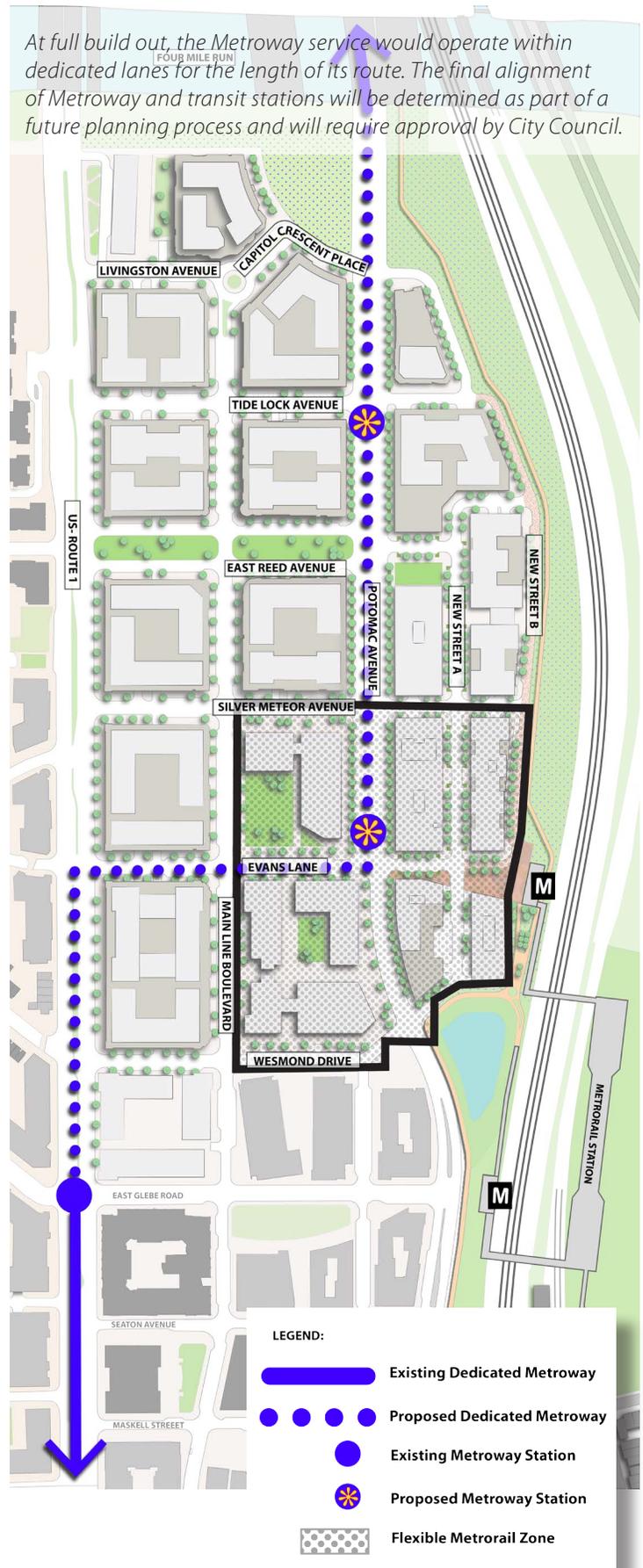
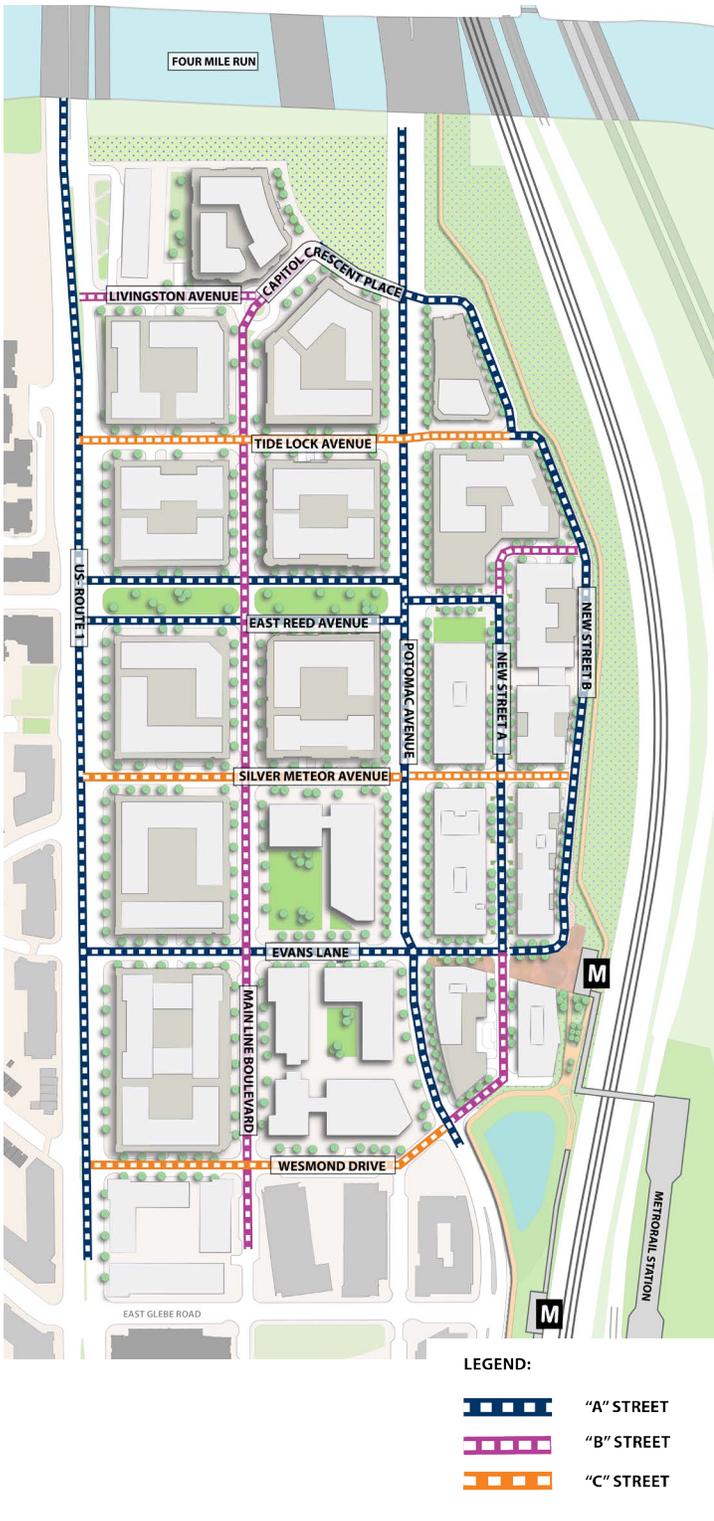


Figure 6.6: Street Hierarchy



F. Truck Loading

The growth in office, retail and other development will increase truck loading and deliveries. To maintain efficient traffic circulation, the City will require a comprehensive policy regarding truck loading and deliveries during the development review process. Truck loading and deliveries should be prohibited on A and limited on B streets. C Streets provide a means of access and service entries to the neighborhoods and allows A and B street frontages to function as primary streets. Additional requirements regarding access and loading are specified in the Design Standards and Guidelines.

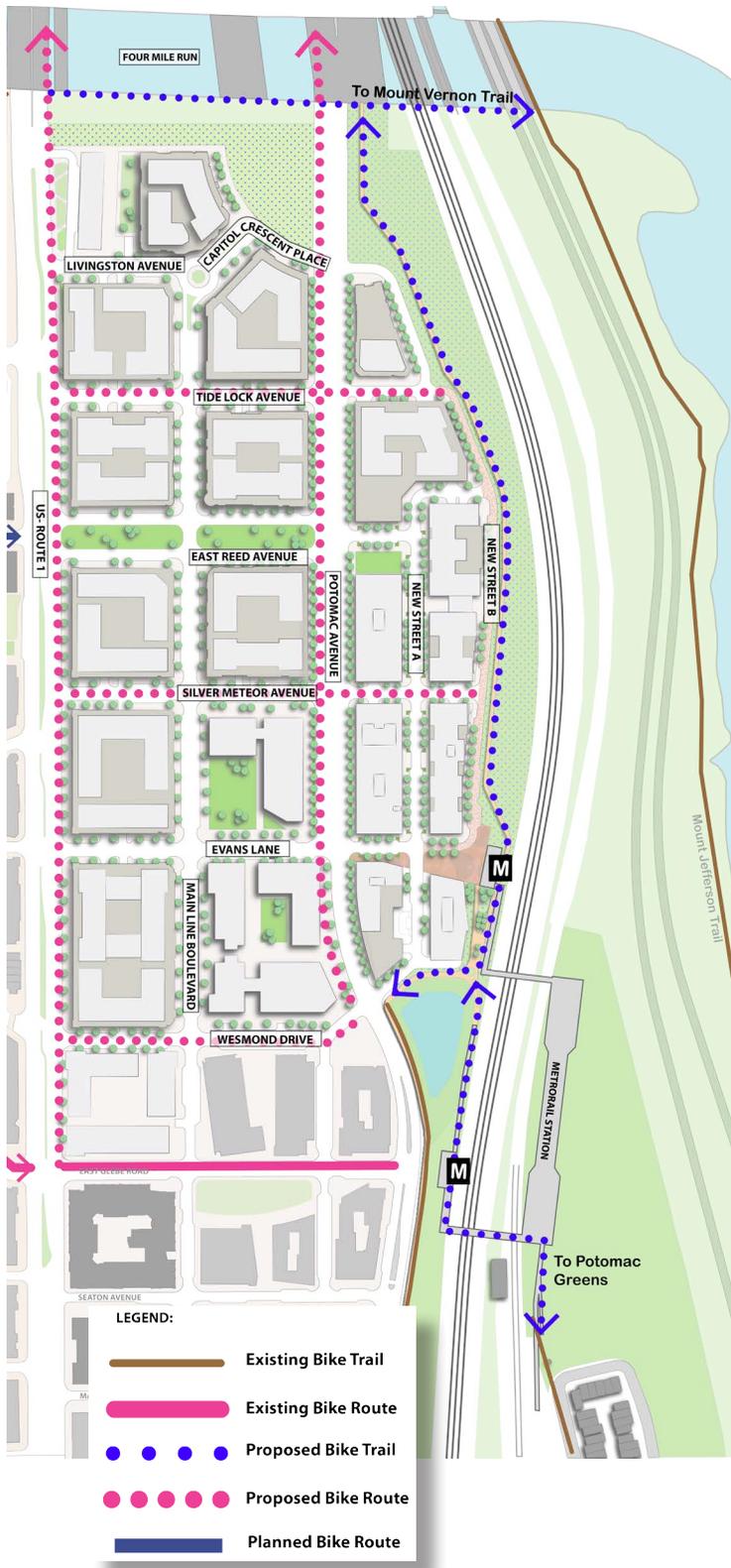
G. Parking Management

Management of on-street and on-site parking is a critical feature of any transportation system and should be carefully coordinated with other transportation considerations. On-street parking spaces will be required to be efficiently managed to maximize turnover of spaces and encourage garage parking for longer stays. On-street parking spaces will be required to be metered and be part of a performance parking program to manage parking resources efficiently.

Parking garages should employ smart parking technologies including variable pricing and available parking space technologies. Wayfinding signage should be employed to efficiently direct drivers to parking garages and clearly, indicate price and availability of parking. Parking garage entrance widths shall be minimized.

As shared parking is a key element of the on-site parking program, details about how shared parking will operate will be reviewed during the development review process.

Figure 6.7: Bicycle Network



H. Bicycles

The bicycle network requires both on- and off-street bikeways to serve all users and trip types with a particular focus on bicycle parking and better connections to transit. The network will enable more people to bicycle for some of their daily trips and increase the proportion of the workforce who cycle to work. The bicycle network is a key element in the multimodal approach to transportation, has health and environmental benefits, and is consistent with the sustainability goals of the Plan.

An off-street shared-use path is required along the length of Potomac Yard Park between Braddock Road to the south and Four Mile Run to the north. The Potomac Yard Park path will provide a high-quality experience for pedestrians and bicyclists, and serve as a spine for a wider network of paths and associated connections. Designed to minimize conflicts and provide a direct connection between Braddock Metro Neighborhood and Potomac Yard, the trail is an important complement to the street grid. The majority of this trail, now known as the Potomac Yard Trail, has been constructed between Braddock Road and East Glebe Road. The extended portion of the trail will provide separated pedestrian and bicycle access to the Potomac Yard Metro Station and continue north to the extended Four Mile Run Trail.

The slow design speed and urban context of the streets will encourage cyclists to ‘take the lane’ on all streets where appropriate. However, on-street bicycle facilities on primary streets may include bicycle lanes and shared-lane markings (“sharrows”) intended to improve bicycle safety and provide a sense of security. Roadway crossings are critical to the connectivity of the bicycle network and intersections will be designed to stress the convenience and comfort of cycling.

Bicycle facilities will be implemented in locations as depicted in Figure 6.7. In addition, the Four Mile Run trail will be extended east of Route 1 to North Potomac Yard, and continue east traversing beneath Potomac Avenue, the rail lines and George Washington Memorial Parkway to connect to the Mt. Vernon Trail, consistent with the City's Transportation Master Plan. The Plan provides a bicycle/pedestrian access bridge over the CSX tracks from the Potomac Yard Metrorail station to the Potomac Greens neighborhood.

Providing adequate end-of-trip facilities is a critical component of any bicycle network and perhaps more so in transit-oriented developments such as North Potomac Yard. The Plan considers bicycle parking in a number of contexts:

- Bike parking at residential and employment sites
- Bike parking at retail areas
- Long-term and short-term bike parking at the Potomac Yard Metrorail Station
- Long-term and short-term bike parking near Metroway stations

Bikeshare is often used by members during the first mile and last mile of their trips, as it compliments existing public transit options. Bikeshare stations are located nearby in Crystal City, Del Ray, Potomac Greens, Arlandria and Braddock Road Metro area. The Plan will require the provision of Bikeshare stations to serve future users; final locations will be dispersed throughout the Plan area and determined as part of development review and CDD permits.

I. Water Transportation

The Plan encourages the use of alternative modes of transportation. The possibility of water transportation on the Potomac River and potentially on Four Mile Run would require technical and operational evaluation. Any future proposal for water transportation will need to be consistent with the intent of the Four Mile Run Restoration Master Plan and Design Guidelines. Water transportation, particularly on the Potomac River, may reduce demand on other transit systems that may



be carrying increased numbers of summer tourists and visitors to special events. Water transportation could link Potomac Yard to a growing system of waterfront destinations along the Potomac River, including Old Town, National Harbor, Anacostia, and Georgetown.

J. Transportation Management Plans

Transportation Management Plans (TMPs) are a set of specific strategies that influence travel behavior by mode, frequency, time, route or trip length to help achieve an efficient and sustainable use of transportation facilities, along with other City goals such as promoting access for all transportation system users, improving mobility, and minimizing the negative impacts of vehicular traffic.

Given the centrality of multimodal transportation in North Potomac Yard, and in order to ensure that the systems and programs are in place as needed to support the density, the Plan requires that future development participate in a TMP district which employs aggressive TMP measures to achieve the 60% non-SOV mode share targets assumed in the study, and also meet future TMP requirements.

These strategies will include parking maximums, market-rate parking fees for all uses, performance parking, shared parking, parking management, transit passes, “unbundling” parking cost (parking facilities for residential uses available at additional cost rather than included in residential unit cost), transit incentives, required TMP plans and monitoring, and similar measures. North Potomac Yard will also be required to participate as part of a TMP district.

Providing market rate parking is an important tool in the TMP strategies employed to create a successful multimodal community. Availability and cost of parking will heavily influence people’s decision whether to drive. Parking should be available for those that choose to drive and are willing to pay its cost. At the same time, incentives (financial and otherwise) should be provided to those who choose not to drive. Parking maximums, as discussed in *Chapter 4: Land Use*, are required to achieve the modal split anticipated for new development.



Transportation Recommendations

Streets

- 6.1** Provide a compact grid of streets consistent and in alignment with, and connecting to the established street grid in Potomac Yard (Potomac Avenue and Main Line Boulevard), on the west side of Route 1, and in Potomac Yard Arlington.
- 6.2** Maximize the street grid within the site and connectivity to adjacent neighborhoods including:
 - Intersection improvements on west leg of Route 1/E. Glebe Road.
 - Restriping of Potomac Avenue at Route 1.
 - Reed Avenue at Route 1 shall be configured to allow all movements.
 - Explore and evaluate the option of opening Evans and Wesmond in the future to provide access to Route 1 as redevelopment occurs on the west side of Route 1.
 - Major intersections to the west of Route 1 may need to be further analyzed in the future to determine if any additional improvements, such as signalization or pedestrian improvements are needed.
- 6.3** All streets and rights-of-way shall be dedicated or provided as public access easements to the City.
- 6.4** Consider all users in the future design of streets and streetscapes, consistent with the City's Complete Street Design Guidelines.
- 6.5** Design and configure Potomac Avenue to include the following for each Phase:
 - a. Phase 1 (East of Potomac Avenue):
 - Provide frequent and safe pedestrian and bicyclist crossing access;
 - Provide on-street parking, as feasible;
 - During peak hours, design the street to include two travel lanes in the peak direction and one travel lane in the non-peak direction; in non-peak hours, there will be one travel lane in each direction, with on-street parking permitted in the outside travel lanes;
 - Design the street to facilitate connections between neighborhoods east and west of the street, knitting the two areas together;
 - Design buildings to frame and activate the street;
 - Provide streetscape enhancements for walkability and safety;

- Provide traffic signals at regular intervals;
 - Maintain existing bike trail along western side of Potomac Avenue;
 - Maximize accessibility to the Metroway service.
- b. Phase II (West of Potomac Avenue): Potomac Avenue will be designed to be a north-south multimodal urban street within Potomac Yard. The Avenue will be designed to prioritize pedestrians, bikes, transit and cars in that order and meet the following criteria:
- Metroway alignment will be integrated to maintain urban scale streets and walkability and cycling;
 - Specific design of the enhanced bike facility will be determined as part of Phase II;
 - Design for the minimum width necessary to accommodate planned multi-modal functions of the street including pedestrian crossings;
 - Provide 20-25 foot streetscape on both sides;
 - Provide traffic signals at regular urban intervals to facilitate safe pedestrian crossings;
 - Design buildings to frame and activate the street;
 - Provide on-street parking where feasible;
 - Ensure street design that facilitates connections between neighborhoods east and west of the street, knitting the two areas together;
 - Provide accessibility to Metroway to maximize ridership.

6.6 Shared streets as identified in the Plan shall comply with the following recommendations:

- Shared streets should be curbless and provide the flexibility to potentially/periodically close for programming and events.
- The design of the street should include two-way circulation and provide on-street parking. On-street parking will allow for short-term parking.
- Ensure that the street is designed and functions as a smaller/ neighborhood street.
- Incorporate special treatment. Explore materials/pavers or vertical elements to slow traffic.

- 6.7** Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to the development and other impacted neighborhoods. (See also recommendations in Chapter 8: Existing Neighborhoods).
- 6.8** New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.
- 6.9** The provision and timing of improvements to the intersection of E. Glebe Road at Route 1 will be addressed within the CDD zoning.
- 6.10** Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of the development review process.

Transit

- 6.11** Require the construction of an operational Metrorail station. Rezoning of the property is contingent upon the City and the landowner agreeing to a financial plan funding the Metrorail station.
- 6.12** In conjunction with other public agencies, streets, public spaces, and transit facilities should be designed and constructed in a manner that supports and facilitates transfers between the various transportation modes proximate to the new Metrorail station.
- 6.13** Require the construction of the Metroway. The final alignment of the Metroway and station locations shall be determined with subsequent phases.
- 6.14** Require dedication of right-of-way to accommodate the high-capacity Metroway.
- 6.15** Incorporate green technologies into the design of the dedicated transit right-of-way and stations.
- 6.16** Transit stations should be designed to include real-time transit information and innovative display technologies to include route maps, schedules, and local and regional information.
- 6.17** Require participation in a Transportation Management (TMP) District in coordination with existing Potomac Yard TMP District.
- 6.18** Employ aggressive Transportation Management Plan (TMP) performance measures, meeting or exceeding a 60% non-SOV modal split.

- 6.19** Explore additional local-serving routes to connect locations within Potomac Yard to nearby communities and destinations.

Parking

- 6.20** On-street parking is required to be metered and managed through a performance parking program.
- 6.21** Provide advanced parking management systems including real-time parking availability, pre-trip parking information and parking reservation/navigation systems.
- 6.22** Adhere to additional parking recommendations found in *Chapter 4: Land Use Recommendations – Parking*.

Pedestrian – Bicycle

- 6.23** Provide a continuous, connected and accessible network that enables pedestrians – particularly those with mobility impairments – to move safely and comfortably between places and destinations.
- 6.24** Develop a comprehensive on- and off-street bicycle network.
- 6.25** Develop a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.
- 6.26** Provide a bicycle and pedestrian connection across the railroad tracks to Potomac Greens in conjunction with Metrorail station development.
- 6.27** Provide centralized bicycle storage facilities, located near the Metrorail and transit locations for all users of Potomac Yard – including areas for private and for shared-use bicycles – in conjunction with Metrorail station development. Commuter and recreational bicycle information could also be available to residents and visitors.
- 6.28** Provide a future connection from Potomac Yard Park across the George Washington Memorial Parkway to the Mount Vernon Trail.
- 6.29** Provide a future connection from Potomac Yard Park to the Four Mile Run Trail.
- 6.30** Require an off-street shared-use path along the length of Potomac Yard Park between Braddock Road to the south and Four Mile Run to the north.
- 6.31** Incorporate Bikeshare stations at key activity centers within the Plan area.