



Master Plan Amendment #2017-0002
Old Town North Small Area Plan and Urban Design Standards
Guidelines

Issue: Consideration of a request to amend the City’s Master Plan to adopt the Old Town North Small Area Plan and Old Town North Urban Design Standards and Guidelines	Planning Commission Hearing:	June 14, 2017
	City Council Hearing:	June 24, 2017
<p>Staff: <i>Planning and Zoning</i>: Karl Moritz, Director; Nancy Williams, Assistant Director; Jeffrey Farner, Deputy Director; Carrie Beach, Division Chief NPCD, Heba ElGawish, Urban Planner; Jose Ayala, Urban Planner; Katherine Carraway, Urban Planner; Mary Catherine Collins, Urban Planner; Ashley Labadie, Urban Planner; Catherine Miliaras, Principal Planner; <i>Office of Historic Alexandria</i>: Garrett Fesler, Archaeologist; <i>Office of Housing</i>: Helen McIlvaine, Director; Brandi Collins, Housing Program Specialist; Lucinda Metcalf, Housing Analyst; <i>Recreation, Parks and Cultural Activities</i>: Diane Ruggiero, Deputy Director; Jack Browand, Division Chief; <i>Transportation and Environmental Services</i>: Yon Lambert, Director; Carrie Sanders, Deputy Director; William Skrabak, Deputy Director; Steve Sindiong, Principal Planner; Katy North, Principal Planner; Lalit Sharma, Division Chief; Khoa Dinh Tran, Environmental Program Manager; Erin Bevis-Carver, Civil Engineer.</p>		

PLANNING COMMISSION ACTION, JUNE 14, 2017: On a motion by Commissioner Wasowski, seconded by Commissioner McMahon, the Planning Commission voted to initiate Master Plan Amendment #2017-0002. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Wasowski, seconded by Commissioner Lyle, the Planning Commission voted to adopt the resolution and recommend approval of Master Plan Amendment #2017-0002 and the Old Town North Urban Design Standards and Guidelines with the following amendments:

- 1) Add the following sentence to Chapter 2, Section 2.3.I (P.34) and as a footnote under Figures 2.08 and 2.09 on P.36 and P.37):
“The FAR and height recommendations shown in Figures 2.08 and 2.09 do not include any FAR and/or height bonuses that the site may be awarded through the development review process.”
- 2) Modify Figure 2.07 site #10 on P.35 to include the entire city block located at 901/909/919 N. Washington Street.
- 3) Incorporate the staff proposed changes as outlined in the Memorandum to the Planning Commission dated June 8, 2017, which include the following:

- a. **Add new recommendation to Section 2.5 VI. Zoning and Land Use**
As part of the Coordinated Development District (CDD) Concept plan(s) for the former power plant site and associated special use permit process, more specific height limitations will be established for each block consistent with the intent of the Old Town North Small Area Plan.
- b. **Revise recommendation #2 in Section 3.4 Housing Recommendations**
Encourage mixed-income housing and maximize affordability throughout the plan area by implementing an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance. The provision of the arts and cultural incentives as outlined in the Plan will not preclude the potential use of Section 7-700.
- c. **Revise recommendation #17 in Section 5.9**
Convert Montgomery Street from one-way to a two-way street with parking generally on each side of the street between North Henry Street and North Fairfax Street. As part of the conversion of the street from a one-way street to a two-way street, loading for existing business and future development will be evaluated and addressed.
- d. **Revise recommendation #21 in Section 5.9**
As part of the of the Coordinated Development District(CDD) approvals for the former power plant site, specific requirements for phasing and sequencing of streets and infrastructure will be established, which will be tied to the amount of development. The site will also be responsible for all off-site infrastructure improvements generated by the planned development.
- e. **Revise recommendation #12 in Section 6.3, III Energy and Green Building, A. District-Wide Sustainability Measures – Former Power Plant Site**
The redevelopment of the former power plant site should strive to achieve carbon neutrality by 2040, and strive to achieve carbon neutral buildings by 2030.
- f. **Add new recommendation to Section 6.3, III Energy and Green Building, A. District-Wide Sustainability Measures – Former Power Plant Site**
Explore the development of district energy systems for heating and cooling on the former power plant site that take advantage of local renewable energy sources, including, but not limited to, geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.

- g. Replace recommendation #13 in Section 6.3, III Energy and Green Building, B. Energy Use**
~~*Encourage the use of alternative energy sources including, but not limited to, solar and wind power throughout the plan area.*~~
Encourage onsite generation and storage of renewable electricity from solar photovoltaic (PV) and other available renewable resources.
- h. Add new recommendation to Section 6.3, III Energy and Green Building, B. Energy Use**
Strive to achieve carbon neutral buildings by 2030.
- i. Revise Urban Design Standards and Guidelines #1 Chapter 4, Section 4.3 E**
All development and redevelopment sites ~~should~~ will include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.

The motion carried on a vote of 7 to 0.

Discussion:

Commissioner Wasowski who is the Chair of the Old Town North Small Area Plan Advisory Group praised the Advisory Group and staff on their effort to engage the community in the planning process which generated a lot of input and ideas. The Commissioner recommended approval of the Draft Plan to the Planning Commission.

Commissioner Brown asked whether the regulatory incentive for Arts and Cultural Anchors outlined on P.30 of the Plan would preclude the use of affordable housing density bonus under section 7-700. Staff responded that the provision of the arts and cultural incentives as outlined in the Plan will not preclude the potential use of Section 7-700.

Commissioner Brown recommended adding the following language to Section 2.3.I on P.34 and as a footnote under Figures 2.08 and 2.09 on P.36 and P.37:

“The FAR and height recommendations shown in Figures 2.08 and 2.09 do not include any FAR and/or height bonuses that the site may be awarded through the development review process.”

The Planning Commission expressed their agreement to add Commissioner Brown’s suggested language to the Plan.

Commissioner Lyman asked staff to elaborate more on the conversion of Montgomery Street from one-way to two-way given the community’s concern about the changing traffic pattern. Staff stated that the Montgomery Street conversion is critical to the success of retail along that corridor. Staff explained that the conversion of Montgomery Street would include a number of improvements, especially at the intersection of N. Washington Street such as left turn lanes at that intersection and modifying the intersection of Powhatan and N. Washington Street to become right-in/right-out only. Staff stated that with the proposed improvements, the traffic

study showed that Montgomery Street would continue to operate at an acceptable Level of Service.

Commissioner Wasowski pointed out that the curb to curb width of Montgomery Street is the same as King Street which has a lot of businesses. Commissioner Wasowski also acknowledged that there are issues on Montgomery Street that are problematic now that can be solved regardless of the Street conversion.

The Commissioners discussed the June 8, 2017 staff memorandum in response to a number of letters and correspondences that Staff and the Planning Commission has received. Commissioner Wasowski and staff explained that a number of comments made have either been already addressed in the Plan or are elements that staff believe will be addressed through the Development Special Use Permit process, therefore, staff did not recommend an update to the plan based on those comments. The Planning Commission recommended that the proposed amendments outlined in the Memorandum dated June 8, 2017 from the Director of Planning and Zoning, Karl Moritz, be incorporated into the plan.

The Planning Commission discussed the letter from the Armed Forces Benefit Association (AFBA) dated June 5, 2017. The Commission recommended revising Site #10 shown in Figure 2.07 to depict the entire block as a potential redevelopment site.

Commissioner Koenig praised the excellent quality of the Plan and the distinctive level of planning between the established portion of Old Town North and the conceptual framework for the former power plant site. Commissioner Koenig stated that the ideas for open space along the rail corridor and the former power plant site have a big chance of being successful. Another creative aspect that Commissioner Koenig pointed out is the illustrated connection between Second Street and Tidlock Park through Transpotomac Plaza.

Commissioner Lyle stressed the importance of flexibility for the former power plant site and the Design Standards and Guidelines.

Commissioner McMahan concurred that it was evident how inclusive the community process was to create a Plan with the necessary details to weave together the existing neighborhood with its sense of place and the former power plant site -- a place that does not exist today, whole cloth. Commissioner McMahan agreed that the Plan goes beyond the design of spaces by highlighting elements such as the community's identity around the arts and creative spaces for users.

Commissioner Lyman added that the Plan is a result of a high level of community engagement and collaboration. Commissioner Lyman stated that the Plan furthers the organic growth and the progress that Old Town North has made under the 1992 Plan. Commissioner Lyman also stated that the Plan strikes a good balance between preserving the Old Town nature of the plan area while encouraging appropriate future growth. Finally, Commissioner Lyman expressed her excitement for the prospect of an Arts District.

Speakers:

1. Mary Catherine Gibbs a member of the Old Town North Small Area Plan Advisory Group and property owner representative for NRG spoke in support of the Master Plan amendment. Ms. Gibbs mentioned the robust community engagement effort that occurred over the planning process which resulted in a Plan that provides a vibrant vision for Old Town North. Ms. Gibbs highlighted that the Plan follows the Planning Commission and City Council's direction that the Old Town North Small Area Plan follow two distinct areas for planning; the established Old Town North area which is a vibrant mixed-use neighborhood and the power plant site. Ms. Gibbs stressed the importance of having a higher level of planning for the power plant site that looks at the site from a conceptual level with guidelines and principles that will be applied when redevelopment for that site is proposed. Ms. Gibbs added that this higher level of planning also provides flexibility on the power plant site to achieve an economically sustainable framework to ensure that future redevelopment of the site is possible.
2. Deborah Raouls Dewey, a resident of Old Town North and the President of the Rivergate Homeowners Association, expressed appreciation for the City and the Advisory Group's efforts to establish a balanced development growth and quality of life for Old Town North residents. Ms. Dewey expressed her endorsement of the Plan on behalf of the Rivergate Association highlighting a number of elements that can be improved upon. Ms. Dewey expressed concern over the recommendation to change the traffic pattern on Montgomery Street from a one-way operation to a two-way operation citing that it would increase traffic generated by the number of businesses on that street. Ms. Dewey explained that the dead end nature of Montgomery Street at the Rivergate Park forces a number of drivers to drive through the private streets within the Rivergate community to get to Madison Street. Additionally shuttle buses and loading trucks serving the Canal Center offices double park on Montgomery Street which causes additional congestion. Ms. Dewey recommended that the Planning Commission not approve the conversion of Montgomery Street from one-way to two-way at this time and table this recommendation until the Edens project is operational and the impacts of that development are better understood.
3. Tom Soapes, a member of the Old Town North Small Area Plan Advisory Group and President of NOTICE expressed the civic association's support of the Old Town North Small Area Plan with a number of concerns. First, NOTICE expressed concern over the conversion of Montgomery Street from one-way to two-way especially between N. Saint Asaph Street and N. Washington Street where there are loading conflicts because there is currently no designated loading space for the businesses that exist today. Mr. Soapes also expressed concern over the bicycle facility that is recommended on Madison Street. Mr. Soapes believes that the street is too narrow to include a bicycle lane. Mr. Soapes also mentioned that the intersection of Slaters Lane at the George Washington Memorial Parkway is problematic and the community is concerned that the redevelopment of the former power plant site would exacerbate this situation. Mr. Soapes said that the overall draft Plan reflects the findings of the survey that NOTICE conducted in 2014 and the community's priority for Old Town North to become a vibrant mixed-use community.

Finally, Mr. Soapes stressed the importance of implementation and that design will be a key factor as development comes forward.

4. Kenneth Wire of Mcguire Woods spoke on behalf of Carr City Centers and Austin Flasjer who is a member of the Old Town North Small Area Plan Advisory Group. Mr. Wire expressed Carr's support of the Plan as is currently drafted which they believe reflects community interests. Mr. Wire expressed Carr's support of the Montgomery Street conversion from one-way to two-way which would allow more access in the plan area and will contribute to the viability and success of retail.
5. Engin Artemel, resident of Rivergate and a member of the Old Town North Small Area Plan Advisory Group, commended the staff and Commissioner Wasowski on their effort in creating the land use and design guidelines. Mr. Artemel expressed support for the Old Town Small Area Plan, however, he also expressed concern over the conversion of Montgomery Street. Mr. Artemel suggested reevaluating the conversion of Montgomery Street after the Edens project is completed. Mr. Artemel also suggested that if the street is to be converted to two-way that the City should explore adding a third lane at the intersection of Montgomery Street and N. Washington Street to improve the turning movements at that intersection.
6. Jeff Strup is a member of the Old Town North Small Area Plan Advisory Group and represents the American Real Estate Partners (AREP) owners of the Canal Center office buildings. Mr. Strup expressed his support of the Plan including the conversion of Montgomery Street from one-way to two-way. Mr. Strup explained that it is currently very difficult for office tenants and employees to access the Canal Center site given the one-way nature of Montgomery Street. Mr. Strup stressed that accessibility to Canal Center is critical to the success of the four office buildings and that converting Montgomery Street to two-way is important for the long-term viability of these office buildings.

I. OVERVIEW

The 1992 Old Town North Plan created a planning foundation for the future of the neighborhood. Twenty-five years later, the proposed Plan refreshes the community vision based on updated planning tools, updated design standards, a new focus on environmental sustainability, changes in the market and economic conditions, and changes in the way we move. The 2017 Plan sets a new 25-year vision with implementation recommendations in the short-, mid-, and long-term.

This Plan is about stitching the fabric of the neighborhood together – building on its existing qualities while creating recommendations for future redevelopment ranging from small infill sites at 20,000 square feet to the former power plant at 20 acres. The Plan sets a broad framework for redevelopment of the former power plant site and recommends limited and strategic changes to the area outside of the power plant site – only about 15% of the Plan area – to meet the Plan objectives for affordable housing, retail, office retention and attraction, arts and cultural uses, multimodal transportation, and urban design. (see Figure 1)

With the leadership of the Old Town North Advisory Group and with robust community participation, the Plan lays out a framework that builds on the community's many strengths while enabling new development to become a 21st century model of urban planning – a pedestrian-focused neighborhood linked to the rest of the city through a diverse public realm network and a system of multi-modal transportation options. [The Plan](#) and the accompanying [Old Town North Urban Design Standards and Guidelines](#) create a comprehensive blueprint with implementation strategies to guide future improvements within Old Town North.

Key Elements of the Plan

- Achieve a mix of uses that balances residents and workers to facilitate day and evening activity, as well as thriving commercial uses. (*p. 13*)
- Focus retail in concentrated areas. (*p. 24*)
- Retain and attract arts and cultural uses with a designated arts district and regulatory incentives. (*p. 26*)
- Provide amenities and strategic zoning amendments to retain and attract commercial uses. (*p. 31*)
- Establish land uses and building heights compatible with the neighborhood. (*p. 40*)
- Elevate the importance of design excellence through design standards and guidelines. (*p. 44, see also Urban Design Standards and Guidelines*)
- Provide a range of housing opportunities affordable for a diverse population, and welcoming at all stages of life and to households at various income levels. (*p. 54*)
- Create a variety of passive and active open spaces with an additional 7 to 10 acres of new public parks. (*p. 63*)
- Create a mix of uses and options for pedestrian, cyclists, and transit offering a lifestyle that is independent of automobiles. (*p. 78*)
- Enhance the public realm to promote pedestrian comfort and safety. (*p. 78*)

- Establish a conceptual framework for the redevelopment of the former power plant site.
- Emphasize environmental sustainability and performance measures focused on the priorities of water quality, stormwater, green infrastructure, energy and green building. (*p. 101*)
- Promote sustainability in the redevelopment of the former power plant site with a goal of carbon neutrality by 2040. (*p. 108*)
- Celebrate Old Town North's history through creative interpretive strategies within future redevelopment sites, parks and open spaces. (*p. 116*)

II. DISCUSSION

Zoning and Land Use

The Plan recommends a number of zoning and height changes, including use of bonus density, to achieve placemaking and economic development objectives such as: a balanced mix of uses, retail retention and expansion, arts and cultural focus, creation of new affordable housing and preservation of Alexandria Redevelopment and Housing Authority (ARHA) -owned housing through their redevelopment into mixed-use communities, and office retention and attraction. The CRMU-X zone is recommended for eight sites throughout the core area. These sites will retain and expand affordable housing, provide desired ground floor retail or arts and cultural uses, enhance the streetscape and tree canopy, improve the public realm, and strengthen connectivity to the waterfront. Some building height changes are also recommended in strategic locations with appropriate transitions to adjacent lower scale development. (see Figure 2)

The CRMU-H zone is recommended for the Canal Center site with a height increase of up to 120 feet for the three northern buildings in order to support the retention and possible expansion of office uses in the plan area. Development on Canal Center including additional building square footage and heights are subject to the National Park Service Settlement Agreement.

The Plan also recommends a text amendment to the CDX zone in which the residential uses would be allowed up to 100 dwelling units per acre and a maximum of 2.0 Floor Area Ratio (FAR) similar to the requirements provided for Printers Row and Abingdon Row developments. This text amendment will make the CDX zone requirements consistent throughout the plan area.

Finally, the Plan recommends converting Montgomery Street from a one-way, west bound operation to a two-way operation. This conversion will both slow down vehicle traffic, making the corridor safer and more welcoming to pedestrians, and increase access and connectivity from Washington Street to the waterfront to support retail and commercial uses along Montgomery Street, the Plan's identified retail corridor (see Figure 3).

Arts and Cultural Uses

Building on the existing art uses within Old Town North, the Plan proposes an Arts Corridor and Arts District with corresponding regulatory incentives to encourage future arts and cultural uses. One of the recommended incentives allows the square footage of new space dedicated to arts and cultural uses on the ground floor to be excluded from the maximum floor area permitted for the

development site. The second incentive allows additional density to development sites if title is given at no cost to arts and cultural anchors such as theaters, arts schools, or music venues. These incentives are available to sites located within the Plan's recommended Retail and Arts Corridor, thereby concentrating retail and arts and cultural uses within walking distance of one another. Clustering like uses is essential for their success, builds on the arts identity of the neighborhood, and develops the area's creative economy. To implement the incentives recommended, an Arts and Cultural District will need to be established under Virginia Code.

Open Space

The Plan takes advantage of the opportunity for additional open space offered by the redevelopment of the former power plant site. Conversion of the rail corridor along the western edge of the power plant to a linear park not only provides four acres of additional open space, but allows for a new separated pedestrian and bicycle trail and improved connectivity to the existing trails along West Abingdon Drive and the waterfront. Incorporating the existing rail tracks into the new linear park will help to preserve the area's industrial heritage. (see Figure 4)

An additional two to four acres of expanded public open space along the waterfront on the former power plant site creates an opportunity to widen the current trail access between the site and the Potomac River, improving the connection between the planning area and Daingerfield Island. The open space will include a range of active and passive uses, varied landscape character and, most importantly, opens the waterfront to residents and visitors. (see Figure 5)

Additionally, the potential redevelopment sites identified in the core planning area provide opportunities for urban parks, private and public open space, and rooftop open space. The amount and location of open space within each block will be determined as part of future development review. The Plan recommendations will result in 7 to 10 acres of added public open space within the Plan area.

The Plan also offers a range of strategies for substantially increasing the tree canopy in the Old Town North neighborhood, from 13% to 23%, as well as supports the City's Neighborhood Parks Improvement Plan and related recommendations to enhance existing parks and programming in the area.

Former Power Plant Site

The Plan lays out a conceptual framework for the redevelopment of the 25-acre industrial site, recognizing that redevelopment of the former power plant site will require extensive demolition and remediation that will involve substantial time and resources to implement the Plan vision. The conceptual framework for the former power plant site includes extending the existing street grid into the site, and establishing a range of public open spaces including a 2 to 4 acre expanded waterfront public open space and 1 to 2 acres of recreational open space adjacent to the existing rail corridor. The illustrative layout for the former power plant site aims to create urban scale blocks that are pedestrian friendly and expand access and views to the Potomac River. (see Figure 6)

The Plan also recommends that any re-configuration of the existing substation include efforts to reduce its footprint and provide architectural and landscape screening. The proposed streets, open spaces and substation comprise a significant portion (58%) of the 25.4-acre site. In addition to the required public open space, there will be additional open space provided on each block.

The recommended Coordinated Development District (CDD) zone and range of heights for the former power plant site supports the Plan's vision to extend the mixed-use character of Old Town North into that site and attract innovation uses that will build on Old Town North's and the City's creative economy. The CDD is a zone established for large areas that require on-going coordination for elements such as streets and parks as part of the redevelopment. The implementation of the CDD zone will involve multiple layers of review and approval process(es) including CDD Concept Plans, application for a Development Special Use Permit (DSUP), compliance with the Old Town North Urban Design Standards and Guidelines and the approval of a Transportation Management Plan (TMP) to encourage the use of alternative modes of transportation. The implementation tasks for the former power plant site assume a 6- to 10-year redevelopment timeframe (see Chapter 8, Implementation Matrix).

Design Standards and Guidelines

Parameters for density and land use alone will not result in a cohesive and high-quality redevelopment or a place that brings lasting value to the City. It is essential that as redevelopment occurs, buildings, open spaces, proposed streets and new public spaces be held to the highest design standards. The Design Standards and Guidelines, which are consistent with the City's Complete Streets Design Guidelines, ensure that the vision and recommendations of the Plan are implemented and that the redevelopment of the former power plant and other sites provide high-quality architecture, urban streetscapes, adequate public spaces and parks and environmental features.

To highlight the more than three centuries of Old Town North history, the Plan also includes a Historic Interpretation Guide. As well as complying with the Design Standards and Guidelines, the Guide provides a thematic overview and offers a catalogue of interpretive strategies for developers and property owners to incorporate into new development in order to sustain and grow the area's cultural heritage into its built fabric.

Transportation

The transportation analysis conducted to review the impacts of future development proposed in the Plan found that there are limited impacts to most intersections due to the existing and expanded street grid that helps to facilitate multimodal connectivity. With an interconnected grid of streets, the high level of service found today will continue with the projected build-out. Future study will be focused on mitigation measures for the intersection at Washington Street and Slater's Lane, and surrounding area, for those who walk, bike, take transit, and drive. The Plan also recommends improvements to the circulation network by extending the street grid with a

new east-west street connecting the former power plant site to East and West Abingdon Drives. Additionally, the Plan recommends the conversion of Montgomery Street to two-way operation to provide additional access to this retail street as designated in the Plan. The traffic study found that this conversion is feasible and with mitigation of the intersection at Washington Street. Loading zones on Montgomery Street were also suggested through the planning process and can be accomplished both today as well as through the future two-way street. (see Figure 7)

Some concern has been raised about traffic access for the redevelopment that will occur on the former power plant site. As with other major redevelopment sites, the future DSUP will require a new traffic analysis and sequencing of approvals to coordinate with the provision of infrastructure improvements. In addition, as part of the future CDD approval for the site, the amount of development will be tied to infrastructure improvements similar to what has been required for North Potomac Yard and Beauregard.

Concern was also raised about a potential enhanced bicycle facility on Madison Street. This improvement is recommended in the Bicycle and Pedestrian chapter of the Transportation Master Plan. The type of bicycle accommodations and its specific design, location and configuration will be addressed through a future community outreach process with the neighborhood, as is done with Complete Streets projects.

It is important to note that the transportation strategy for Old Town North also plays a key role in addressing the sustainability objectives of the Plan. Designing streets that prioritize the pedestrian with ample access to transit and cycling reduces traffic congestion, improves air quality and contributes to the positive public realm. The Plan recommends a local transit circulator route, consistent with the Transportation Master Plan, linking Old Town North to the King Street and Braddock Road Metrorail stations. In addition, the Plan recommends a new local transit route to connect the former Power Plant site and Old Town North to the future Potomac Yard Metrorail station, and areas to the south. The Plan also encourages more efficient use of existing parking through shared parking and car sharing strategies.

Throughout the planning process, there was a desire to maintain flexibility in the Plan to accommodate future changes in transportation. Emerging trends reflect more people are working from home, have flexible hours that may alleviate commuter traffic, and demonstrate an increasing potential role of autonomous vehicles and emerging technologies. As development projects are proposed for Old Town North in the coming years, further study of these trends and strategies will be incorporated with the traffic analysis for each project.

Environmental Sustainability

The Plan builds on the City's commitment to sustainable and livable communities. The Plan focuses environmental sustainability and performance recommendations on the former power plant site by requiring that the site be LEED-ND Silver, submit an Environmental Sustainability Master Plan as part of its development special use permit (DSUP) applications, and strive for carbon neutrality by 2040, all of which place the site above and beyond current

requirements. This is important because the power plant site represents approximately 85% of all new planned development in Old Town North.

Along with other development sites in the Plan area, once implemented, these strategies will support sewer and stormwater management, efficient energy use including renewable energy, and clean air and soil. The importance of sustainability lies in a comprehensive approach of integrating design, land use, transportation, energy, green building and water quality. Old Town North's sustainability focus will be enhanced by an urbanism that will provide and integrate open spaces and restored natural ecosystems into the neighborhood in unique, sustainable ways, built around the principles of a productive, mixed-use, socially active, and walkable community.

Old Town North falls within an area of the City that continues to have a Combined Sewer System (CSS) (see Figure 8). Significant analysis as part of the planning effort revealed that redevelopment will result in an increase in the amount of sanitary sewage generated. As a result, the Plan establishes three key strategies to mitigate the impacts of combined sewer overflows with new development, including requiring sewer separation, providing green infrastructure to reduce stormwater volume, and requiring contributions for off-site improvements.

All redevelopment within the Plan area will be required to comply with the City's green building policy in effect at the time of the development application. Rather than establishing new City policy in Small Area Plans, it is important that this policy be applied consistently across the City. With this policy scheduled to be reviewed and updated in FY 2018-19, it is likely that projects will be required to achieve a higher level of certification than is required currently. Regardless of when the City's policy is updated, LEED certification levels continue to become more stringent over time.

Student Generation

The Plan provides an estimate of potential student generation at full build-out. Assuming that the area remains at its current student generation rate, 25 additional students could potentially live in the new development at full build-out. If there is a future shift in the demographic composition of the neighborhood that encourages an influx of families with children enrolled in ACPS, the new development could yield as many as 115 students. Based on the projected number of students for Old Town North, an additional school facility is not recommended by the Plan. Detailed information on generation rates and demographics in Old Town North can be found in Appendix A.3.

III. OLD TOWN NORTH ADVISORY GROUP AND COMMUNITY PARTICIPATION

In June 2015, City Council established a 21-member Old Town North Small Area Plan Advisory Group representing different stakeholders in the plan area. Together, the community, Advisory Group, and City staff worked to build on the recommendations of the 1992 Plan while establishing a framework for future planning and development in the area that addresses the emerging needs of the community.

The planning process was guided by the City's civic engagement policy established during the What's Next Alexandria initiative, and featured a combination of Advisory Group meetings, community charrettes, neighborhood walking tours, and presentations to neighborhood civic associations and City Boards and Commissions, as well as work sessions with the Planning Commission and City Council.

Beginning with an intensive 5-day charrette, the Advisory Group and community established core Plan principles related to land use and design, economic development, affordable housing, building heights, open space and connectivity, and sustainability. Over the course of the planning process, highlighted in the later phase by a 3-day charrette, recommendations were refined and standards were developed to reinforce the concepts. The Advisory Group unanimously supported the Plan and Design Standards, as described in their attached letter of endorsement.

Advisory Group and community input was recorded and posted online, and addressed in the Plan where applicable. As refinements were being made to the working and final drafts, some comments were incorporated in whole or in part and others were not. Attached is a compiled list of comments and how they were or were not addressed. The Plan was supported by a number of Boards and Commissions, as demonstrated in the letters attached.

IV. IMPLEMENTATION

The Planning Commission will oversee and advice on implementation of the Plan as carried out by City staff from various departments. The Commission's knowledge and skill set regarding planning efforts will ensure that the Plan's vision is maintained and that there is a public forum for implementation. A more detailed implementation plan identifying specific roles and responsibilities will be developed and shared after the Plan approval. Implementation updates and refinements will be provided to the Planning Commission at regular intervals for review and guidance.

The Urban Design Advisory Committee (UDAC) serving Old Town North will continue to provide comment and guidance to applicants and staff on development proposals for the area to ensure compliance with the Old Town North Urban Design Guidelines and Standards.

The Plan identifies tasks that along with existing policies ensure the successful implementation of the plan's recommendations. The implementation tasks are identified as short, mid, and long-term, recognizing that there are some tasks achievable in the near future that will enable subsequent tasks and development to occur in accordance with the Plan (see Figure 9). Other tasks are more complex requiring extensive coordination, and/or will be subject to market forces and actions of private developers. To augment implementation efforts, the Plan recommends exploring the establishment of a management entity, such as a business improvement district, to coordinate activities and programming in the Retail/Art and Cultural Areas and Corridors.

Some improvements recommended by the Plan are those that are typically required as part of any development special use permit (DSUP) process. These generally include elements related to streetscape, enhanced urban design, high-quality architecture, stormwater and enhanced

sustainability measures, and affordable housing. Additional improvements or developer contributions may also be identified to mitigate a given project's impacts of new development. Developer contributions are typically provided where the required ground level open space, streetscape improvements, tree canopy and/or combined sewer/stormwater infrastructure requirements cannot be provided onsite.

One short-term implementation task will be to establish three dedicated funds for plan area improvements: Streetscape Fund, Open Space Fund, and Combined Sewer/Stormwater Infrastructure Fund. Contributions to these funds will be determined as part of the development review process for each site.

V. STAFF RECOMMENDATION

Staff recommends that the Planning Commission, on its own motion, initiate an amendment to the Old Town North Small Area Plan Chapter of the Master Plan, and adopt Resolution MPA 2017-0002, which recommends approval of an amendment to the Master Plan to replace the Old Town North Small Area Plan Chapter adopted in 1992 with the Updated Small Area Plan, including the Old Town North Urban Design Standards and Guidelines.

Attachments:

1. [Old Town North Small Area Plan](https://www.alexandriava.gov/Planning) (https://www.alexandriava.gov/Planning)
2. [Old Town North Urban Design Standards and Guidelines](https://www.alexandriava.gov/Planning) (https://www.alexandriava.gov/Planning)
3. Master Plan Amendment Resolution
4. Memo to Planning Commission with suggested revisions from staff
5. Old Town North Small Area Plan Summary
6. Advisory Group/ Public Comments with Responses
7. Revisions on Preliminary Draft Plan
8. Letter from Old Town North Advisory Group
9. Additional Correspondence Received

Figure 1



Master Plan Amendment #2017-0002
 Old Town North Small Area Plan and
 Urban Design Standards and Guidelines

Figure 2

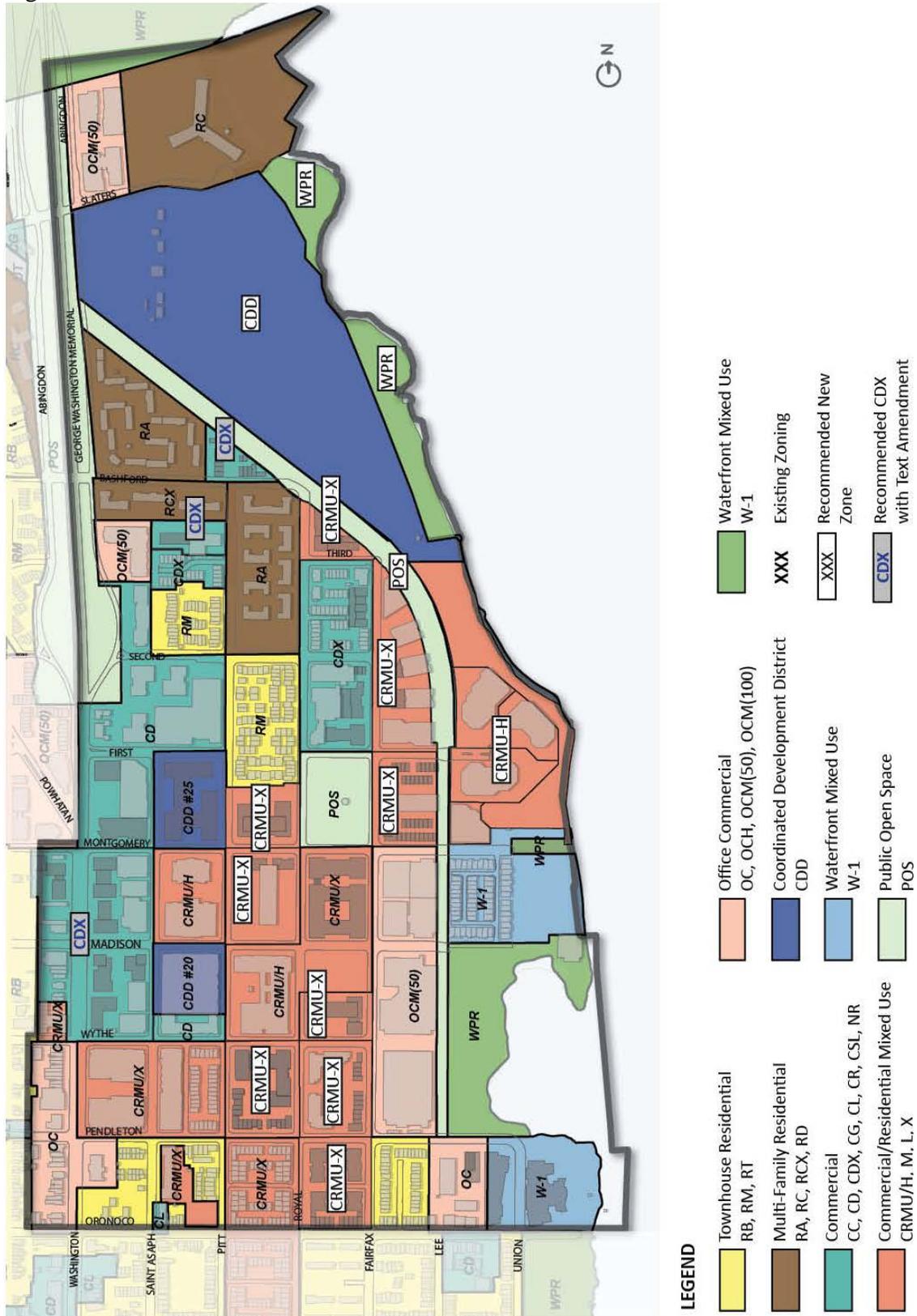


Figure 3

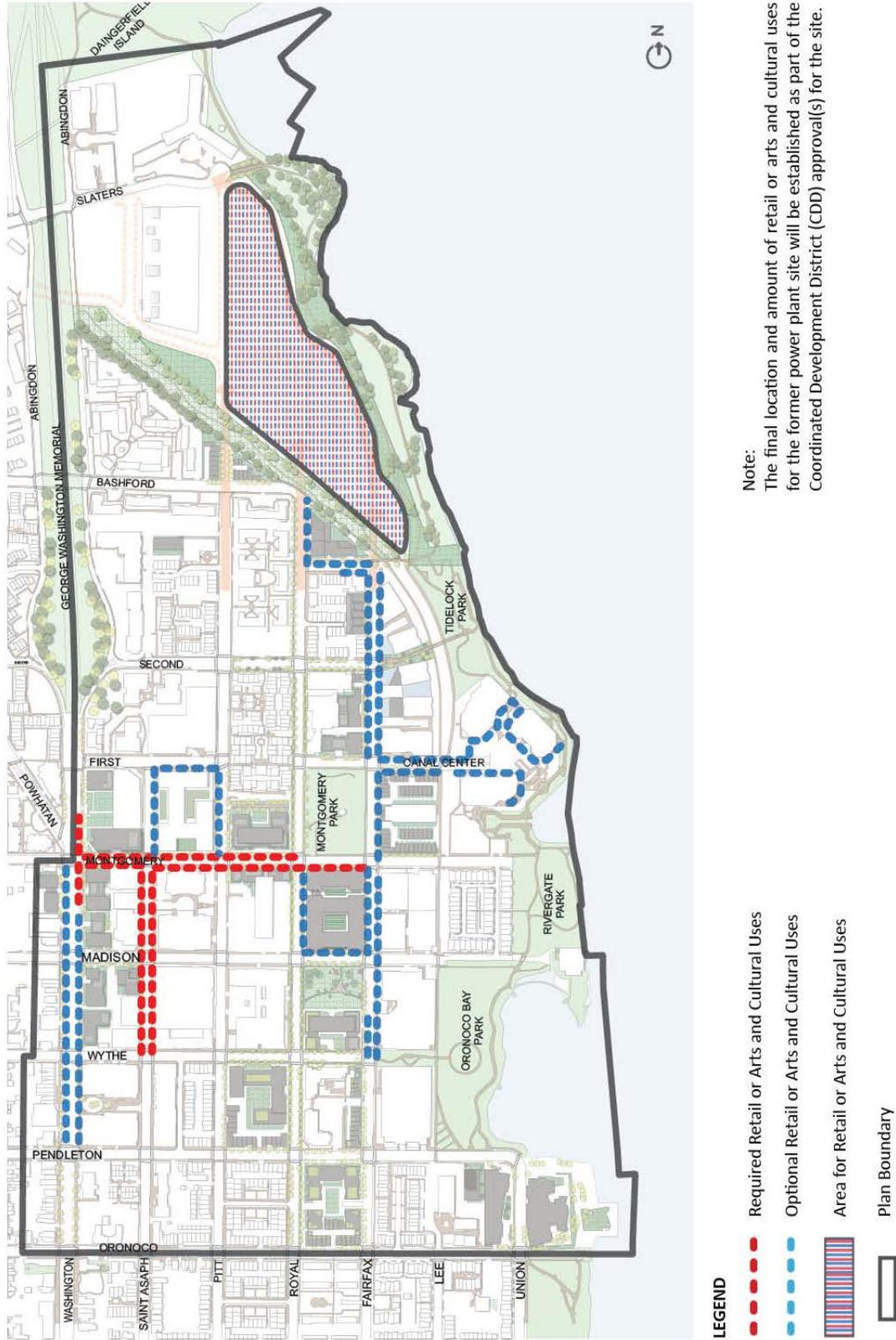
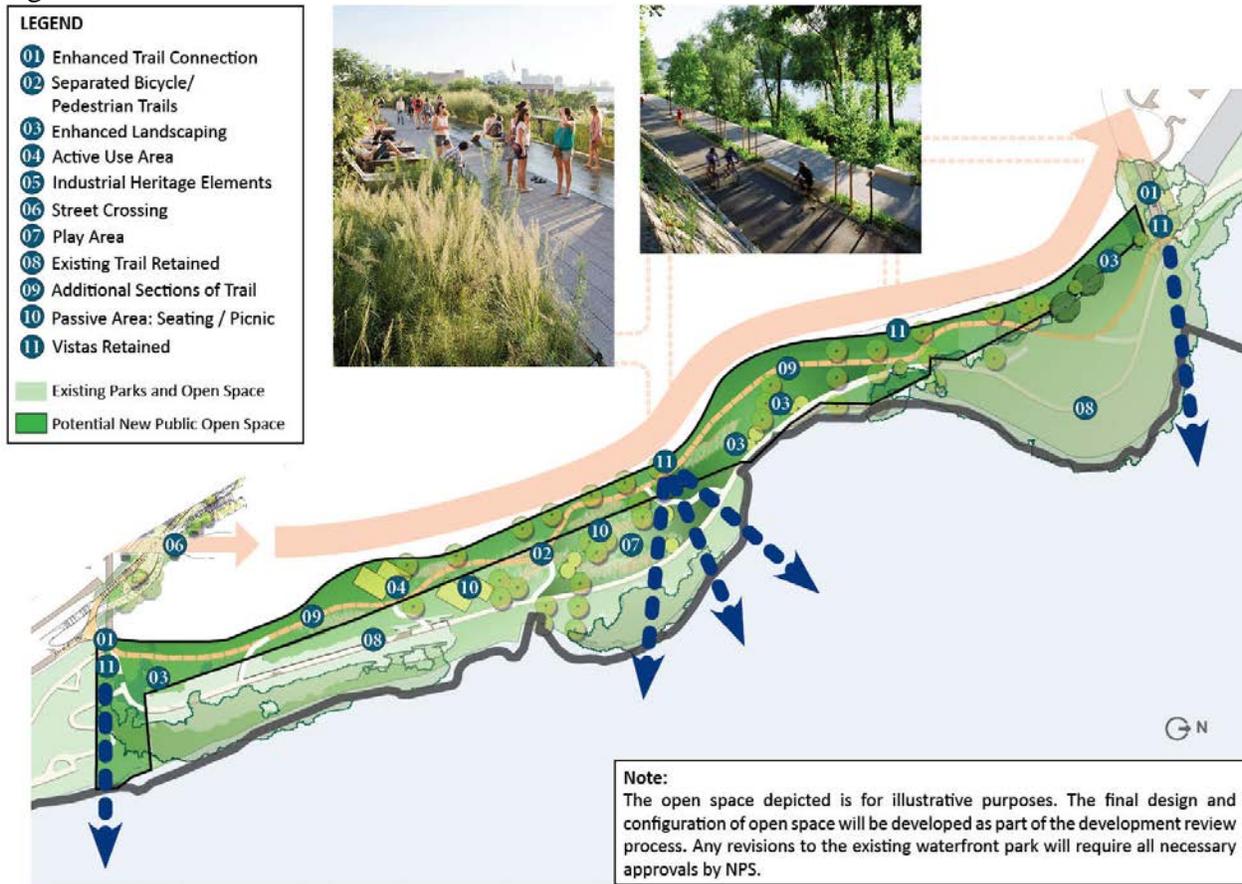


Figure 4



Note:
 The open space depicted is for illustrative purposes.
 The final design and configuration of open space will be
 developed as part of the development review process.

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Figure 5



Figure 6

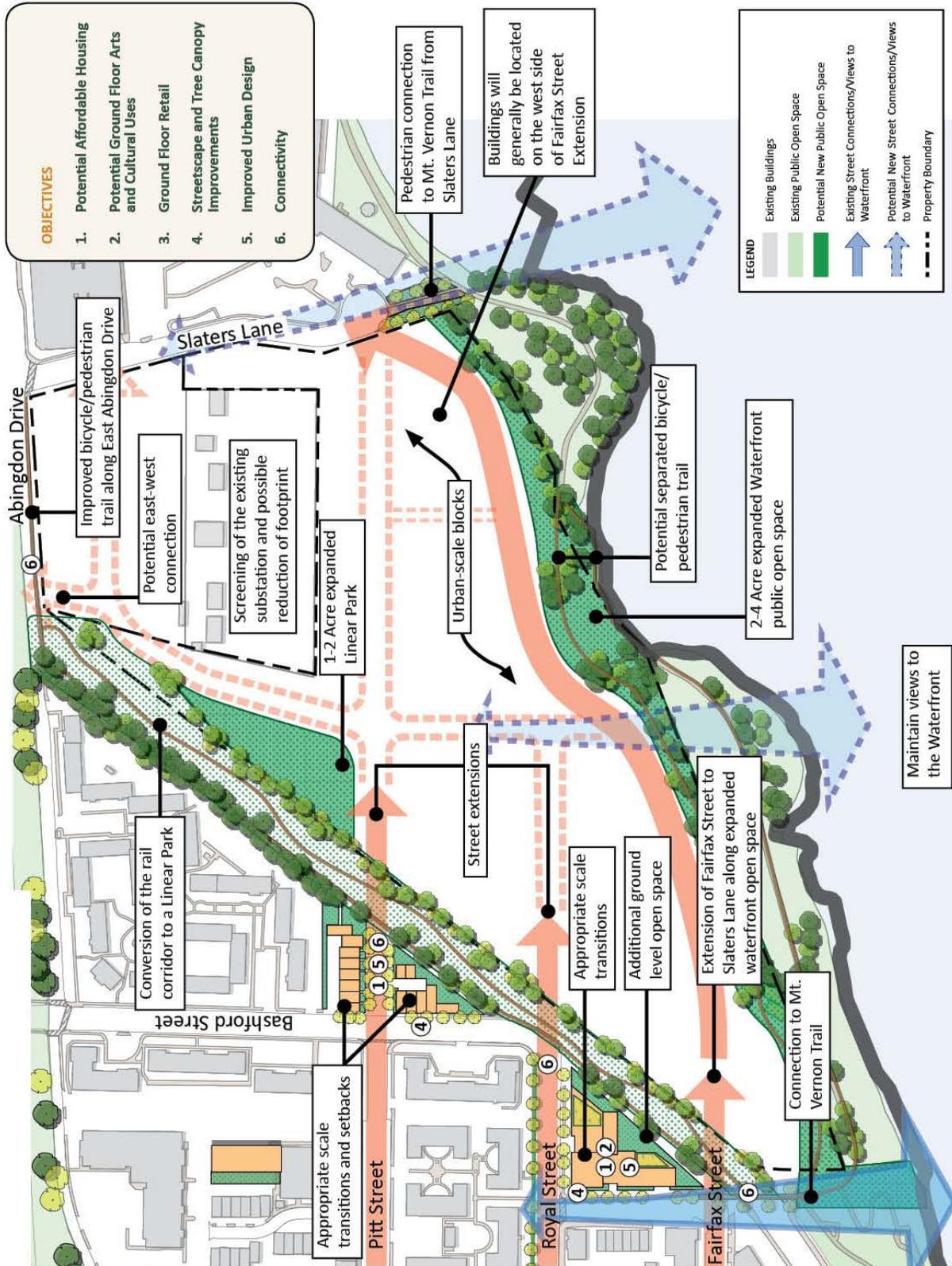


Figure 7

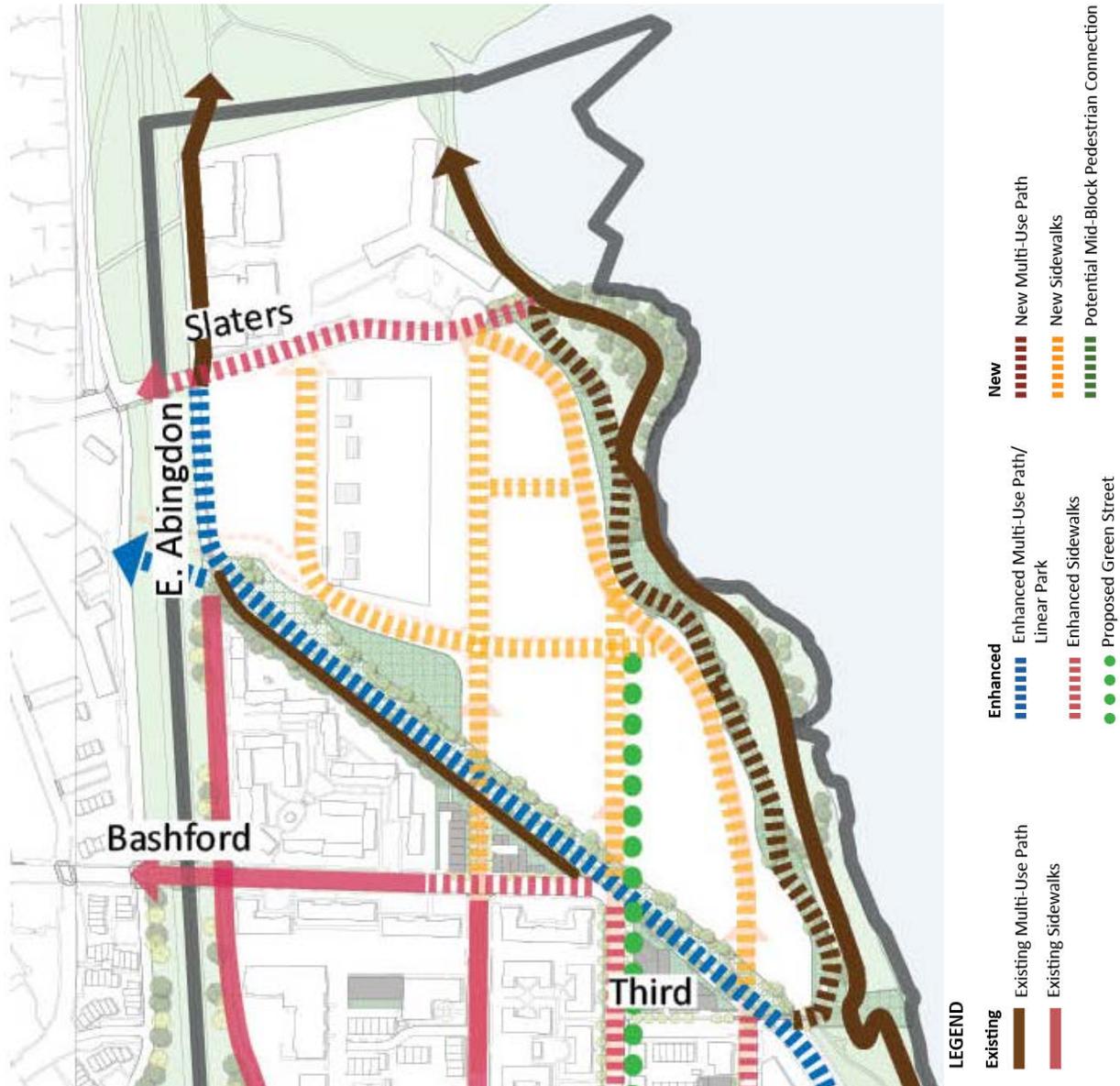


Figure 8

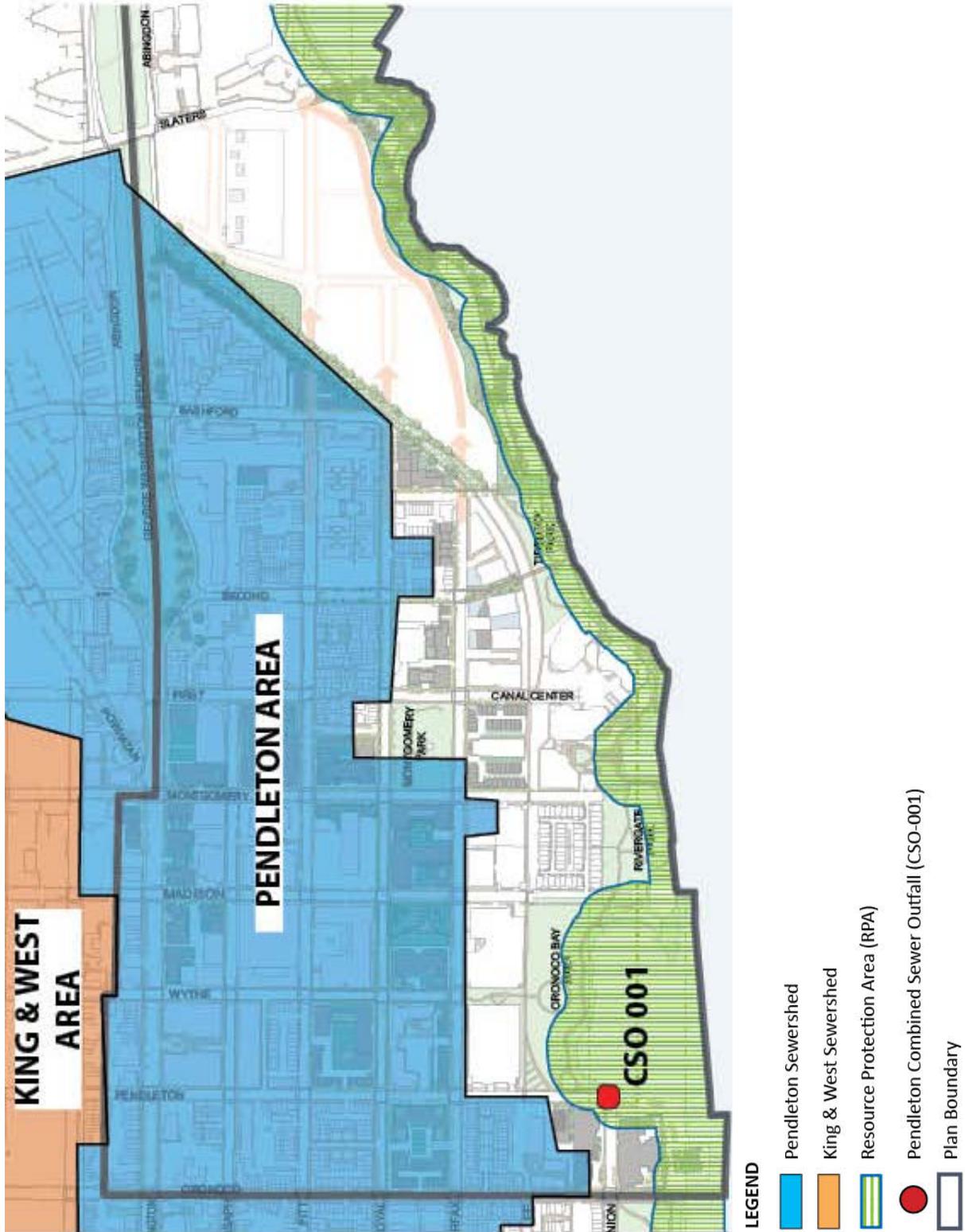


Figure 9

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS	Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of development review process)	Responsibility*	Recommendation Number Chapter #. #. # Rec. # Section
A. Establishment of OTN Developer Contributions and Funds							
1 Establish developer contributions to implement the Plan improvements based on amount of impacts.	X					City	4.4.16
2 Establish all necessary funds such as: a. Streetscape/Tree Canopy Fund b. Open Space Fund c. Combined Sewer/Stormwater Infrastructure Fund, if necessary	X					City	4.4.16
B. Land Use and Economic Development							
3 Coordinate with the former power plant site property owner(s) to attract innovation anchor/uses that build on the intent and recommendations of the Plan.	X	X			X	City	2.5.6
4 Explore the feasibility of a Business Improvement District (BID) or comparable entity to manage the implementation of the Retail Corridors and Arts District.		X				Developer/City	2.5.11
5 Zoning Ordinance change(s) to establish an Art District as permitted through Code of Virginia Section 15.2-1129.1, allowing for the implementation of additional floor area as outlined in the Plan.	X					City	2.5.14
6 Rezone designated redevelopment sites to facilitate adopted Plan objectives.				X		Developer	2.5.15-21

Note: Specific Departments and/or agencies will be identified After Plan approval with the redevelopment of a detailed Implementation Plan. The implementation tasks for the former power plant site assume redevelopment in the mid-term (6-10 year time-frame).

Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS	Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of development review process)	Responsibility*	Recommendation Number Chapter # . # . # Rec. # Section
7 Amend the Old Town North Urban Overlay District to reflect the Plan recommendations for the Retail/Art and Cultural Areas and Corridors	x					City	2.5.16
8 Implement streetscape improvements consistent with Plan recommendations.				x	x	City/Developer	2.5.22-24; 4.4.13-15
C. Housing							
9 Implement an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance	x						3.4.2
10 Prioritize the goal of one-for-one, on-site replacement of Resolution 830 units within the plan area				x	x	City/Developer	3.4.4
C. Open Space and Recreation							
11 Explore the possibility of utilizing the Alexandria House Park for public art such as a sculpture garden.	x					City, Alex House	4.4.2
12 Obtain the necessary approvals from Norfolk Southern for railbanking to convert the rail corridor to a linear park as depicted in the Plan.	x					City	4.4.7
13 Pursue abandonment of the rail corridor from Norfolk Southern for permanent use as a linear park.		x				City	4.4.7

Note: Specific Departments and/or agencies will be identified After Plan approval with the redevelopment of a detailed Implementation Plan. The implementation tasks for the former power plant site assume redevelopment in the mid-term (6-10 year time-frame).

Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS		Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of development review process)	Responsibility*	Recommendation Number Chapter # . # . # Rec. # Section
14	Convert the rail corridor to a linear trail park with pedestrian and bike connections.		x	x			Developer/City	4.4.7
15	Implement the expanded waterfront public open space and the recreational open space adjacent to the rail corridor as part of the redevelopment of the former power plant site.	x	x			x	City/Developer	4.4.8-11
16	Enhance the plan area's tree canopy as redevelopment occurs.				x	x	Developer	4.4.12
17	Encourage the provision of public art on Fairfax Street or the retail portions of Montgomery and North St Asaph, rather than providing public art on a site-by-site basis as part of the development review process.				x		City	4.4.19
18	Explore the use of grants or other comparable funding to implement the public art component of the Plan.	x			x		City	4.4.20
D. Transportation								
19	Provide streetscape improvements to implement the Plan as part of the development review process.				x	x	Developer	5.9.1-4
20	Implement an improved north-south and east-west bicycle network consistent with the City's Transportation Master Plan.	x	x				City	5.9.5-9

Note: Specific Departments and/or agencies will be identified After Plan approval with the redevelopment of a detailed Implementation Plan. The implementation tasks for the former power plant site assume redevelopment in the mid-term (6-10 year time-frame).

Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS	Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of devel- opment review process)	Responsibility*	Recommendation Number Chapter # . # . # Rec. # Section
21 Implement the Old Town Circulator and a new north-south local transit route to serve the future Potomac Yard Metro-rail Station.		x	x			City	5.9.10
22 Evaluate the feasibility of implementing water transportation as an alternative mode of transportation at Canal Center and the former power plant site.				x	x	City/ Developer/ Property Owner	5.9.15
23 Connect Pitt, Royal and Fairfax Streets to the former power plant site as generally depicted in the illustrative plan, as part of the redevelopment of the former power plant site.		x	x		x	City/Developer	5.9.16
24 Convert Montgomery Street from a one-way to two-way street with associated intersection improvements.	x					City	5.9.17
25 As part of the approval of a rezoning for the former power plant site, provide all necessary traffic mitigation measures as required by the City, which may include a new east-west connection from the former power plant site to W Abingdon Drive.						Developer	5.9.18
26 Implement all off-site infrastructure improvements generated by the planned development.				x	x	Developer	5.9.21

Note: Specific Departments and/or agencies will be identified After Plan approval with the redevelopment of a detailed Implementation Plan. The implementation tasks for the former power plant site assume redevelopment in the mid-term (6-10 year time-frame).

Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS		Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of development review process)	Responsibility*	Recommendation Number Chapter # . # . # Rec. # Section
27	Establish requirements for phasing and sequencing of streets and infrastructure as part of the Coordinated Development District (CDD) special use permit approval(s) for the former power plant site.	X	X				City	5.9.21
28	Truck loading and deliveries comprehensive approach				X		Developer	5.9.22
29	Incorporate shared parking strategies.				X	X	City/Developer	5.9.23-24
30	Explore parking restrictions along retail corridors along with advanced wayfinding and parking management systems.	X	X		X		City	5.9.25
E. Infrastructure and Sustainability								
31	Provide all necessary sanitary sewer and stormwater management improvements to address the combined sewer overflow (CSO) as development occurs.				X	X	Developer	6.3.1
32	Establish a strategy to design and implement a combined sewer storage facility(ies) within the plan area.		X	X			City	6.3.1
33	Identify all remediation measures for the former power plant site as part of the Coordinated Development District (CDD) special use permit approval.	X	X			X	City/Developer	6.3.11

Note: Specific Departments and/or agencies will be identified After Plan approval with the redevelopment of a detailed Implementation Plan. The implementation tasks for the former power plant site assume redevelopment in the mid-term (6-10 year time-frame).

Figure 9 continued

OLD TOWN NORTH SMALL AREA PLAN UPDATE IMPLEMENTATION TASKS		Short-term (0-5 years)	Mid-term (6-10 years)	Long-term (11+ years)	On-going	Developer Responsibility (as part of development review process)	Responsibility*	Recommendation Number Chapter # . # . # Section
34	Implement Green Building and Energy Use measures recommended by the Plan				x	x	Developer	6.3.13-15
F. Historic Resources								
35	Use the Historic Interpretation Guide as part of the development review process to incorporate historic interpretation in the plan area.				x	x	Developer	7.4.1-2
G. Other								
36	Provide a report to the Planning Commission on the status of implementation of the Plan.				x		City	

Note: Specific Departments and/or agencies will be identified After Plan approval with the redevelopment of a detailed Implementation Plan. The implementation tasks for the former power plant site assume redevelopment in the mid-term (6-10 year time-frame).

Master Plan Amendment #2017-0002
Resolution
Old Town North Small Area Plan and Urban Design Standards and Guidelines

RESOLUTION NO. **MPA 2017-0002**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendment would replace the **Old Town North Small Area Plan** chapter of the 1992 Master Plan; and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed amendment and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **June 14, 2017** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Old Town North Small Area Plan** section of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Old Town North Small Area Plan** chapter of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **Old Town North Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **Old Town North Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

Master Plan Amendment #2017-0002
Resolution

Old Town North Small Area Plan and Urban Design Standards and Guidelines

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The attached documents titled Old Town North Small Area Plan and Old Town North Urban Design Standards and Guidelines dated June 14, 2017, and any appendices to such documents are hereby adopted replacing the Old Town North Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria in accordance with Section 9.05 of the Charter of the City of Alexandria.
2. This resolution shall be signed by the Chair of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 14th day of June, 2017.



Mary Lyman, Chairwoman
Alexandria Planning Commission

ATTEST:



Karl W. Moritz, Secretary

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 8, 2017

TO: CHAIRWOMAN MARY LYMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, DEPARTMENT OF PLANNING AND ZONING

SUBJECT: JUNE 14, 2017 DOCKET ADDENDUM: OLD TOWN NORTH SMALL AREA PLAN - STAFF RESPONSE TO COMMENTS

We have received comments from various commissions, boards and community members following the last meeting of the Old Town North Advisory Group meeting on April 27, 2017. Below is a summary of the comments and recommendations and a response by City staff for each of the recommendations.

I. ARCHAEOLOGY COMMISSION (May 18, 2017)

COMMENT/RECOMMENDATION # 1

- 1. The OTN approach should include a plan to specify priorities as to what should preferably be interpreted where, if only to avoid a hodgepodge or even "local trivia" footnotes (on this spot in 1880 etc. etc.). We especially want to avoid interpreting sites and events in isolation, especially other resources nearby may be interrelated.*

STAFF RESPONSE: (No update recommended to the Plan)

The Plan does not recommend specific priorities for each site, but rather establishes the themes and categories for each site, with the understanding that each site requires approval of a Development Special Use Permit (DSUP) or Development Site Plan (DSP) and that it is more appropriate to establish and implement the specific requirements for each site as part of the development review process.

COMMENT/RECOMMENDATION # 2

2. *Link the OTN plan to Waterfront History Plan (WHP), especially as the majority of the WHP will be interpreted on city-owned property helps ensure that the final result is understandable, comprehensive, compelling, and inviting.*

STAFF RESPONSE: (No update recommended to the Plan)

Staff concurs with the comment and part of the implementation of the Old Town North Plan for City-owned and private development projects, proposals will be reviewed to ensure that they are consistent with the waterfront plan.

II. NORTH OLD TOWN INDEPENDENT CITIZENS CIVIC ASSOCIATION (NOTICE) (May 18, 2017)

Former Power Plant Site

COMMENT/RECOMMENDATION # 1

1. *The treatment of the 25-acre power plant site is vague. Extending the street grid into that site and promoting unspecified redevelopment without redesigning the intersection of Slaters Lane and the George Washington Parkway raises serious traffic congestion concerns. Redesign of this intersection should not only provide for a safer pedestrian crossing as noted in the plan but should also provide for better speed control. There is mention of a second Parkway access, but it is not clear whether this is achievable.*

STAFF RESPONSE (No update recommended to the Plan):

The Old Town North Small Area Plan is more conceptual for the former power plant site, by establishing the framework elements (ex. land uses, building heights, street network and open spaces) for the site. While the recommendations for the site are conceptual, the Plan recommends Coordinated Development District (CDD) zoning for the site.

The CDD process will require a more detailed review and approval of a CDD Concept Plan special use permit (SUP) followed by a Development Special Use Permit (DSUP).

The CDD will also require an updated traffic study and specific transportation mitigations tied to the development at the site and the design of the street network and intersections, including the second Parkway access.

COMMENT/RECOMMENDATION # 2

- 2. We appreciate the staff's effort to vary the heights at the power plant site, and we would like to make sure the resulting street-level experience is pedestrian-friendly and conducive to a feeling of community. Some members of the community have expressed concern that the maximum height limits could open the door to over-development of this core part of Old Town North. Need for greater specificity in this plan than has been provided. That greater specificity should point us toward obtaining not the "highest bid" for this property but the "best value" for the community.*

STAFF RESPONSE (Update recommended to the Plan):

As outlined above, the site will require several reviews by the Planning Commission and City Council as part of the CDD process, prior to the submission of a Development Special Use Permit (DSUP) for the site. As part of the CDD process more detail height requirements will be required as part of the process.

However, to clarify the process, staff recommends the following language be added to the Land Use and Economic Development Chapter under the Zoning and Land Use recommendations:

RECOMMENED LANGUAGE TO THE PLAN (Land Use and Economic Development Chapter)

As part of the Coordinated Development District (CDD) Concept plan(s) for the former power plant site and associated special use permit process, more specific height limitations will be established for each block consistent with the intent of the Old Town North Small Area Plan.

COMMENT/RECOMMENDATION # 3

- 3. To address both the traffic and development concerns at the power plant site we should make explicit the requirement that the level of development and density allowed at that site be linked to transit, street, and sewer improvements provided by the developer.*

STAFF RESPONSE (Update recommended to the Plan):

Staff concurs with the goal of having a relationship between the amount of development and the planned infrastructure. This approach is also consistent with recent Small Area Plans such as Beauregard and North Potomac Yard.

Within the Transportation Chapter of the Plan, recommendation 21 states:

“As part of the of the Coordinated Development District(CDD) approvals for the former power plant site, specific requirements for phasing and sequencing of streets and infrastructure will be established.

The site will also be responsible for all off-site infrastructure improvements generated by the planned development.”

RECOMMENDED LANGUAGE TO THE PLAN (Recommendation #21 – Transportation Chapter)

“As part of the of the Coordinated Development District(CDD) approvals for the former power plant site, specific requirements for phasing and sequencing of streets and infrastructure will be established, which will be tied to the amount of development. The site will also be responsible for all off-site infrastructure improvements generated by the planned development.”

COMMENT/RECOMMENDATION # 4

- 4. While we are pleased to see that Madison Street will continue as a one-way east-bound street, the nomination of that street as an “enhanced bicycle corridor” is troubling. This is a relatively narrow, two-lane street with parking on both sides and bulb-outs at the intersections with St. Asaph and Pitt Streets. Because of its proximity to commercial zones, delivery trucks use this street between Washington and Pitt. We doubt that this is a safe, viable bicycle route.*

STAFF RESPONSE (No update recommended to the Plan):

The plan currently references the City’s Pedestrian and Bicycle chapter of the Transportation Master Plan, which recommends that Madison Street be considered for a bike facility.

The design, specific location of the bike facility, and any associated impacts will occur as part of a separate process and will involve additional analysis, the development of alternatives, and input from the community and business owners to address and resolve any potential conflicts such as the ones outlined above.

COMMENT/RECOMMENDATION # 5

- 5. We are also concerned about the efficacy of making Montgomery Street two-way because of the lack of loading facilities at the businesses in the block between St. Asaph and Washington. While the draft plan makes some reference to this concern, the plan needs to be more explicit in requiring enforceable solutions to resolve this issue before the street is changed to two-way traffic. One or both of Montgomery Street’s traffic lanes are frequently blocked by delivery trucks. If it were a two-way street, the combination of parked trucks and the volume of traffic westbound on Montgomery (which will increase with the completion of the Giant/ABC project) and traffic turning from Washington onto Montgomery will create impassable, dangerous bottlenecks. To address this issue in the short term, we would support a proposal to the Traffic and Parking Board creating a loading zone on the south side of Montgomery between St. Asaph and Washington Streets. For the future, we should require that redevelopment of the block occupied by Hank’s Pasta Bar and T.J. Stones be required to have adequate off-street loading facilities.*

STAFF RESPONSE (Update recommended to the Plan):

Staff concurs that the issue of loading and Montgomery Street is an issue that needs to be addressed, with the current one-way street circulation and as part of the conversion of the street to two-way circulation. The loading issue is an issue that staff anticipates docketing as an item for the Traffic and Parking Board.

RECOMMENDED LANGUAGE TO THE PLAN (Recommendation #17 – Transportation Chapter)

“Convert Montgomery Street from one-way to a two-way street with parking generally on each side of the street between North Henry Street and North Fairfax Street. As part of the conversion of the street from a one-way street to a two-way street loading for existing business and future development will be evaluated and addressed.”

III. HISTORIC ALEXANDRIA RESOURCES COMMISSION (May 17, 2017)

COMMENT/RECOMMENDATION # 1

1. *The **Planning and Economic Development Chapter**, page 41 contains General Land Use and Economic Development Recommendations. Recommendation #3 reads: “Encourage integration of the area’s railroad and industrial heritage into new buildings, parks and streetscape design.” Here, the language needs to be made stronger, by using the word “Ensure” rather than “Encourage”, as in the preceding recommendation #2.*

***Recommendation #3** would then read: Ensure integration of the area’s railroad and industrial heritage into new buildings, parks and streetscape design.”*

STAFF RESPONSE (No update recommended to the Plan)

Staff concurs that incorporating the industrial heritage and railroad history of the area will be an important component to capture the history within the Plan area. However, it does not necessarily need to be all sites, but rather should be based on the context and history of each site, which can be evaluated as part of the future development review process for each site.

COMMENT/RECOMMENDATION # 2

Recommendation #4 should be added to the Implementation Tasks in Chapter 8, becoming Task 36 in Section F: Historic Resources:

“Explore the development of streetscape design guidelines for Washington Street to continue the City’s commitment to protect the memorial character of the Parkway, pursuant to the Design Standards and Guidelines and the 1929 Agreement with the Federal Government.

STAFF RESPONSE (No update recommended to the Plan):

Staff concurs that the streetscape on Washington Street is important for the Plan area and the City. In addition, the Old Town North Urban Design Standards have streetscape standards for Washington Street. However, adopting standards for Washington Street will need to be discussed as part of a future work program item for the City.

COMMENT/RECOMMENDATION # 3

3. *The Urban Design Standards and Design Guidelines, page 60 addresses “**Historic Interpretation**”. It states that the Old Town North Historic Interpretation Guide is intended to provide guidance for the implementation of historic interpretation on various sites. Regarding **Guideline #1**: “All development and redevelopment sites should include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach”, HARC recommends that this Guideline should be changed to a Standard, to emphasize its importance and to be consistent with Recommendation #2 in the Historic Preservation Chapter that “All Development Site Plans (DSPs) or Development Special Use Permits (DSUPs) projects will incorporate an interpretation component as part of the review and approval process.” The Historic Interpretation **Standard** would read:*

*All development and redevelopment sites [should] **shall** include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.*

STAFF RESPONSE (Update recommended to the Plan):

Staff concurs that the guideline could be a standard.

RECOMMENDED LANGUAGE TO THE DESIGN STANDARDS AND GUIDELINES (Chapter 4, Section 4.3 – E, Guideline #1)

“All development and redevelopment sites ~~should~~ will include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.”

COMMENT/RECOMMENDATION # 4

4. *The plan suggests that “A comprehensive historical interpretative plan that focuses on the length of the Waterfront, including sections of Old Town North, can be explored as a future project.”*

- *HARC recommends that this is an important project and should be undertaken in an upcoming work program, in order to remain ahead of the remaining redevelopment projects to be implemented along the waterfront.*

STAFF RESPONSE (No update recommended to the Plan):

Staff concurs that incorporating history and evaluating proposal comprehensively is an objective of the Plan. The intent of the Old Town North plan is also to be consistent with the Waterfront and associated history plan. However, a historical interpretive plan will need to be discussed as part of a future work program item for the City.

IV. AFFORDABLE HOUSING ADVISORY COMMITTEE (AHAAC) (May 17, 2017)

COMMENT/RECOMMENDATION # 1

1. *We recommend that that the Plan specify that developers utilizing the arts and cultural incentive are not incentives are not precluded from also utilizing Section 7-700 of the Plan.*

STAFF RESPONSE (Update recommended to the Plan):

Staff concurs that the intent of the Plan was not to preclude utilizing Section 7-700 of the Zoning Ordinance for the provision of affordable housing, with the understanding that the use of Section 7-700 will need to comply with the intent of the Small Area Plan, the Design Standards and Guidelines and will require approval of a Development Special Use Permit (DSUP).

RECOMMENDED LANGUAGE TO THE PLAN (Recommendation #2 –Housing Chapter)

“Encourage mixed-income housing and maximize affordability throughout the plan area by implementing an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance. The provision of the arts and cultural incentives as outlined with the Plan will not preclude the potential use of Section 7-700.”

V. ENVIRONMENTAL POLICY COMMISSION (EPC) (May 11, 2017)

The Environmental Policy Commission's May 11, 2017 letter of support for the North Potomac Yard and Old Town North Plans includes recommended Plan revisions related to Green Building, carbon reduction, and transportation for consideration. The EPC recommendations and staff responses related to the Old Town North Plan follow below:

EPC COMMENT/RECOMMENDATION # 1

Green Building

1a) Recognizing that the City's Green Building Policy will be updated no later than FY 2019, but that some development proposals may be submitted by developers before it is finalized, set a minimum of LEED Gold or comparable for all developments, or the City's green building standards and requirements, whichever is greater.

1b) Specify that a minimum number of points from the "Energy and Atmosphere" and "Water Efficiency" categories will be required for buildings to meet the City's Green Building certification requirements.

1c) Offer additional floor area to developers or other incentives, such as those authorized by HB 1565, that pilot Passive House certified buildings or Net Zero Energy Buildings as certified by the Living Future Institute.

STAFF RESPONSE (No update recommended to the Plan):

1a) Staff recommends that Small Area Plans not establish new citywide policy, and therefore that the Plan should retain the currently proposed recommendation for "LEED Silver or comparable, or the City's Green Building policy, whichever is greater." When the EAP and associated Green Building Policy are updated in Fiscal Year 2019, all new development citywide will be expected to comply with the new standards. It should be noted that LEED Silver continues to be an aggressive target recommendation as the energy and building performance requirements within the LEED system are continuously increasing. As an example, a LEED Silver Building under the 2010 standards (LEED v2) would no longer even qualify as LEED certified under the current LEED v4 standards.

1b) Staff recommends that the policy regarding points in LEED categories be addressed in the City's Green Building Policy update, not in the Small Area Plan.

1c) Staff recommends that the City's use of incentives enabled in the new state legislation be addressed in the Environmental Action Plan (EAP) update, not in the Small Area Plan.

EPC COMMENT/RECOMMENDATION # 2

Carbon Reduction & Alternative Energy

2a) Set a goal in both SAPs that all new buildings built in or after 2030 will be carbon neutral. Do not limit the goal in Old Town North only to the power plant site.

2b) Explore the development of district energy systems for heating and cooling that take advantage of local renewable energy sources, including but not limited to geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.

2c) Encourage onsite generation and storage of renewable electricity from solar PV and other available renewable resources.

STAFF RESPONSE (Update recommended to the Plan):

2a) Staff recommends that the Planning Commission retain the existing recommendation for striving to achieve carbon neutrality for the former power plant site by 2040. However, in response to the EPC recommendation and to be consistent with Planning Commission's action on the North Potomac Yard Plan, Staff recommends amending the recommendation to include the goal that individual buildings on the former power plant strive to achieve carbon neutrality by 2030. A similar recommendation for buildings in the plan area would also be added.

2b) The Infrastructure and Sustainability Chapter of the Plan discusses the potential use of district energy systems for the former power plant site. Staff is not opposed to adding this recommendation proposed by the EPC: "*Explore the development of district energy systems for heating and cooling, on the former power plant site, that take advantage of local renewable energy sources, including but not limited to geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.*" This recommendation would be consistent with the existing text within the Plan.

2c) Staff is not opposed to replacing the existing recommendation #13 regarding renewable energy with this recommendation: "*Encourage onsite generation and storage of renewable electricity from solar PV and other available renewable resources.*" The intent is consistent with Advisory Group discussions and uses language appropriate to Small Area Plans.

COMMENT/RECOMMENDATION # 3

Transportation: Autonomous Vehicles, Electric Vehicles, and Vision Zero

3a) Provide clear plans for incorporating both AV and EV technologies, including charging infrastructure, into development plans, and assess their potential for reducing emissions as well as parking requirements within the area.

3b) References be added to the City's Vision Zero goals in both SAPs.

STAFF RESPONSE (No update recommended to the Plan):

3a) The Plan has been updated to include general recommendations to consider autonomous vehicles and electric vehicles in street design and parking garages and to not preclude emerging technologies as they develop in the future. More detailed requirements on these topics will be established through the Coordinated Development District (CDD) guidelines and through the Development Special Use Permit (DSUP) process.

3b) The Plan has been updated to include reference to the City's Vision Zero goals.

RECOMMENDED LANGUAGE TO THE PLAN (Infrastructure and Sustainability Chapter)

1. Revise recommendation #12 "The redevelopment of the former power plant site should strive to achieve carbon neutrality by 2040, and strive to achieve carbon neutral buildings by 2030".
2. Add new recommendation, "Strive to achieve carbon neutral buildings by 2030".
3. Add new recommendation: "Explore the development of district energy systems for heating and cooling, on the former power plant site, that take advantage of local renewable energy sources, including, but not limited to, geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings."
4. Replace recommendation #13 with: "Encourage onsite generation and storage of renewable electricity from solar photovoltaic (PV) and other available renewable resources."

PROPOSED CHANGES FOR PLANNING COMMISSION CONSIDERATION

June 8, 2017

aaa Removed text

aaa Added text to existing recommendation

OLD TOWN NORTH SMALL AREA PLAN

Chapter 2 – Land Use and Economic Development

1. Add new recommendation to Section 2.5 VI. Zoning and Land Use

As part of the Coordinated Development District (CDD) Concept plan(s) for the former power plant site and associated special use permit process, more specific height limitations will be established for each block consistent with the intent of the Old Town North Small Area Plan.

Chapter 3 – Housing

2. Revise recommendation #2 in Section 3.4 Housing Recommendations

Encourage mixed-income housing and maximize affordability throughout the plan area by implementing an increase in the density bonus provision from 20% to 30% pursuant to Section 7-700 of the Zoning Ordinance. The provision of the arts and cultural incentives as outlined with the Plan will not preclude the potential use of Section 7-700.

Chapter 4 – Transportation

3. Revise recommendation #17 in Section 5.9

Convert Montgomery Street from one-way to a two-way street with parking generally on each side of the street between North Henry Street and North Fairfax Street. As part of the conversion of the street from a one-way street to a two-way street loading for existing business and future development will be evaluated and addressed.

4. Revise recommendation #21 in Section 5.9

As part of the of the Coordinated Development District(CDD) approvals for the former power plant site, specific requirements for phasing and sequencing of streets and infrastructure will be established, which will be tied to the amount of development. The site will also be responsible for all off-site infrastructure improvements generated by the planned development.

Chapter 5 – Infrastructure and Sustainability

5. Revise recommendation #12 in Section 6.3, III Energy and Green Building, A. District-Wide Sustainability Measures – Former Power Plant Site

The redevelopment of the former power plant site should strive to achieve carbon neutrality by 2040, and strive to achieve carbon neutral buildings by 2030.

6. Add new recommendation to Section 6.3, III Energy and Green Building, A. District-Wide Sustainability Measures – Former Power Plant Site

Explore the development of district energy systems for heating and cooling, on the former power plant site that take advantage of local renewable energy sources, including, but not limited to, geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.

7. Replace recommendation #13 in Section 6.3, III Energy and Green Building, B. Energy Use

~~Encourage the use of alternative energy sources including, but not limited to, solar and wind power throughout the plan area.~~

Encourage onsite generation and storage of renewable electricity from solar photovoltaic (PV) and other available renewable resources.

8. Add new recommendation to Section 6.3, III Energy and Green Building, B. Energy Use

Strive to achieve carbon neutral buildings by 2030.

OLD TOWN NORTH URBAN DESIGN STANDARDS AND GUIDELINES

Chapter 4: Public Realm - Streetscape

9. Revise Guideline #1 Chapter 4, Section 4.3 E

All development and redevelopment sites ~~should~~ will include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.



Attachment 5

Old Town North Small Area Plan Summary

May 24, 2017

Background - Context

The 1992 Plan established the vision and objectives to achieve a balance between residential and commercial uses and implement urban design techniques to improve the character and quality of the plan area. The proposed Plan establishes a roadmap for the next 20 to 25 years for future planning and development in the area that addresses the emerging needs of the community.

Old Town North Small Area Plan Community Process

In June 2015, City Council established a 21 member Old Town North Small Area Plan Advisory Group representing different stakeholders in the plan area. The Old Town North Advisory Group consists of (9) Resident Representatives, (6) City Commissions and Boards Representatives, (4) Property Owner Representatives, and (2) Business Representatives.

The Advisory Group has conducted their reviews through monthly meetings, design charrettes, and open houses. The Advisory Group endorsed the proposed Plan as outlined in the letter dated May 23, 2017.

Old Town North Urban Design Standards and Guidelines

Subsequent to adoption of the 1992 OTN SAP, Old Town North Urban Design Guidelines were adopted in 1994 and the Urban Design Advisory Committee (UDAC) was established to review development applications for their compliance with the guidelines. The Old Town North Urban Design Standards and Guidelines ensure that new development occurring over the next 20 years is consistent with the Small Area Plan.



Old Town North Small Area Plan Summary

Land Use	Existing	Recommended net increase under Plan
Total Land Area	206 Acres	No change
Total Development	~ 6,611,000 SF	± 3,000,000 SF (± 2, 150,000 SF on the former power plant site and ± 900,000 SF throughout the plan area)
Land Use Strategy	<ul style="list-style-type: none"> • Concentrated retail on retail corridors. • Strategic changes to Zoning to implement the intent of the Plan. • Design Standards and Guidelines to ensure high-quality design. 	
Arts and Cultural Uses	<p>Regulatory Incentive for Ground Floor Arts and Cultural Uses: Provide regulatory incentives for arts and cultural uses (required and optional) by excluding the square footage of new space dedicated to these uses from the maximum floor area permitted.</p> <p>Regulatory Incentives for Arts and Cultural Anchors: Plan recommends the allowance of additional floor area if title for the entire art/cultural space is given at no cost to an arts anchor(s).</p>	
Public Open Space	Existing	Recommended under Plan
	± 31 Acres	± 41 Acres (In addition to new public open space, on-site public open space will be required on new development blocks and will be determined as part of the development review process)
Tree Canopy	Existing	Recommended under Plan
	± 13%	± 23%
Affordable Housing	<ul style="list-style-type: none"> • Provide opportunities for a range of households of varying sizes, ages, abilities, and income groups. • Section 7-700 for bonus density up to 30%. 	



Transportation & Connectivity

Enhanced Streetscapes and Pedestrian Environment that reflects the goal of the City's adopted Vision Zero resolution and offers an interesting, safe, attractive, and engaging environment for pedestrians.

Reuse of the Rail Corridor as a linear park with pedestrian and bike connections and recreational amenities.

Separation of Pedestrian and Bicycle Paths to be provided along the expanded waterfront open space as part of the redevelopment of the former power plant site.

Enhanced Bike Facilities as recommended in the City's Transportation Master Plan to improve north-south and east-west connectivity in Old Town North. The recommended facilities provide additional options for connections to the Mount Vernon Trail and improved bicycle connectivity between the Metrorail stations, the Mount Vernon Trail, and the waterfront.

Existing or New local Transit routes will be configured to provide service to the former power plant site and transit connectivity to the Braddock Road and Potomac Yard Metrorail Stations.

Local and Circulator Transit Service to provide more frequent and convenient service between the King Street Metrorail station and the Braddock Road Metrorail station, as recommended in the City's Transportation Master Plan. The service would traverse through Old Town North using North Fairfax, Madison, and Montgomery Streets.

Extend the Urban Street Grid as part of the redevelopment of the former power plant site.

Sustainability

The importance of sustainability lies in a comprehensive approach of integrating design, land use, transportation, energy, green building and water quality. The Plan prioritizes:

- Water Quality: Combined Sewer System;
- Water Quality: Stormwater Management and Green Infrastructure;
- Energy and Green Building; and
- Design, Land Use, and Transportation.

Plan-wide sustainability strategies include:

- Require the provision of green roofs for new buildings.
- New streets will incorporate green infrastructure and stormwater elements.
- Increase the tree canopy from 13% to 23%
- Implement LEED Silver or higher through City policy

Sustainability for the former power plant site:

- Develop a Sustainability Master Plan
- Achieve LEED-ND
- Achieve carbon neutrality by 2040

Historic Preservation

Utilize the Old Town North Historic Interpretation Guide in combination with the Design Standards and Guidelines, and other resources, to interpret the history of private and public sites in the plan area.

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
General							
1	General	3/26/17	Email	Arts/ Parking	<p>I have been teaching silkscreen printing at the Madison Annex of the Art League School for the past twenty years, and I love the place. There are an amazing array of classes offered, often at a college or grad school level but without the high price tag. It is gratifying to see the current Draft Plan for Old Town North respect and acknowledge The Art League as a centerpiece of the neighborhood, and plan to encourage additional artistic activities nearby.</p> <p>Other aspects of the draft plan seem delightful also; a contiguous walkway along the waterfront, more nightlife, and many other things to make the area more pleasing to live in or to visit.</p> <p>The biggest drawback with the way things are right now, for myself and my students, is how hard it has become to find a parking spot. I have had students tell me they will not sign up for an evening class anymore because of parking, and others coming to class late because they have been circling around looking for a spot. Many students would happily pay for a nearby metered spot, so long as it is not limited to two hours—most classes last 2 ½ to 3 hours, sometimes longer. A parking garage I can direct them to (or use myself) would be great.</p> <p>Students who bike here or take metro from DC have my admiration, but my evening classes don't get out till 10 PM, and even those relatively well-served by Metro may find it too late at night for such a long trek, or too hard if they are carrying bulky materials. So facilitating and encouraging public transit, biking and walking is great, but please also do something to increase the availability of parking as soon as possible!</p>	<p>The Land Use and Economic Development Chapter of the Plan recommends the tools to retain and attract these types of arts and cultural uses in the neighborhood. See Chapter 2- Land Use and Economic Development, Section 2.2 VI</p> <p>In terms of parking, the Transportation Chapter of the Plan includes recommendations to increase parking turn-over by establishing parking restrictions and increase the utilization of off-street parking garages by promoting shared parking agreements to increase parking options in the plan area, especially for extended periods. See Chapter 5 - Transportation, Section 5.7</p>	
2	General	4/17/17	Comment Board	Arts	<p>I am a student at The Art League and have been taking classes there since 1988. I feel like The Art League is so integral to the identity of Old Town, and I know firsthand what a role it plays in bringing in people who spend money- I have bought innumerable lunches and dinners there specifically because I was taking a workshop or class, and brought so many out of town guests to see The Torpedo Factory, The Madison St Annex. The economic impact of having the school there should be considered. Arts bring in money. And they make the area interesting and dynamic.</p>	<p>The OTN SAP acknowledges the importance of the arts and cultural uses in Old Town North including the Art League school and MetroStage to the plan area and the City's vibrancy and economy. See Chapter 2- Land Use and Economic Development, Section 2.2 VI</p>	

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
3	General	4/17/17	Comment Board	Building Heights - Bicycle Network - Arts - Transit - Traffic	<p>Overall, I really like the plan. I like the forward thinking on the arts and eco districts, and innovative use of the old power plant land. Specific comments:</p> <p>- Some of the suggested building heights are absurdly high and will impact long standing residents' views. What is happening in the SW quadrant of DC is so sad for those long time residents. Buildings up to 140 feet along the waterfront will create a visual wall for the city. Those folks will pay a lot for views which is great for them, but not for anyone else. Tall buildings do not match the aesthetic of Old Town.</p> <p>- I'm happy to see references to the recent bike/pedestrian master plan. In particular, there needs to be improvement on Slaters Lane which is a major access point to the trail, and on E. Abingdon where people currently ride into traffic along the substation. There should be a lot of consideration on shared paths, especially if they are near parks. The current Potomac Ave situation is terrible and should not be repeated. Bike should be in the road there because of foot traffic by the park - it is very scary for everyone involved. Don't make this mistake again!</p> <p>- The Art League brings in a lot of people from outside Alexandria, who spend money in our shops and restaurants. Same with the theater - everything possible should be done to ensure the continued success of these assets.</p> <p>- I like the north/south transit line that goes from Slaters to the waterfront. As a Potomac Greens resident, this gives me direct access to areas that currently have more circuitous bus routes.</p> <p>- Left turns along Washington Street are a problem and need to be addressed in some way - either no turns from Washington or dedicated left arrows at all intersections.</p> <p>- The eco-district concept is great, and in keeping with so many eco-city initiatives over the years. It is an innovative concept that could get some great visibility for Alexandria, serving as a model well beyond our borders.</p>	<p>Proposed heights were carefully considered, discussed, and agreed to over throughout the planning process. All redevelopment projects will be required to provide specified transitions, setbacks and stepbacks in order to ensure compatibility with existing neighborhoods.</p> <p>See Old Town North Urban Design Standards and Guidelines</p> <p>The Plan has been revised to include a recommendation for improved pedestrian and bicycle improvements along Slaters Lane across Washington Street. The City is currently undertaking a project to improve and widen the existing trail sidewalk along E. Abingdon Drive from just north of Slaters Lane to the trail along the Norfolk Southern rail spur, to separate and pedestrians from vehicles in the travel lane This project is currently in design, and the City is coordinating with Pepco on the design and right-of-way needs.</p> <p>Town North Urban Design Standards and Guidelines- Appendix I</p> <p>The OTN SAP acknowledges the importance of the arts and cultural uses in Old Town North including the Art League school and MetroStage. The Plan recommends a number of tools and incentives to retain the existing art institutions and attract new ones.</p> <p>See Chapter 2- Land Use and Economic Development, Section 2.2 VI</p> <p>The Transportation Chapter of the OTN SAP includes a number of mitigation measures along Washington Street including interesction improvements at Slaters, Bashford, and Montgomery Streets. Final configuration and design of interesctions will be studied further under Implementation.</p> <p>See Chapter 5 - Transportation, Section 5.4</p>	
4	General	4/17/17	Comment Board	Building Heights - Streetscape - Arts - Affordable Housing - Parks	<p>1) Sec 2.3, subsec III - While I understand the need to maximize all space, I would request that the building heights be carefully considered. One of the best things about Alexandria is the LACK of tall buildings, especially near the waterfront. While there are a few exceptions (some tall buildings in the blocks near the waterfront), these tall buildings are out-of-place and detract from the beauty and history of the area. I would ask that the height recommendations be carefully reviewed and considered.</p> <p>2) Sec. 2.4, subsec II - The plan states "however, there are locations that prioritize vehicles over pedestrians or where surface parking lots and blank walls do not promote an attractive or desirable pedestrian experience. The Design Standards and Guidelines address streetscape elements such as sidewalks, lighting, tree canopy, and furniture to enhance the area's walkability and safety." I would encourage more one way streets to allow for safer and larger sidewalks, particularly on King Street, where the sidewalks often narrow because of outdoor cafe/restaurant spaces. I would also recommend considering parking outside of the main "tourist zone," as well as cutting off traffic in certain spots, and allow the trolley to be the main transportation. It is increasingly dangerous to be a pedestrian, especially with the number of cars I see running red lights. So in addition addressing "the area's walkability and safety," I encourage revisiting traffic flow patterns and looking for ways to help slow traffic down. Again, with the number of cars I see running red lights, I'm surprised there aren't more pedestrians struck.</p>	<p>3) Acknowledged</p> <p>4)The OTN SAP acknowledges the need for affordable housing across all income scales. The Plan recommends 30% density bonus under Section 7-700 of the Zoning Ordinance as well as prioritizing high-quality design for residential developments including mixed-income residential.</p> <p>See Chapter 3 - Housing, Recommendations Section 3.4</p> <p>5) Acknowledged</p>	<p>1)Proposed heights were carefully considered, discussed, and agreed to over throughout the planning process. All redevelopment projects will be required to provide specified transitions, setbacks and stepbacks in order to ensure compatibility with existing neighborhoods.</p> <p>See Old Town North Urban Design Standards and Guidelines</p> <p>2) King Street is outside of the Old Town North Small Area Plan boundaries.</p>

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
					<p>3) I strongly support the plan addressing the arts. Arts and culture are integral to any city. One of the reasons I chose Alexandria is because of art & cultural benefits like The Art League.</p> <p>4) Sec 3.3 I appreciate that Alexandria is looking at "affordable housing," but I assume that means for low-income people. I think cities should consider those in the lower economic levels and make accommodations for them. And not only provide low-income housing, but housing that anyone would want to live in (e.g., green space, modern design, etc.) I recommend looking at what Brad Pitt's foundation did in the Ninth Ward in New Orleans. However, Alexandria is pricing out those of us in the middle-class. I rent at 1111 Belle Pre, which is not even in the main Old Town area that this plan is contemplating. My 680 sq. ft. apartment is currently \$1725. The renewal notice I just got is pushing my rent up to \$1999. I'm a government employee & I can't afford that kind of rent. And I can't even consider buying anywhere in or even near the Old Town area because the prices start at \$500K and that's for a small place without a garage (street parking only). And so, next month, I'm moving out of Alexandria. I think you'll find many in my situation. We make a good living, but not good enough to live in/near Old Town, which is a shame. I like Alexandria because of the arts, culture, dining, shopping, green spaces - and the fact I can walk to all these places.</p> <p>5) Lastly, sec. 4 - I'm definitely in favor of expanding green space, and having some multi-use green spaces. And please consider larger dog parks! There are so many dog owners in Alexandria and we need space to allow our dogs to run free</p>		
5	General	4/17/17	Email	Building Heights - Arts - Parking	<p>Pls keep building heights low in the northeast quadrant. Pls expand the position of arts organizations including the Art League Annex. We need more space. I own property in Old Town and also have been a member of the Art League for 27 years. The arts drive commerce and introduce a much-needed cultural influence.</p> <p>Pls put a building moratorium on more condos and townhomes. We are too auto congested. We need more parking structures to handle what we already have. Make them green.</p> <p>Stop taking away parking.</p>		<p>Proposed heights were carefully considered, discussed, and agreed to over throughout the planning process. All redevelopment projects will be required to provide specified transitions, setbacks and stepbacks in order to ensure compatibility with existing neighborhoods. See Old Town North Urban Design Standards and Guidelines</p> <p>The OTN SAP acknowledges the importance of the arts and cultural uses in Old Town North including the Art League school and MetroStage to the plan area and the City's vibrancy and economy. The Plan recommends a number of tools and incentives to retain the existing art institutions and attract new ones.</p> <p>All future development projects in Old Town North will be required to comply with the City's required parking.</p>

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
6	General	4/18/17	Public Comment	Arts	<p>Quoted from the email draft: "The Old Town North Small Area Plan planning process began in fall 2015 to establish a framework for future planning and development in Alexandria's Old Town North neighborhood — an area that includes The Art League's Madison Annex. If you think The Art League needs to remain a part of Alexandria's Old Town North neighborhood, now is the time to share your thoughts."</p> <p>I underlined this part because I say YES and OF COURSE to KEEP the art program here, The Art League (TAL) in Alexandria's Old Town. It's one of the BEST art schools in this nation. It's comparable with Art Students League of NYC and one in Los Angeles. (I cannot remember the exact name of school I think it was Academy of Art). My point is every time I enrolled art classes at TAL with my art teachers and peers, these courses were (or is) always full. I think the data or numbers might give you a better insight. I think and feel the program and the city get great economical gains from all these students who are currently attending TAL program. Positive results are these teachers and students are showcasing works at Artomatic and local galleries. I understand some financial difficulty with maintaining or investing the property. It's to be some way to share dividends or provide funds to keep the TAL program sustainable. There must be some solution to supplement this. Build condos on top of it? Like many DC developers are doing this now. Whole food and Giants have apartment complexes on top of it. Enough said. Thank you for reading.</p>	<p>The Land Use and Economic Development Chapter of the OTN SAP include a number of recommendations to retain the existing art institutions in the plan area, such as the Art League and MetroStage, and expand on the plan area's creative uses. See Chapter 2- Land Use and Economic Development, Section 2.2 VI</p> <p>The Plan also stresses the importance of mixed-use developments with ground level active uses. The recommended Retail /Arts and Cultural Areas and Corridors as well as the North Fairfax Street Arts Corridor Map seek to concentrate retail, arts, and cultural uses. These types of uses are recommended to be in the ground level and along certain corridors to create a critical mass that would strengthen the neighborhood's sense of place and creative economy. See Chapter 2- Land Use and Economic Development , Section 2.2 VI</p>	
7	General	4/24/17	Comment Board	Arts	<p>I have been a member of the Art League for many years. Please keep the Madison Annex as it is an integral part of the community. It also brings lots of pleasure to many people. There aren't hardly any art classes other than the Art League. I recommended the school to many of my friends.</p>	<p>The Land Use and Economic Development Chapter of the Plan recommends the tools to retain and attract these types of arts and cultural uses in the neighborhood. See Chapter 2- Land Use and Economic Development, Section 2.2 VI</p>	
8	General	4/27/17	Email	Parks - Arts - Building Heights	<p>I was able to attend the open house at the Salvation army building a while ago and have had a chance to review the whole plan. As someone who lives and owns a condo in Harbor Terrace the plans have an immediate impact on my every day Life. I'll keep this brief</p> <p>The good: expansion of the Slater's lane intersection, formalizing park space over the old train tracks, Arts walk, expansion of existing streets</p> <p>The bad: building heights are way too high, please don't put a public bathroom in the park right outside my door, Foreign Car Service (at the end of Pitt St.) I noticed the plans include leveling this well established business?</p> <p>I'm excited to see what will happen over these next few years in this area. I hope it not only increases the value of my property, but more over the vibrancy of my community.</p>		<p>Proposed heights were carefully considered, discussed, and agreed to over throughout the planning process. All redevelopment projects will be required to provide specified transitions, setbacks and stepbacks in order to ensure compatibility with existing neighborhoods. See Old Town North Urban Design Standards and Guidelines</p> <p>The illustrative concept layout includes potential redevelopment sites that may occur over the next 20 to 25 years. Redevelopment of these sites will be at the property owner's discretion. Buildings, open spaces, and rooftop open spaces shown are for illustrative purposes only. Final design will be subject to the development review process. See Chapter 2 - Land Use and Economic Development, Section 2.3</p>

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
9	General	4/19/17 - 4/24/17 - 5/1/17	Email	Land Use - Transportation	<p>This email thread has been abbreviated to fit into the comment matrix. The full email thread can be provided upon request</p> <p>Land Use and Transportation Since the preponderance of "community planning" time was spent in discussing how the arts and other newer planning elements such as Green Streets and an Arts Corridor can be incorporated into the plan, very little time was spent (in March/April) on the more traditional planning elements such as transportation/land use and building mass/heights</p> <p>Zoning and Height Changes There is at least one significant land use planning issue that should be discussed at more length with the community and the AG. The proposed change in the FAR and maximum building height for several existing properties, including the Canal Center property, should be clarified and justified. Since the preponderance of "community planning" time was spent in discussing how the arts and other newer planning elements such as Green Streets and an Arts Corridor can be incorporated into the plan, very little time was spent (in March/April) on the more traditional planning elements such as transportation/land use and building mass/heights.</p> <p>Impact on Transportation, Infrastructure, Parking and Stormwater As a result, the significant issues that will impact quality of life in OTN in the future, such as imposing "building corridors" along local residential streets, peak hour traffic congestion and transportation impacts, availability of parking, and stormwater releases into the Potomac were not adequately addressed. For example, Figure 2.06 depicts the potential redevelopment sites and Figure 2.08 depicts the existing and proposed development scenarios. It appears that up-zoning is the preferred tool for new development - that may, or may not be, a good planning approach. But from this perspective, the case for many of the properties slated for "up-zoning" should be more carefully explained for three reasons. First, one of the major guidelines of the 1992 Plan established the "umbrella" height pattern that was centered on Alexandria House. In contrast, the recommended development pattern appears to add significant height along the waterfront at Canal Center (in contrast to the recently approved planning efforts for RTN which restricts building mass and height to much lower levels). Second, as recognized by all, OTN is served by a truncated grid network with the only major N-S corridor on the western boundary and relatively poor to average connectivity to METRO. Adding significant development that is guaranteed by "up-zoning" along the waterfront will result in increased infrastructure impacts on existing systems that are already stressed including the local street network that serves the preferred vehicular commuting mode (any property on the waterfront will be most distant from the N-S corridor). And third, by using up-zoning as the preferred future development scenario, the community will be significantly limited in any future negotiations associated with the properties (the traditional role of UDAC along with NOTICe and other community groups).</p> <p>UDAC This document (Urban Design Guidelines) is a significant improvement over the 1992 Guidelines; and the tools identified in the document will give UDAC and/or any other Implementation Group more guidance and credit-ability in evaluating development proposals</p>		<p>Land Use and Transportation Discussions: The Plan's recommended zoning and height changes have been part of the discussion with the Advisory Group and the public since Phase 2 of this planning process. Please refer to the March 22, 2016 Planning, Land Use and Design & Housing Subcommittee Meeting, the March 24th, 2016 Advisory Group meeting, and the April 27, 2017 meeting.</p> <p>Zoning and Height Changes: The proposed height changes in the Core of the plan area are generally centered on Montgomery Street, which is recommended as a retail corridor. Proposed height changes to the south such as the Bus Garage (for which recommended heights had already been established through the 2014 Ad Hoc Advisory Committee), Hopkins-Tancil, and the former ARHA HQ) are generally adjacent to existing tall buildings such as Alexandria House, Annie B. Rose, and Ladrey. Buildings will be required to provide stepdowns and transitions to existing smaller scale residences. The height increase proposed on Canal Center intends to provide an incentive to retain and attract office uses in one of Old Town North's commercial cores.</p> <p>Impact on Transportation, Infrastructure The transportation study 2040 build scenario was based on the projected future development in the Plan with recommended zoning changes. The study showed that with the construction of all the recommended roadway and transit improvements, the transportation network operates more efficiently in the 2040 Build Scenario than the 2040 Baseline Scenario. The Transportation Study is posted on the OTN SAP Webpage.</p> <p>Parking A Parking Study was undertaken by Fehr and Peers in Fall 2016. Results were shared with the Advisory Group and the Community in September and the study was posted online in October 2016.</p> <p>Stormwater In addition to sewer/stormwater separation, the Plan recommends the implementation of green infrastructure and low impact development that provides multiple environmental benefits in addition to reducing stormwater runoff, such as reducing energy demand, and improving the tree canopy and natural habitat. Additionally, in the event that a comprehensive solution for the combined sewer outfall (CSO) is approved for the Plan area by City Council, all new development will be required to contribute an amount equivalent to the necessary improvements that would have been necessary without the Plan area improvement. The monetary contribution will be established as part of the development review process for each site. These strategies have also been shared at the subcommittee meetings and further refined at subsequent Advisory Group meetings.</p> <p>On February 21, 2017, City Manager Mark B. Jinks presented City Council with the proposed budget for Fiscal Year 2018. This proposed budget includes \$390 million in funding to address all four outfalls in the City's Combined Sewer System in order to meet recent legislation that was passed as part of the Virginia Legislative Assembly earlier this year. This information was also shared with the Advisory Group at the February, 22, 2017.</p> <p>UDAC and the Community Involvement in Future Development All future redevelopment sites will be subject to the City's development review process, where the community will have a chance to provide their input. UDAC will continue to review redevelopment projects to ensure their compliance with the Urban Design Standards and Guidelines.</p>

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
Chapter 2 - Land Use and Economic Development							
10	Land Use and Economic Development	3/30/17	Advisory Group	Land Use	<p>P. 13. First Paragraph. "... intended to favor pedestrians over vehicles..." Are bicycles "pedestrians" or "vehicles"?</p> <p>P. 15, second paragraph "... and the MixedUse Innovation District Subarea will also contain residential uses." should say "may also" instead of "will also"</p> <p>P. 22 under Subarea 5 - Mixed-Use/Innovation, second paragraph. "... the former power plant site will be a mixed-use development...". I am not sure we want to pre-judge the use/development of the power plant site.</p> <p>P.31 "A goal of the Plan is to provide enhanced retail, amenities, pedestrian improvements, transportation options and transit connections to retain the existing office uses to the extent feasible." should say "retain and possible expand"</p> <p>P. 50 - recommendation #1: "Promote a balanced mix of residential and commercial land uses in the Plan Area." Should we include four categories --</p>	<p>P. 13 - Revised to say "favor pedestrians over cars"</p> <p>P.31 - Revised per comment</p> <p>P.50 - recommendation #1, revised to say: "1. Promote a balanced mix of residents and employees in the plan area."</p>	P.15 and P.22 - The intent of the Plan is to attract innovation uses on the former power plant site
11	Land Use and Economic Development	3/30/17	Public Comment	Arts	We spent a lot of time talking about the arts and innovation uses. This is a great step to make that happen. Would urge the City to look at the minimum 10,000 sf requirement for an arts anchor use incentive (Slide 28). Some of the existing arts and cultural uses in the plan area are less than 5,000 sf and below and it will be harder for developers to make use of that incentive. Suggest bringing the minimum down. Additionally, 2.0 or 2.5 Floor Area Ratio (FAR) is still fairly low density, and some sites, such as the Craddock site, will need more than a 2.0 FAR in order to make redevelopment feasible. Finally, pleased to see that a CDD zone is recommended for the former power plant site. The costs associated with environmental remediation will be astronomical.	<p>Minimum number revised to a range of 5,000 to 10,000 square feet</p> <p>See Chapter 2 - Land Use and economic Development, Section VI</p>	
	Land Use and Economic Development	4/25/17	Email	Land Use	<p>Lots of wonderful ideas in the north old town plan. Thank you.</p> <p>As a resident, I see a real danger in the thinking on the power plant site. We are vastly over developing the site. North old town and especially Slaters Lane cannot handle the increased density and traffic.</p> <p>Moreover, I somehow believe that we are marching into an unworkable plan with our eyes wide open. I ask that the power plant site be fully downscaled and made workable. We really have a problem looming.</p> <p>Many thanks for your work.</p>		With the recommended Coordinated Development District (CDD) for the power plant site there will be a CDD Concept Plan Special Use Permit (SUP). The CDD SUP process includes several steps with conditions. With CDD approvals for larger redevelopment sites, phased development is tied to transportation and infrastructure improvements.
12	Land Use and Economic Development	4/27/17	Advisory Group	Arts	There should be a note clarifying that a smaller or larger square footage for arts and cultural may be approved as part of the development review process	<p>Note will be added: "A smaller or larger square footage may be approved if the space provided meets the intent of the plan."</p> <p>See Chapter 2 - Land Use and economic Development, Section VI</p>	
13	Land Use and Economic Development	4/27/17	Advisory Group	Zoning - Building Height	Recommend to change the zoning for the Craddock site to CRMU-X and keep the existing height limit as shown in the 1992 OTN SAP (77'/50' along N. Royal Street)	Revised. See Chapter 2 - Land Use and Economic Development, Section 2.3	
Chapter 3 - Housing							
14	Housing	11/15/16	Advisory Group	Affordable Housing	Bullet #7 in Housing objectives should say "creating" only, not "preserving". There is no market affordable housing in Old Town North to preserve.	The word "preserving" has been taken out. Section 4.2 Goal and Objectives moved to Appendix	
15	Housing	11/15/16	Advisory Group	Design	Recommendation # 9 talks about quality standards – such a requirement should apply to all residential developments, not just mixed-income development.	Revised in Plan "Prioritize quality standards for the exterior design of units within residential developments, including mixed-income housing to be indistinguishable from the market rate units and be consistent with the Old Town North Urban Design Standards and Guidelines." See Chapter 3 - Housing, Section 3.4	

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
16	Housing	11/15/16	Advisory Group	Community Space	The open space requirement is mandated by the Zoning Ordinance; however, do not see the need to require that community space be provided at every residential development as stated in Recommendation # 7 .	Revised in Plan "Incorporate open passive and active recreational space and community space in residential developments for private and public use, if feasible." See Chapter 3 - Housing, Section 3.4	
17	Housing	11/15/16	Advisory Group	Affordable Housing	I believe there was an objective for affordable housing development to provide active recreational space in affordable housing developments.	Revised in Plan "Incorporate open passive and active recreational space and community space in residential developments for private and public use, if feasible." See Chapter 3 - Housing, Section 3.4	
18	Housing	11/15/16	Advisory Group	Arts	Recommendation #6 only says "Consideration of artist housing". Can we use stronger language?	Revised in Plan "Encourage artist housing with regulatory tools as well as encouraging partnerships that can attain artist housing units in the plan area." See Chapter 3 - Housing, Section 3.4	
Chapter 4 - Open Space and Recreation							
19	Open Space and Recreation	11/11/16	Advisory Group	Open Space	Page 69 under Objectives,4th bullet: the examples should include community meeting space. The 9th bullet: Leverage the Waterfront Plan. This point needs definition: Leverage what; to what objective? Page 83 Power Plant Site: The initial statement should be <i>Significant, publicly accessible open spaces will be key elements of a redeveloped site</i> . This theme appears several times in the subsequent discussion, but it needs emphasis at the beginning.	Open Space "Goal and Objectives" moved to the Appendix. Chapter 4 - Open Space and Recreation, P.83 (now p. 67) language revised to reflect suggestion.	
20	Open Space and Recreation	11/14/16	Alex Engage	Linear Trail	The proposed improvement utilizing the rail/trail corridor should begin where the corridor begins, i.e. at the southern end of Oronoco Bay Park. It is a historic structure that should remain intact as it connects one of the oldest and most historically important sites on the river with the equally historically important canal.	Acknowledged. The Open Space and Recreation Chapter recommends improvements to the entire rail/trail corridor. See Chapter 4 - Open Space and Recreation, Section 4.2 II	
21	Open Space and Recreation	12/15/16	Alex Engage	Linear Trail	I've been following this process from a distance and have arrived at a different idea about the proposed Southern(or WOD) heritage trail . Since it's too costly to put a future rail thru it , just offer to add a portion of this area to the proposed waterfront . This would make it easier to develop the PRS site , because added area from the trail could be used to help meet all the other many expectations .	The Plan recommends the conversion of the rail corridor into a linear park with a seperated pedestrian and bicycle trail. This trail will connect to the Mount Vernon trail along the waterfront to improve connections to and within the former power plant site. See Chapter 4 - Open Space and Recreation, Section 4.2 II	
	Open Space and Recreation	1/7/17	Alex Engage	Arts	Cultural Activites - As Chair of the Alexandria Commission for the Arts, I find an important step of this process is to review this section with the Commission so we can ensure alignment with the recently City Council approved Arts and Culture Master Plan. For example, we have working definitions of 'art' and 'culture' in the Plan already. Second, many of these recommendations must be approved by the Commission of the Arts when implemented, so ensuring alignment now will prevent challenges later. As citizens of Alexandria deeply involved in the arts and culture of our City, we are strong partners in this process, but the fact that we have not been contacted regarding this section is alarming and I look forward to working with you in the future.		City Staff and a number of members from the Old Town North Advisory Group met with the Commission for the Arts on Tuesday, February 21st, 2017.
22	Open Space and Recreation	1/12/17	Alex Engage	Arts	Would love to see spaces for performing arts. If this is to be an arts corridor, it should include not just visual arts but other art forms as well. It would be wonderful to have a performance space or a series of performance spaces (indoor and outdoor).	The Land Use and Economic Development Chapter includes recommendations to retain and expand on the art and cultural uses in Old Town North. See Chapter 2 - Land Use and economic Development, Section VI	
23	Open Space and Recreation	2/21/17	Arts Commission	Arts	What can the Arts Commission do to participate Leverage funds post plan adoption for demonstration project TES has vision zero. Might be opportunity for painted crosswalks Commission discussed lack of art/cultural venues. Look at optimal size to benefit diverse groups Hesitate to use Arts District just for FAR. Are there other benefits? If not successful in getting tool, how are you planning to implememnt the art objectives? Public art and art uses should include interpretation of the history How can we engage the youth?		Other benefits of the Arts District include branding, and programming. If the Arts District is not successful we can still look at flexible ground floor uses and encourage public art along Fairfax Corridor. Rent prices would still be an issue however to attract and retain art uses. See Hitoric Interpretation Guide. Engaging the youth seems to more the responsibility of the Commission for the Arts

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
24	Open Space and Recreation	4/24/2017	Email	Community Space	<p>I am writing first of all to thank you for all your hard work in the Old Town North small area development plan. As a home owner and resident in the area I am excited about the new direction and look forward to the new development in our beloved Old Town.</p> <p>However I am writing to express my concern about the proposed public restrooms in the current power plant location, near the Harbour Terrace condominiums. I do not understand how these will serve our community, and am concerned that they will utterly transforming the nature of the area and compromising the safety of the residents. I am not aware of another park in Old Town that currently has public restrooms. Additionally if visitors are in the area to visit the newly proposed museums and other attractions, those buildings will already have restrooms that can be used. I do not believe public restrooms will be at the service of our community at all and ask that you reconsider this feature as you move forward with this plan.</p>	<p>Language revised: " Adjacent to the linear park, the Plan recommends 1-2 acres of open space on the former power plant site (Figure 4.08) for multi-use active recreational space, such as soccer, basketball, and tennis courts, with a potential community facility. "</p> <p>See Chapter 4 - Open Space and Recreation, P. 69</p>	
25	Open Space and Recreation	4/13/17	Community Open House	Bicycle Network	<p>This section of the trail is one of the most heavily used, yet the plan does not reference how to leverage the potential economic value of this use. Food and drink kiosks with places to sit should be included, a bike shop next to the trail, fix-it stations, etc.</p> <p>I like how the plan separates bicyclists and pedestrians on the rail alignment.</p> <p>I like how the plan separates bicyclists and pedestrians on the rail alignment.</p>	<p>Language added to Open Space and Recreation Chapter - Section 4.2 III</p> <p><i>"Amenities for trail users such as rest areas and bicycle repair stations should be explored.</i></p>	
Chapter 5 - Transportation							
26	Open Space and Recreation	11/14/16	Alex Engage	Bicycle Network	<p>The projections for increased population and buildout in the defined OTNorth area are not provided, although the increased population is roughly 2.5x of current population. The impact on open space availability, types of recreation and cultural activities will be huge! IN ADDITION one highly contentious issue is the proposed development of Royal Street as a bikeway. Throughout the three year examination of this primarily residential street, which cuts midway through the length of the Historic District the name, but not purpose, of the project has changed. Calling it a Greenway does not remove the issue, but does significantly obscure it. This makes intelligent comment nearly impossible. It also further calls into question the integrity of this process and city staff's ability to manage urban change equitably for all affected constituencies.</p>		<p>Language revised to say "Identify Royal, Wythe, Second, and Washington Streets as Green Streets". See Appendix - A.2, Goals and Objectives</p> <p>Green streets are designed to prioritize the pedestrian through enhanced streetscapes. Design treatments can include sidewalk widening, enhanced landscaping and tree canopy, and green infrastructure. The Old Town North Urban Design Standards and Guidelines includes standards for the design of green streets including Royal, Wythe and Second Streets. A definition of Green Street is in the "Old Town North Small Area Plan Definition of Terms" - See OTN SAP Appendix A.4</p>

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
27	Open Space and Recreation	11/26/16	Email/Comment Board	Bicycle Network	<p>I posted briefly on the comment board (comment number 4) asking that you remove the bullet in Section 7.2 relating to Royal Street being a "greenway". The reason I have asked for this is illustrated in the definition of 'greenway' - see below. Most notable "greenway" is just code for "bicycle highway". A final class on Tuesday prevented me from appearing in person but I understand that Linda Bridgeman attended and addressed this issue at that time.</p> <p>Those of us who live in Old Town and on Royal Street generally don't have a problem with cars. Most of us own one and most drivers understand what a stop sign means. Those of us who walk (and because of parking issues we all walk whether for purpose - church, groceries, work, shopping - or because we have to get to wherever we could find a parking space), have a problem with the bicyclists. The vast majority do not stop at stop signs.</p> <p>The idea of making Royal Street easier on bicyclists and harder on cars makes no sense. More bicycles means less pedestrian safety. We don't need speed bumps when there is a stop sign on every corner.</p> <p>Again, for these reasons I ask that you remove the language relating to Royal Street being a greenway so that down the road staff cannot argue that you approved it.</p>		<p>Section 7.2 Goal and Objectives moved to Appendix. Language revised to say "Identify Royal, Wythe, Second, and Washington Streets as Green Streets". See Appendix - A.2, Goals and Objectives</p> <p>Green streets are designed to prioritize the pedestrian through enhanced streetscapes. Design treatments can include sidewalk widening, enhanced landscaping and tree canopy, and green infrastructure. The Old Town North Urban Design Standards and Guidelines includes standards for the design of green streets including Royal, Wythe and Second Streets. A definition of Green Street is in the "Old Town North Small Area Plan Definition of Terms" - See OTN SAP Appendix A.4</p>
28	Transportation	11/18/16	Email	Bicycle Network	<p>Thank you Barbara. I posted a comment via Call Click and Connect that stated this same theme, but much abbreviated.</p> <p>I repeat, and agree, why should we need traffic calming on a street that features a stop sign at every crossing? If cars, and bicycles (do not assume a bicyclist is incapable of getting up to speed) are managing to exceed the speed limit over a stretch of one block, and actually about 1/2 block as there needs to be time to slow down -- unless one is a bicyclist who does not slow down and does not stop -- then we've an enforcement problem. I fear that installing traffic calming devices will deplete parking spaces and parking is already a serious problem in Old Town.</p> <p>Keep the parking, Keep the stop signs. Enforce the speed limit and stopping at stop sign for all vehicles.</p> <p>If the only intent is to make Royal St. greener then come up different nomenclature and not use a loaded one such as Greenway.</p>		<p>Section 7.2 Goal and Objectives moved to Appendix. Language revised to say "Identify Royal, Wythe, Second, and Washington Streets as Green Streets". See Appendix - A.2, Goals and Objectives</p> <p>Green streets are designed to prioritize the pedestrian through enhanced streetscapes. Design treatments can include sidewalk widening, enhanced landscaping and tree canopy, and green infrastructure. The Old Town North Urban Design Standards and Guidelines includes standards for the design of green streets including Royal, Wythe and Second Streets. A definition of Green Street is in the "Old Town North Small Area Plan Definition of Terms" - See OTN SAP Appendix A.4</p>
29	Transportation	3/30/17	AG Meeting	Loading	<p>A lot of the time trucks do not use the loading zone. The City needs stronger enforcement. The block near TJ Stones (east of Washington Street) often has issues with loading, and blocking the lane. How would this be mitigated if the street is converted to two lanes?</p>	<p>The plan has been updated to include more recommendations regarding loading. One solution that was suggested is working on an agreement w/ PNC bank to allow a portion of their drive aisle or lot for loading. Another option is a designated loading zone that could be shared with parking, on Montgomery for a limited period.</p> <p>The Transportation Chapter has been revised to include "In the near term, loading zones can be requested and reviewed by the Traffic and Parking Board. With a conversion of Montgomery Street to a two-way operation, the City will designate loading zones for the commercial blocks east of Washington Street, as well as require new developments to include loading zones or bays through the development review process." See Chapter 5 - Transportation, P. 92</p>	
30	Transportation	3/30/17	AG Meeting	Bicycle Network	<p>East-west bicycle connectivity is important, especially to Braddock Metro Station, and need to provide a safe facility for bicyclists, especially if on Madison.</p>	<p>The Plan builds on the Transportation Master Plan's recommendation to explore a bicycle corridor along Madison Street to connect Old Town North to the Braddock Metro Station See Chapter 5 - Transportation, Section 5.3</p>	

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
31	Transportation	3/30/17	AG Meeting	Bicycle Network	Need to separate commuter bicyclists from recreational bicyclists.	Acknowledged. The plan does make specific recommendations for separating pedestrians and bicyclists on the trails within the linear park, and along the waterfront in the Power Plant site. While we cannot enforce where recreational vs. commuter bicyclists will ride, we can plan for / design facilities to provide options. See Chapter 4 - Open Space and Recreation, Section 4.2 II and III	
32	Transportation	3/30/17	AG Meeting	Slaters Lane	Are there plans to improve the pedestrian crossing at Slaters Lane and Washington Street?	The Plan recommends improvements to pedestrian and bicycle connectivity along Slaters Lane and across Washington Street.	
33	Transportation	3/30/17	AG Meeting	Slaters Lane	Slaters Lane is already over capacity. It is important to reduce the number of vehicles that will be attracted to the site to lessen the impacts on Slaters Lane	The recommended mitigation will help to ease the congestion, including improvements on Bashford, W. Abingdon, E. Abingdon, the new east-west street, and additional north-south connections from the Power Plant site to areas south of Bashford. The plan focuses on multimodal improvements, including pedestrian, bicycle and transit recommendations to reduce cars / SOV's including in the Power Plant site. In addition, the improved grid and additional streets will help to reduce the number of vehicles accessing the Power Plant site from Slaters Lane.	
34	Transportation	3/30/17	AG Meeting	Parking	Has the City considered reducing parking requirements for the former power plant site. Other small area plans identified reduced parking minimums. It's important to reduce the number of vehicles that will be attracted to the site, to lessen impacts to Slaters Lane.	The City currently has a parking maximum for residential development, and is currently updating its commercial parking standards, which will consider parking maximums. Future developments would follow future adopted standards. Recommendation added to Transportation Chapter: "Explore parking maximums for each use on the former power plant to encourage pedestrian, bike and transit use and help in achieving the sustainability objectives of the Plan" See Chapter 5 - Transportation, Recommendation #25	
35	Transportation	3/30/17	AG Meeting	Transit	Concerned about realigning Route AT2, will leave a gap in residential parts to the north of the plan area	The realignment of AT2 was recommended in the DASH COA, however, the plan has been updated to note that the Old Town Circulator can be accommodated through either increasing headways on the AT5, or realigning the AT2, contingent on capital and operating budgets. See Chapter 5 - Transportation, Section 5.6	
36	Transportation	3/30/17	AG Meeting	Autonomous Vehicles	Does signal timing take future trends such as drone delivery and autonomous cars into account?	The City is currently looking into ways to prepare traffic signals for smart cars. For example, we are replacing some of the wiring along Route 1 with fiber optics. Language added in Plan: "Consideration should be given to Autonomous Vehicles and other emerging transportation trends and technologies as part of the future traffic studies and the planning and design for future sites. Future roadway and building design should incorporate elements that may facilitate automated vehicles and other emerging transportation trends without compromising pedestrian safety and the public realm." See Chapter 5 - Transportation	
37	Transportation	3/30/17	AG Meeting	Streetscape	The intersection bulb-outs that are being built are all concrete. Maybe we can add more landscape in those bulb-outs.	See Urban Design Standards and Guidelines Chapter 5 - Streetscape, Section 5.5 III for curb extension (bulb-out) design guidelines.	

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
38	Transportation	4/13/17	Community Open House	Loading	Concerned about truck loading, especially on Montgomery Street near the TJ Stones restaurant. Trucks load and block the street. If it is converted to two-way, it will be an operational issue.	<p>More language regarding loading has been added to the Transportation Chapter. One solution that was suggested is working on an agreement w/ PNC bank to allow a portion of their drive aisle or lot for loading. Another option is a designated loading zone that could be shared with parking, on Montgomery for a limited period.</p> <p>For Transportation chapter, edit to say "In the near term, loading zones can be requested and reviewed by the Traffic and Parking Board. With a conversion of Montgomery Street to a two-way operation, the City will designate loading zones for the commercial blocks east of Washington Street, as well as require new developments to include loading zones or bays through the development review process."</p> <p>See Chapter 5 - Transportation, Section 5.4</p>	
39	Transportation	4/13/17	Community Open House	Slaters Lane	During the AM peak, there is a lot of congestion at this intersection and cars queuing on E. Abingdon. It is hard to get out of Slaters. Even if the merge to the Parkway is converted to two lanes, the cars today use the striped off lane.	<p>The proposed mitigation, including additional access points through a new east-west street, the opening of an additional lane on E. Abingdon at GW Parkway, reconfiguration of Bashford Lane at GW Parkway, and additional north-south connectivity at the south end of the Power Plant site will help to resolve some of the queuing issues.</p> <p>See Chapter 5 - Transportation, Section 5.4</p>	
40	Transportation	4/13/17	Community Open House	Slaters Lane	Cars turning onto E Abingdon from Slaters often have conflicts with bicyclists traveling south on the one-way road.	<p>The current E. Abingdon bike project would widen the trail on the north side of Slaters Lane adjacent to the bus stop so that bicyclists won't need to use the travel lane. This project is currently in the design stage. Recommended configuration for E. Abingdon Drive is included in the Old Town North Urban Design Standards and Guidelines- Appendix I</p>	
41	Transportation	4/13/17	Community Open House	E. Abingdon Drive	Currently the plan indicates fixing the section of trail along and beside E Abingdon is on hold until the redevelopment of the power plant site. This is a safety issue now and should not be deferred. The SAP should ensure that the urgency of this section should be addressed with a high priority. Don't put this off until someone is killed or seriously injured.	<p>This project is currently in design, and the City is coordinating with Pepco on the design and right-of-way needs.</p> <p>Recommended configuration for E. Abingdon Drive is included in the Old Town North Urban Design Standards and Guidelines- Appendix I</p>	
42	Transportation	4/13/17	Community Open House	Vision Zero	How is the plan addressing Vision Zero and ensuring that safety for all users is ensured? The plan should specifically include Vision Zero. This would be the first step to include this needed initiative.	<p>Language added in the plan regarding the City's current efforts with Vision Zero policy.</p> <p>See Chapter 5 - Transportation, Section 5.2</p>	
43	Transportation	4/13/17	Community Open House	Streetscape	Not reducing the number of stop signs is a mistake. Better traffic could be achieved with small traffic circles. It would also provide a place for landscaping. At a minimum, the SAP should plan on trying traffic circles in the street extensions in the power plant site.		Comment acknowledged. The City did analysis to consider traffic circles, but the intersections cannot accommodate both traffic circles and curb extensions.
44	Transportation	4/14/17	Email	Transit	<p>As a longtime resident of Marina Towers, I am very excited about the plan. The changes and upgrades will have a positive impact on the lifestyle of residents and the value of sadly neglected property. I particularly like the concept of east-bound streets terminating with views of the river.</p> <p>My negative concerns are limiting or discontinuing Dash bus service to the North End, knowing that more residents will be coming and some of the planners viewing bicycles as viable public transportation - which is just plain silly.</p>	<p>The realignment of AT2 was recommended in the DASH COA, however, the plan has been updated to note that the Old Town Circulator can be accommodated through either increasing headways on the AT5, or realigning the AT2, contingent on capital and operating budgets.</p> <p>See Chapter 5 - Transportation, Section 5.6</p>	

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45	Transportation	4/25/17	Email	E. Abingdon Drive - Vision Zero - Sustainability	<p>I am writing to ask you to consider three things in the OTN small area plan:</p> <ol style="list-style-type: none"> 1. Fix the alternate Mt. Vernon Trail on Abingdon Street now. I am a bicyclist and ride this stretch several times per week. It is a dangerous section to ride, especially southbound, and needs to be fixed now. Waiting until the power plant is gone is not an option. Safety of citizens must always be the highest priority. 2. Vision Zero principles must be included in the SAP. Vision Zero is a citywide plan to make our streets safe for all users. Failure to use Vision Zero principles in the SAP will result in dangerous streets in North Old Town. 3. The SAP needs to follow the Eco-City principles outlined by the city. Let's not move Old Town North in the wrong direction by failing to include them. We want to live in an Eco-City and all our planning should reflect that goal. <p>Thank you for considering these comments. I look forward to seeing the final version of the SAP.</p>	<p>1. City staff developed a preliminary design for the improvement of East Abingdon Drive and is attempting to engage with PEPCO on this issue. The final design looks at widening the sidewalk into the PEPCO site to allow for the separation of cyclists and pedestrians, however, the City is exploring trial options in the interim to make this segment of the trail safer. Recommended configuration for E. Abingdon Drive is included in the Old Town North Urban Design Standards and Guidelines- Appendix I</p> <p>2. Language added in the plan regarding the City's current efforts with Vision Zero policy. See Chapter 5 - Transportation, Section 5.2</p> <p>3. The OTN SAP includes a sustainability vision that aligns with the City's Eco-City Charter where sustainable environmental solutions are integrated with the built environment, infrastructure, mobility, and the economy. See Chapter 6 - Infrastructure and Sustainability, Section 6.1 III</p>	
46	Transportation	4/26/17	Email	Vision Zero - Sustainability	<p>I am writing on behalf of the Alexandria Bicycle and Pedestrian Advisory Committee to ask that the Old Town North (OTN) Small Area Plan (SAP) be updated to more strongly support and embrace current City policies for both traffic safety and the pre-eminent priority of walking over other transportation modes. Appreciate your consideration of these two items as described herein.</p> <p>City Council adopted its Vision Zero Policy in January 2017, but that policy is neither referenced nor reflected in the Draft SAP. As the first Small Area Plan to be presented to Council since adoption of the policy, it seems appropriate that the Plan would reference and/or embed this policy in the plan. For example, the plan could include the City policy that traffic fatalities and serious injuries are unacceptable and recommend that the Vision Zero policy objective of zero traffic fatalities and serious injuries by 2028 be explicitly considered as implementation occurs. Jeff Farner has talked about the plan's objective to be bold. To that end, perhaps consider an aspirational statement that Old Town North be one of the first areas of the City to achieve the Vision Zero objective of zero traffic fatalities and serious injuries.</p> <p>Walking is transportation mode that has been particularly encouraged in City policies since at least 2008. The City's Transportation Vision begins with, "The City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile. This system will lead to the establishment of transit-oriented, pedestrian-friendly village centers..." A year later, in 2009, the City Council approved the following cross-cutting strategy in the City's Environmental Action Plan 2030 (Page 8): "Develop a holistic city transportation system that puts the health, mobility, and accessibility of "people first" by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation,</p>	<p>Call-out box added in Transportation Chapter: Environmental Action Plan Strategy #2: "Develop a holistic city transportation system that puts the health, mobility, and accessibility of "people first" by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles and private motor vehicles."</p> <p>Language added in the plan regarding the City's current efforts with Vision Zero policy. See Chapter 5 - Transportation, Section 5.2</p>	

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					<p>shared motor vehicles and private motor vehicles.” With the Old Town North area proposed as an Eco-District, it seems appropriate that the OTN SAP embrace and quote this “people first” cross-cutting strategy.</p> <p>The Draft SAP contains a lot of excellent traffic safety and pedestrian safety initiatives such as Green Streets and making Montgomery Street two-way, but those aspects and others would be much stronger if the plan included reference to associated underlying City policies, such as the Vision Zero Policy, Transportation Master Plan and EAP 2030.</p> <p>At a time when increasing numbers of people walking are being killed and injured in Alexandria, we would greatly appreciate your updating the OTN SAP to more strongly support and embrace current City policies for both traffic safety and the pre-eminent priority of walking over other transportation modes.</p>		
47	Transportation	4/26/17	Alexandria Bicycle and Pedestrian Advisory Committee	Vision Zero	<p>Upon reviewing and attending the Old Town North Small Area Plan (OTN SAP) discussions, please make mention in the plan the fact that pedestrian safety should be foremost in the design of the street and that the plan supports the City Council’s Vision Zero resolution. The Vision Zero resolution is timely as there has been an uptick in deaths in and injuries on Alexandria streets. Enforcement alone cannot resolve this as police force cannot be everywhere at once at all hours of the day.</p> <p>As we envision a newly revitalized OTN that encourages walkability as the first option for transportation, the street’s design needs to be optimized for pedestrian safety to slow down car/vehicle speeds. These elements include wide sidewalks, narrowed car/vehicle travel lanes, bike lanes, bulb outs etc. Additionally, streets on the grid need to be two way traffic, as this slows cars and makes it safer for pedestrians (Montgomery and elsewhere). These ideas are proven and Mr Jeff Speck has used just these design elements to remake many cities across the united states</p>	<p>Language added in the plan regarding the City’s current efforts with Vision Zero policy. See Chapter 5 - Transportation, Section 5.2</p>	
48	Transportation		Email	Linear Trail	<p>Please implement the plan to separate bicyclists and pedestrians on the CSX right-of-way for both safety and comfort of people who walk and bike.</p>	<p>The Plan recommends the conversion of the rail corridor into a linear park with a seperated pedestrian and bicycle trail. This trail will connect to the Mount Vernon trail along the waterfront to improve connections to and within the former power plant site. See Chapter 4 - Open Space and Recreation, Section 4.2 II</p>	
49	Transportation		Email	Green streets	<p>Green Streets are great! Need more of them! Green Streets with traffic calming measures and shorter crossing distance for people who walk, and with improved landscaping, tree canopy, and green infrastructure facilities are needed on more the four streets listed in the plan (North Royal, Wythe, Second, and North Washington Street.) Please add a commitment to explore options for additional green streets as the area is developed.</p>		<p>While Royal, Wythe, Second, and Washington Streets are identified as Green Streets, the Plan and associated Urban Design Standards and Guidelines recommend streetscape improvements that will enhance walkability and sustainability throughout the plan area. See Old Town North Design Standards and Guidelines, Chapter 5 - Public Realm</p>
50	Transportation		Email	Streetscape	<p>Not including options, such as mini-traffic circles, that provide better traffic safety and mobility is a huge mistake. These features would also provide a place for flowers and other landscaping. At a minimum, the SAP should state that all options including mini traffic circles will be considered and evaluated in the street extensions planned on the power plant site.</p>	<p>Comment acknowledged. The City did analysis to consider traffic circles, but the intersections cannot accommodate both traffic circles and curb extensions. Language added in the plan regarding the City’s current efforts with Vision Zero policy. See Chapter 5 - Transportation, Section 5.2</p>	
51	Transportation	4/27/17	AG Meeting	Slaters Lane	<p>One of my concerns is that today we have an unsafe pedestrian crossing at Slaters Lane and the Parkway. The Plan anticipates that the Potomac Yard Metro and Braddock Metro will be within walking distance, so Slaters Lane and that intersection need to be improved to provide for a safer pedestrian crossing.</p>	<p>Add recommendation in Transportation Chapter and as an Implementation Task in Chapter 8: As part of the redevelopment of the former power plant site provide enhanced pedestrian and bike connections on Slaters Lane.</p>	
52	Transportation	4/27/17	AG Meeting	Vision Zero	<p>Vision Zero and pedestrian priority should be highlighted in the Transportation Chapter. For example, recommendation #4 should be revised to include "pedestrian and bicycle network improvements..."</p>	<p>Revised Transportation Chapter, recommendation #4 and move to be first recommendation: <i>Implement pedestrian and bicycle network improvements consistent with Vision Zero, the City’s Transportation Master Plan and the Environmental Action Plan.</i></p>	

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
53	Transportation	4/27/17	AG Meeting	Vision Zero	The following strategy from the Environmental Action Plan should be included in the plan, possibly in a call-out box: "Develop a holistic city transportation system that puts the health, mobility, and accessibility of "people first" by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles and private motor vehicles."	Added box in Sustainability Chapter: Transportation Action Plan Strategy #2: "Develop a holistic city transportation system that puts the health, mobility, and accessibility of "people first" by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles and private motor vehicles."	
54	Transportation	4/27/17	AG Meeting	Parking	Parking reductions or maximums should be implemented on the power plant site to reduce the number of cars and potential traffic impacts from the redevelopment of that site	The City currently has a parking maximum for residential development, and is currently updating its commercial parking standards, which will consider parking maximums. Future developments would follow future adopted standards. Recommendation added to Transportation Chapter: "Explore parking maximums for each use on the former power plant to encourage pedestrian, bike and transit use and help in achieving the sustainability objectives of the Plan" See Chapter 5 - Transportation	
55	Transportation	4/27/17	AG Meeting	Autonomous Vehicles	There should be language in the Transportation Chapter on Autonomous Vehicles	Language added to Plan "Consideration should be given to Autonomous Vehicles and other emerging transportation trends and technologies as part of the future traffic studies and the planning and design for future sites. Future roadway and building design should incorporate elements that may facilitate automated vehicles and other emerging transportation trends without compromising pedestrian safety and the public realm." See Chapter 5 - Transportation	
56	Transportation	4/27/17	AG Meeting	Montgomery street	The conversion of Montgomery Street from one-way to two-way should be implemented in the short-term	The Implementation Matrix in Chapter 8 includes this recommendation See Chapter 8 - Implementation, Matrix	
57	Transportation	4/27/17	AG Meeting	Water Transit	Is there consideration for a ferry service that could connect to Washington DC and serve as another alternative transportation option?	Yes, the Transportation Chapter includes a recommendation for a water transit option. See Chapter 5 - Transportation, Section 5.6 II	
58	Transportation	4/27/17	AG Meeting	Transit	Linkage to the metro, such as a shuttle service, will be very important. We need to come up with creative ideas to mitigate traffic impacts.	The Transportation Chapter includes a recommendation for a new north/south transit route through the power plant site that would connect north to the future Potomac Yard Metro station. There is also a recommendation to create a circulator that would serve Old Town and Old Town North and connect to the King Street and Braddock Metro Stations. Additionally, developers are required to be part of a Transportation Management Program (TMP). Those TMPs are a way to encourage employers and residents to use alternative modes of transportation. See Chapter 5 - Transportation, Section 5.6 and 5.8	
Chapter 6 - Sustainability							
59	Sustainability	2/22/17	AG Member		In general, I would like the entire chapter to be more specific and include metrics -- amounts, gallons, percentages, timelines, and dates. Some specific comments follow. 1. The paragraphs in the yellow box on p. 6(104) on sustainability, particularly bullet 3, strike me as using weasel language regarding the cases when it is "not feasible" to connect to separate sewer lines -- the developer can use green infrastructure to mitigate the requirement and/or donate money to a fund "toward mitigation of combine sewer overflows off site." I do not perceive this to be the consensus among either members of the OTN SAP AG or the residents of North Old Town that we've heard from. I believe the consensus is that the City should move ahead strongly and soon to make sure that separated sewer line access is built (and/or retention tanks or pipes for holding).		The Plan provides high-level goals and recommendations to enhance sustainability in Old Town North. Once redevelopment projects come in, there will be more specificity on energy and stormwater reduction percentages. The Eco-District study posted on the OTN SAP webpage includes metrics for Water, Stormwater, Energy, Tree Canopy and Habitat 1. The Memorandum to Industry referenced in the Plan requires that redevelopment projects not increase their stormwater run-off above current levels. Typically this is done through a combination of on-site stormwater mitigation and separation of sewer and stormwater. If the development site is still unable to mitigate the amount of run-off on-site, then they are required to contribute towards the storage facility

No.	Chapter	Date	Source	Theme	Comment	Response - Incorporated into Plan	Response - Not Incorporated into Plan
					<p>2. My recollection is that at the beginning of the SAP process, representatives of T&ES stated that the combined effect of green infrastructure and redevelopment requirements on the total volume of discharge reduction at Oronoco Bay would be less than 10% over the full 25 years of the plan. That is not good enough in my view, hence I see it as the job of the AG and NOTICe to continue to push for the above mentioned progress sooner than the City's stated intention to move ahead with planning for improvements and then implementation of the separated sewer or storage holding facilities. [It looks like current legislative events and the new budget proposal are moving the City in this direction, but I would like to see it acknowledged in this plan, particularly in this section about proposing OTN to be an "Eco-District."</p> <p>3. The redevelopment of the power plant site mentioned on p. 105: The plan should include specific requirements to link directly to the separated sewer system, not into any part of the combined sewer system that leads to Outfall 001.</p> <p>I am all for green infrastructure, but the Green Infrastructure Item A on p. 106 makes for nice pictures and slogans but does not really address the underlying problem, which is that it would only solve a minuscule part of the overall problem of what flows into CSO 1 (see paragraph 2 above).</p> <p>4. On p. 107, I would like a definition of "encroachments" as it relates to the 50 feet closest to the river bank. Not sure what that refers to -- is it structures, pipes, toxic residues in the soil -- what exactly is it?</p> <p>5. I am not an expert on LEEDS and carbon neutrality, though I get the overall principles. NOTICe is setting up a Policy Committee that plans to review and study this issue further. What is the timeline by which we need to finalize input on this section of the Small Area Plan? We in the community recognize that given how many questions there are regarding the future of the power plant site, there are reasons for keeping some of the language general and a bit vague, but it makes the community nervous not to have more clarity. We recognize also that some of the desired clarity will probably not come until the process enters the implementation phase, which is long-term.</p> <p>6. Recommendations section: This sounds stronger and better than some of the text portions, especially recommendation 1. SAP members need to continue to consult with residents to make sure they are satisfied with the recommendations, lest we reach the final comment and approval stage and they feel they do not have adequate time to read and react.</p>		<p>2. In addition to providing on-site stormwater management, Green Stormwater Infrastructure has many other benefits. For example, green roofs reduce a building's energy consumption. Vegetation also improves air quality through carbon sequestration and helps support bio-diversity.</p> <p>The Plan outlines the potential for building storage tanks or tunnels to capture the combined sewage and mitigation strategies including developer contributions towards off-site improvements such as storage facilities. Additionally, the Implementation matrix includes the establishment of a strategy to design and implement a combined sewer storage facility. See Chapter 6 - Infrastructure and Sustainability - P. 95, 96 and 97 See Chapter 8 - Implementation, P. 118</p> <p>The power plant site is outside of the combined sewershed. However, given the size of redevelopment anticipated on that site, it has the potential to generate flows that are large enough, even if it connects to the separated pipe, it could potentially displace other flows in the combined sewer system from getting into the separated pipe. The Plan requires that redevelopment projects make a contribution towards mitigation of combined sewer overflows. The monetary contribution will be established as part of the development review process for each site.</p> <p>4. Federal Emergency Management Agency definition of encroachment: Encroachments are activities or construction within the floodway including fill, new construction, substantial improvements, and other development. These activities are prohibited within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses that the proposed encroachment would not result in any increase in flood levels. (Refer to page 99 of OTN SAP for comment)</p> <p>5. The community comment period extends through May 18, 2017. Further evaluation of the green building strategies for each redevelopment site and for the former power plant site will be undertaken through the development review process.</p> <p>6. The Sustainability Chapter of the OTN SAP was released in February 2017 and the full draft Plan was released on April 13, 2017. The community comment period extended through May 18, 2017.</p>
60	Sustainability	3/13/17	Advisory Group		<p>I think mention of this designation should be included in language describing the intention to make Old Town North an eco-district, as the representatives from East Coast Greenway repeatedly referred to the local section of the trail, that goes from DC to Mount Vernon and includes the Alexandria Waterfront, as the most beautiful and most heavily used section of the entire trail from Maine to Florida.</p> <p>Re: Ceremony to Highlight Benefits of Alexandria's Inclusion in the East Coast Greenway</p>	Designation included in the Transportation Chapter	

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61	Sustainability	4/25/17	Email		The SAP needs to follow the Eco-City principles outlined by the city. Let's not move Old Town North in the wrong direction by failing to include them. We want to live in an Eco-City and all our planning should reflect that goal.	The OTN SAP includes a sustainability vision that aligns with the City's Eco-City Charter where sustainable environmental solutions are integrated with the built environment, infrastructure, mobility, and the economy. See Chapter 6 - Infrastructure and Sustainability, Section 6.1 III	
Chapter 7 - Historic Resources							
62	Historic Resources	11/14/16	AlexEngage		The proposed improvement utilizing the rail/trail corridor should begin where the corridor begins, i.e. at the southern end of Oronoco Bay Park. It is a historic structure that should remain intact as it connects one of the oldest and most historically important sites on the river with the equally historically important canal.	The Open Space and Recreation Chapter recommends improvements along the entire rail corridor in Old Town North in addition to the conversion of the section between bashford to E. Abingdon Dr. into a linear park. The Plan also recommends retaining portions of the rail tracks as historic interpretation.	
63	Historic Resources	12/9/16	Email		<p>I'm bamboozled as to why the most historically significant plot in the city is not in the Old & Historic District. Perhaps the reason is in the annals of history, but I must get to the bottom of it.</p> <ol style="list-style-type: none"> 1. Lots 1 to 7 of George Washington's 1749 survey are there. Rather than going left to right as is the convention, he recognized the significance of West's Point and adjacent land, and numbered them first. (Attachment 1) 2. The Virginia Historical Marker at the city visitors' center, intersection of King and Fairfax Streets, talks about John Alexander owning that land. Alexandria was named after him. (Attachment 2) 3. The third attachment shows an extensively researched painting of West's Point in 1755, with some of Braddock's ships and soldiers landing. This was the start of the French and Indian War, which triggered the Seven Years War in Europe, the Caribbean and India, and therefore was the real First World War. And it started in Old Town North. <p>And then there's the related events, like Virginia establishing a tobacco inspection station there in 1732, leading to the chartering of the town, contributing to the decision to locate the District of Columbia nearby at its present location.</p> <p>It's unconscionable to me that the north side of Oronoco Street from the riverfront to the South Fairfax Street is not in the Old & Historic District. It's imperative this site be properly respected in current and</p>		<p>Thank you for your email inquiring about West's Point and why it is not currently included in the Old and Historic Alexandria District (OHD) boundaries. Typically, when historic districts are created, they include extant resources as those are what can be retained and preserved. If historic buildings no longer exist, then there is nothing physically left to preserve, according to national preservation philosophy. So typically, whether for a local or National Register district, one only includes areas that continue to have a significant number of historic buildings.</p> <p>West's Point was included in the original OHAD boundaries as designated in 1946. However, based on available maps, the boundaries of the district changed, over the years, as areas were removed or added for various reasons.</p> <p>All of this is not in any way meant to convey that West's Point is not important. To the contrary. This is precisely the reason why the Old Town North Historic Interpretation Guide will be a useful resource, because it can identify and interpret Old Town North key sites that no longer have extant resources (or only have below-grade archaeological resources). There are many such sites in Old Town North and the Guide endeavors to capture them in one document and provide various strategies and tools that can be utilized to interpret them, as more private and public development occurs in the future pursuant to the Old Town North Small Area Plan Update, pending adoption.</p>
	Historic Resources	3/7/17	Historic Alex Resources Commission member		<p>I have only a few suggestions for this chapter and its related guide and tours.</p> <ol style="list-style-type: none"> 1. Use of the word "building" when you probably mean historic buildings, structures, archeological sites, and resources. I'm particularly concerned with the use of the word "building" in the list of Objectives on page 88: 6th bullet: "Develop policy to analyze and preserve buildings significance in Old Town North" [maybe you mean "buildings that are significant"], It is the word "building" that needs to be broader here. Since the goal is to "Further identify, protect and enhance the historic, architectural and archeological elements and resources of Old Town North", I suggest using that same phrase: "historic, architectural and archeological elements and resources" - So Policy #6 would read: <i>Develop policy to analyze and preserve historic, architectural and archeological elements and resources [delete: significance] in Old Town North.</i> 	<p>Revised in Chapter See Chapter 7 - Historic Interpretation, Section 7.1 See Old Town North Small Area Plan Appendix A.2 for revised goals and objectives per comment</p>	

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64					2. It is always advisable to be as broad as you can be in developing Goals and Objectives, and I think this phrasing would help do that. Perhaps earlier in the plan there is a glossary (I didn't see one, but "historic resources" is a good broad word that can cover "historic, architectural and archeological buildings, structures, site and elements". It might be good to add such a definition.	See Old Town North Small Area Plan Definition of Terms	
65					3. on page 90, I am concerned about how the history of the creation of the OHAD is described: If you reread Peter Smith's "The Beginning of Historic Preservation in Alexandria ==Moving Toward the Creation of the Old and Historic District" you learn that the 1929 Memorandum of Agreement between the National Park Service and the City was certainly a major impetus, and you learn the the NPS and NCPPC kept pushing the City, but between 1929 and 1946 many more events took place that lead to the motivation and will by the City fathers to pass the ordinance. Also, if you read Article X, there were many broad purposes (also used in other ordinances) but useful in arguing for passage of the ordinance. So I think it is important to change: " <i>Designated by the Alexandria City Council in 1946, OHAD was originally established to control development along the George Washington Memorial Parkway as it passed throughout he City as Washington Street.</i> " to something like the following: " <i>After establishment of the agreement between the City and the National Park Service to protect the parkway in 1929, the initial impetus behind the establishment of the OHAD was the National Park Service's concern with controlling development along the George Washington Memorial Parkway as it passed throughout the City as Washington Street.</i> " <i>After years of political work, the OHAD was established in 1946.</i> I think making some change like this is very important, because future plans will pick up and copy language from this plan.	See revised text in Old Town North Small Area Plan Appendix - A.1	
66					4. the Old Town North Historic Interpretation Guide is really interesting and a great approach. (One small glitch - in Appendix 3 - the listing of maps - there is an overprinting on page 3 (page 62).	Revised in Historic Interpretation Guide	
67					5. The Old Town North Historical Walking Tour - There seems to be no text to describe what is known about #3, 19th century Rural Dwellings, #11, Standard Oil Company, #17, Civil War Stables and Parade Ground, and #20, the Ice House. <u>Shouldn't there be brief text as well as the maps?</u>		City will look into revising the walking tours
68	Historic Resources	3/20/17	Historic Alex Resources Commission member		1. The draft makes it clear that this is a "range of ideas" offered to inform developers, the public and city and not at "comprehensive interpretation plan." As such, it reorganizes materials that exist in other documents, making them more easily accessible on a block-by-block, theme-by-them basis. The subcommittee should be asked to prepare a comprehensive plan that is informed by the Waterfront Plan, OHAD and other relevant city planning documents. This plan should include a statement of priorities for historic preservation, as well as standards and guidelines that reference national standards as well as precedents in Alexandria and elsewhere if applicable.	Old Town North Urban Design Standards and Guidelines include standards and guidelines for implementing the Historic Interpretation Guide. In addition the Old Town North Small Area Plan includes a Historic Preservation Chapter which includes recommendations for historic interpretation in the plan area.	

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					<p>2. The draft states that “few visible remnants of the past remain” but there are potential archeological resources in the area. The plan should emphasize the geographic and physical setting on the Potomac River as worthy of preservation. For example, an easement to preserve the view from the site of the coal plant should be considered.</p> <p>The draft does not clarify which historical period, subareas, or themes should be preservation priorities. It is a catalogue of resources and ideas. The subcommittee should identify a more precise focus for preservation priorities. The 1992 plan identified the area’s maritime history as the priority.</p>		The waterfront includes National Park Service easements as part of the settlement agreement between the City and the National Park Service - 1981 Settlement Agreement and NPS Alexandria Waterfront Land Use Agreement, June 1992
69					<p>3. The draft plan mentions in passing the issue of the Separate Sewer System. This issue has come to high visibility in discussions of city priorities due to budgetary constraints and a shortened timeframe. The draft plan should discuss how this could affect OTN, as well as providing reference to any flood mitigation needed.</p>	The Infrastructure and Sustainability Chapter of the Small Area Plan addresses CSO and mitigation See Chapter 6 - Infrastructure and Sustainability	
70					<p>4. The plan references a permanent committee (UDAC) which would be advisory to city staff to ensure compliance with standards and guidelines. To be effective, such an advisory committee authority to identify specific vistas and structures for preservation. The permanent committee (UDAC or a city-wide committee) should have special standing in BAR proceedings to represent public preservation interests and should be given power to designate historic resources for priority preservation.</p> <p>It is not enough to state that all development and redevelopment sites should include some form of historic preservation (p. 60)</p>		UDAC only reviews development projects in Old Town North that are outside of the Old and Historic Alexandria District.
71					<p>5. The use of the power plant site deserves more attention. The draft plan calls for making it an “innovation” theme, based on industrial design heritage. Alternative uses for this key tract and historic vista should be more systematically considered, informed by cost estimates and community input.</p>	The Land Use and Economic Development Chapter talks about the recommended land uses on the power plant in more detail See Chapter 2 - Land Use and Economic Development	
72		3/30/2017	Public Comment		<p>I would like to provide a few personal comments on the draft Historic Preservation chapter and Historic Interpretation Guide of the Old Town North Small Area Plan Update.</p> <p>The draft is excellent as far as it goes, in terms of providing a framework for potential future historic interpretation and preservation efforts. The documents will be useful in redevelopment discussions in which the city and private owners negotiate on the provision of public benefits.</p> <p>However, I think a specific and realistic "next steps" section is needed. First, priorities need to be set on which of the buildings and other physical remnants are important to preserve. This should be a community process. Second, priorities also need to be determined on which interpretative ideas to pursue and who is going to pursue them. Staff is extremely limited in how much time they can devote to this, but if resources became available, which projects would the staff pursue? How can volunteers be used? What other options are there?</p>	Page 119 of the draft includes Implementation tasks related to Historic Resources. Implementation of the Historic Interpretation Guide will include identifying potential strategies and approaches to incorporate historic interpretation in the plan area. Please note that this is a draft and if there are other tasks that should be incorporated, please make suggestions at this time. See Chapter 8 - Implementation	
Old Town North Urban Design Standards and Guidelines							
73	Design Guidelines	2/22/17	Advisory Group		<p>1. Residents of Marina Towers have expressed concern over the plan for a trail to extend along the eastern perimeter of Daingerfield Island. They worry about damage to the wetlands, about rising water levels that might make this impractical, but mostly about the potential for disturbing, harming, or displacing wildlife. Several residents there have been walking along, watching from their balconies, and photographing wildlife in that area for years, and would be glad to show the group a selection of their photos of deer, foxes, osprey, eagles, beaver, herons, egrets, and more.</p> <p>2. Power plant site plan may need a little more specificity. Do we know anything about NRG’s possible sale and how that affects timeline?</p>		Any improvements to Daingerfield Island will in coordination with the National Park Service's master plan planning process for that site

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74					<p>3. Art corridor could use a little more reinforcement regarding retention of the two existing art entities – the Art League school/studios and MetroStage, especially in the event that either site is redeveloped, which seems most imminent in the case of MetroStage.</p> <p>4. Regarding the Washington Street Memorial Circle: are there plans to make that area accessible to public pedestrians or is it purely for visual interest? Could there be native-plant/pollinator garden spaces there, for instance, or is that too labor-intensive and/or informal in an area that is meant to be a visual welcome and simply look groomed and perhaps traditional?</p> <p>5. Granite curbstones are mentioned on Washington Street south of the Circle. Sounds lovely, but extremely expensive. Is that realistic?</p>	<p>3. Retaining and incentivizing the Arts is be part of the Land Use and Economic Development Chapter</p> <p>4. Planting for the Parkway will have to comply with the National Park Service Planting Plan</p> <p>5. Granite curbstones are already required on Washington Street as part of the sidewalks</p>	
75					<p>6. Street Light fixtures – I assume the regulations refer to either new fixtures or replacement as needed to the two specified forms in the specified locations.</p> <p>7. The signage section is good and helpful for envisioning the guidelines.</p> <p>8. Shade structures are critical in public open spaces in the long hot summers of our climate zone. The lack of shade covers for benches in the Potomac Yard linear parks, for example, is a real negative.</p> <p>9. Planning for what to plant: Use of appropriate native plants and diversity of tree canopy so no disease epidemic of a particular species can wipe out a whole street's worth of trees is a worthy goal. We as a City have experts like John Noelle and Rod Simmons and a local Virginia Extension Service agent to help us, along with consultants we can hire.</p>	<p>Design Standards and Guidelines revised per comment.</p> <p>P.60 Lighting Guidelines: Any improvements to Daingerfield Island will in coordination with the National Park Service's master plan planning process for that site</p> <p>P.77 Open Space Standards: Public open spaces shall be designed for the need for seasonal shade through the use of landscaping, shade structures or other comparable elements.</p> <p>P.58 Street Trees Guidelines: Diversify the street tree population. Projects should be encouraged to utilize street tree species that are not commonly found in the plan area but environmentally suited to the site's growing conditions and lower maintenance requirements.</p>	
76	Design Guidelines	3/6/17	Advisory Group		<p>For your consideration, I offer the following comments and suggestions on the draft Urban Design Standards & Guidelines of 2/17/17:</p> <p>Page 16: Principles 2,3, and 8 should be expressed as Standards.</p> <p>Page 18: Principles 1,2, and 3 should be expressed as Standards.</p> <p>Pages 19-20: Principles 2, 8,15,16,18, and 20 should be expressed as Standards. Principle 20 should be reworded: Integrate the substation facility into the overall site by providing architectural treatment and landscape screening. In addition and to the extent feasible, screening should be provided for the top of the substation.</p> <p>Page 24: Principles 2,3, and 4 should be expressed as standards.</p> <p>Page 26: Principle 2 should read: Art and creative uses should be integral parts of the Mixed Use/Innovation District.</p> <p>Page 31: Since set backs are such key concepts in planning, should not all of these guidelines be expressed as standards?</p> <p>Page 36: Express the guidelines as standards.</p> <p>Page 38: In Guideline 1, what is the thinking behind requiring detached parking garages?</p>	<p>Revisions to the Urban Design Standards and Guidelines dicussed and shared with AG members.</p>	

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77					<p>Page 39: Guideline 5 should be a standard and read: Transformers shall be concealed . . . Should we make all of these items standards?</p> <p>Page 42: Second sentence of the opening paragraph should be made a standard and read: Building design and construction materials will be of high quality and will contribute to the unique character of Old Town North and promote a sense of community and livability. Both guidelines should be standards.</p> <p>#2 should read: Buildings will be compatible with existing structures in scale and mass. Changes in wall plane, height, and materials are tools that can be used in meeting this standard.</p> <p>Page 43: Why is standard 1 limited to the 1st floor? The second #2 should read: Building materials for each façade will be of high quality and shall consist of the following: In addition to the 2 bullets, add: Mirrored reflective, frosted reflective or darkly tinted glass are prohibited.</p> <p>Page 48: Signage should be addressed in the storefront standards.</p> <p>Page 50: Because of their significance in planning, setbacks and other frontage requirements should be expressed as standards.</p> <p>Page 69: Standard #1: The first sentence is not clear. The sidewalk shall be wider . . . Wider that what?</p> <p>Page 79: Why is there a #1 when there is no #2? Guidelines (Power Plant Site): Reword d and make it a standard: Areas of open space shall be of high quality design and shall be environmentally sensitive in design and implementation.</p>		

OTN SAP List of revisions per comments since Draft Plan release on April 13, 2017

May 24, 2017

General

1. Moved Chapter 2 – Urban Design Subareas from the Urban Design Standards and Guidelines to Chapter 2 of the Old Town North Small Area Plan under Section 2.2 – Land Use.

Land Use Chapter

1. P. 24 now P.30: *Sites must provide a minimum contiguous size of 5,000 to 10,000 square feet for an arts anchor space in order to qualify for the additional floor area. A smaller or larger square footage may be approved as part of the development special use permit process. The final size of the arts and cultural space will be based on achieving the intent and objectives of the Old Town North Plan.*
2. Figure 2.09, Figure 2.12, Figure 2.14 - Re-zone Craddock site to CRMU-X. Keep height district limit of 3 blocks bounded by N. Royal, N. Fairfax and First streets as existing: 77' (50' maximum along N. Royal Street).

Open Space and Recreation Chapter

1. *P. 59 now P.67: Amenities for trail users, such as rest areas and bicycle repair stations, should be explored.*
2. P. 61 now P.69: Adjacent to the linear park, the Plan recommends 1-2 acres of open space on the former power plant site (Figure 4.08) for multi-use active recreational space, such as soccer, basketball, and tennis courts, with a *potential community facility*.

Transportation Chapter

3. P. 71 now P.79: Transportation Strategy #1: **Enhanced Streetscapes and Pedestrian Environment** that *reflects the goal of the City's adopted Vision Zero resolution and offers an interesting, safe, attractive, and engaging environment for pedestrians*
4. P.72 now P.80: *The Plan and associated Design Standards and Guidelines provide a framework for improving the public realm in Old Town North in a way that is consistent with Vision Zero's goal of eliminating traffic deaths and serious injuries by 2028 by creating streetscapes that prioritize pedestrians while being inclusive of all transportation modes.*

5. P.72 now P.80: *Enhanced sidewalks and crossings on each side of Slaters Lane and across the Parkway, including bicycle accommodations should be provided*
6. P.72 now P.80: *Add text box with EAP 2030 strategy: "Develop a holistic city transportation system that puts the health, mobility, and accessibility of "people first" by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles and private motor vehicles." - Environmental Action Plan 2030*
7. P.87: *Autonomous Vehicles - "Consideration should be given to Autonomous Vehicles and other emerging transportation trends and technologies as part of the future traffic studies for future redevelopment sites. Future roadway and building design should incorporate elements that may facilitate automated vehicles and other emerging transportation trends, to the extent feasible, without compromising pedestrian safety and the public realm."*
8. P.83 now P.91: *"the Old Town Circulator can be accommodated through either increasing headways on the AT5, or realigning the AT2, contingent on capital and operating budgets."*
9. P. 84 now P.92: *"In the near term, loading zones can be requested and reviewed by the Traffic and Parking Board. With the conversion of Montgomery Street to a two-way operation, the City will designate loading zones for the commercial blocks east of Washington Street, as well as require new developments to include loading zones or bays through the development review process."*
10. P. 89 now P.97: *Recommendation #4 moved to #1 and revised: Implement pedestrian and bicycle network improvements consistent with the City's Vision Zero Policy, Transportation Master Plan and the Environmental Action Plan.*
11. P. 90 now P.98: *Recommendation #25 added "Explore parking maximums for each use on the former power plant to encourage pedestrian, bike and transit use and help in achieving the sustainability objectives of the Plan."*

Infrastructure and Sustainability Chapter

1. P.92 now P.100: *Environmental Action Plan (EAP) and Eco-City Charter: This Plan builds on Alexandria's Environmental Action Plan (EAP) and the Eco-City Charter by providing strategic guidance and a road map for environmental goals within the plan area.*

Urban Design Standards and Guidelines:

1. Definition of Terms extracted from Appendix. See OTN SAP Appendix for related documents links: Old Town North Small Area Plan Definition of Terms.
 - Historic Resource and Green Streets definitions added.

Mr. Karl Moritz
Director
Department of Planning and Zoning
City of Alexandria
301 King Street
Alexandria, VA 22314

May 23, 2017

Re: Advisory Group Endorsement of the Old Town North Small Area Plan

Dear Mr. Moritz:

The Old Town North Small Area Plan Advisory Group is pleased to express its support for the Draft Old Town North Small Area Plan and associated Draft Old Town North Urban Design Standards and Guidelines being proposed to Planning Commission and City Council.

Since November of 2015, there have been fifteen Advisory Group meetings, two charrettes, and eight community meetings. There has been consistent and robust participation by a variety of stakeholders allowing creative ideas to surface in a collaborative environment. While the comprehensive nature of the Small Area Plan and accompanying guidelines makes it difficult to summarize those documents here, the highlights include:

1. Maximizing Old Town North's walkability and safety by implementing streetscape improvements that prioritize pedestrians while providing ecological and environmental benefits through the integration of green infrastructure elements.
2. Creating tools for the retention of existing arts institutions, using arts institutions as anchors and attracting additional arts and cultural uses, with an emphasis on the creative economies and enhancing economic and cultural diversity.
3. Promoting a vibrant, economically sustainable community through a mix of land uses that will attract both daytime and evening activity.
4. Creating comprehensive Design Standards and Guidelines that will elevate the importance of high-quality urban design with appropriate integration of potential new development into the existing neighborhood and to enhance a sense of place.
5. Establishing a planning framework for the former power plant site that will connect future redevelopment into the existing neighborhood while allowing for appropriate flexibility to respond to changing market trends, community needs and the technological advances of the future.
6. Focusing on opportunities for expanding the number of affordable housing units in the plan area.
7. Prioritizing and promoting sustainability that ensures a balance between the environment, the

economy and social equity, with improvement and preservation of both our water quality and that of the Potomac River, one of the community's greatest assets.

8. Highlighting the historic resources of Old Town North through the creation of the Historic Interpretation Guide that provides creative interpretive solutions based on the neighborhood's cultural landscape from early settlement to the 1960s.

Finally, recognizing the importance of implementation to ensure that the Plan vision is maintained and executed, the Advisory Group recommends that the Planning Commission oversee implementation through updates provided to the Planning Commission by City staff at regular intervals for review and guidance.

We applaud the commitment of staff members from various departments who came together to provide an open and collegial environment and worked tirelessly to capture the ideas and answer the concerns of all stakeholders. We also want to acknowledge the significant time and effort members of the public dedicated to providing input into this process.

The members of the Advisory Group appreciate the opportunity to participate in this process and look forward to seeing the results of implementation.

Sincerely,



Maria Wasowski, Planning Commission Representative, Chair

On behalf of the Old Town North Small Area Plan Advisory Group

Engin Artemel (Community Representative – At Large)

Scott Barstow (Environmental Policy Commission)

Anna Bentley (Community Representative – At Large)

Elizabeth Chimento (Community Representative - At Large)

Herbert J. (Herb) Cooper-Levy (Community Representative – At Large)

Slade Elkins (Board of Architectural Review – Old & Historic District)

Austin Flajser (Property Owner Representative)

Mary Catherine Gibbs (Property Owner Representative)

Stephen Goodman (Community Representative – Homeowner Associations/At-Large)

Carolyn Griffin (Community Representative – At Large)

Kevin Harris (Community Representative – Alexandria Redevelopment & Housing Authority Resident Representative)

Bruce M. Machanic (Business Representative)

Carlos Mejias (Business Representative)

Jesse O'Connell (Park and Recreation Commission)

Thomas F. Soapes (Community Representative – NOTICe Representative)

David Speck (Alexandria Economic Development Partnership)

Marie McKenney Tavernini (Urban Design Advisory Committee)

Jeff Strup (Property Owner Representative)

Christa Watters (Community Representative – Homeowner Associations/At-Large)

Cc: Alexandria Planning Commission
Mayor and Members of City Council
Old Town North Small Area Plan Advisory Group
Mark Jinks, City Manager
Emily Baker, Deputy City Manager
Jeffrey Farner, Deputy Director, Department of Planning and Zoning

Attachment 9

The Alexandria Archaeological Commission

May 18, 2017

Ms. Heba El Gawish, Urban Planner
Department of Planning and Zoning
City Hall, 301 King Street
Alexandria, VA 22314

RE: Comments on the Old Town North Small Area Plan

Dear Ms. El Gawish,

The AAC would like to thank you and Planning and Zoning for including OHA, Alexandria Archaeology, and the Alexandria Archaeological Commission in the outreach and collaboration review process for the Old Town North Small Area Plan. We were especially pleased that the interdepartmental consultations began early, which allowed us all to help shape how to include interpretation of our community's history in the development of OTN. We believe that this is a good precedent for future planning across the city, and we hope it become a pilot for future small area plans.

AAC's primary concerns have been first, how the OTN plan will interweave with the centerpiece waterfront history plan (WHP) that the Council approved as part of the Waterfront Plan, and which is part of the city's strategic plan. The WHP reached the area covered by the OTN and identified the important "theme" of that area as transportation. The WHP uses focused themes to emphasize major aspects of the city's experience at locations most intensively associated with each theme. Each area may have many aspects that can and should be interpreted, but we sought to ensure that areas with particular significance for one of the themes be weighted toward that theme.

Our reading of the history portion of the revised OTN plan suggests that it now does indeed point to transportation as a focus, and we welcome that enhancement. We remain concerned, however, that the continuity of the WHP and the overall waterfront historical interpretation may be disrupted if OTN is "cocooned" from linking to the emerging waterfront interpretative plan. The Windmill Park Plan, which even preceded the WHP, was to be integrated with the WHP as well once the latter was approved. We suggest that it is important to formalize the association of OTN with WHP as well to help retain a unified, understandable set of historical interpretive narratives, and promote using the entire waterfront as one experience.

AAC's second, related, concern was that the OTN historical interpretation guide offered a menu of options for a developer to choose from, but there was no central guiding plan pushing what might be covered where. The current OTN does identify themes associated with blocks and locations, which is extremely useful. However, simply offering a list of option risks that some themes may not be interpreted if no developer wishes to choose to use them. We could see an

outcome which overlooks, distorts, or fails to cover major aspects of the history and cultural experience of the OTN area.

We suggest that the OTN approach include a plan to specify priorities as to what should preferably be interpreted where, if only to avoid a hodgepodge or even “local trivia” footnotes (on this spot in 1880 etc. etc.). We especially want to avoid interpreting sites and events in isolation, especially other resources nearby may be interrelated. An important benefit of WHP, and a centralized guide, is that it is supposed to guides developers in just this way. It covers all the themes and identifies locations and opportunities to interpret them as an integrated, unified plan. We also think that linking the OTN plan to WHP, especially as the majority of the WHP will be interpreted on city-owned property, helps ensure that the final result is understandable, comprehensive, compelling, and inviting.

Again, we feel the plan overall is very positive, but we feel quite strongly that the areas described above need reinforcing

Thank you.

Elizabeth C. McCall

Chair, Alexandria Archaeological Commission

May 8, 2017

Re: AHAAC support of Old Town North Small Area Plan Update

The Alexandria Housing Affordability Advisory Committee (AHAAC) wishes to express its support for the Old Town North Small Area Plan Update (OTN SAP) to be considered by Planning Commission and City Council at their June public hearings. AHAAC has followed this planning initiative closely over the past two years, with regular updates from Housing staff. On May 4, 2017, the Committee voted unanimously to endorse the Plan.

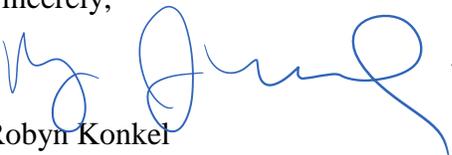
Through the OTN SAP, the City will achieve several community benefits, including enhancing open space, improving local transit connectivity, and expanding opportunities for a potential range of affordable housing. We note the Plan's consistency with the policies and goals of the Housing Master Plan to diversify housing options in the city, in particular through the use of tools such as the Bonus Density and Height Program (Section 7-700 of the Zoning Ordinance). We are also glad to see important housing objectives preserved in the Plan, such as prioritizing the provision of a one-for-one replacement onsite of Resolution 830 and ARHA-owned units in the Plan area as ARHA's properties redevelop as mixed-income communities over the next few years. We applaud the Plan's recommendation to permit projects to pursue bonus density up to 30% in exchange for affordable housing units generated at no financial cost to the city, to allow a 40-year term of affordability of housing units, and to encourage artist housing in the plan area through public-private and non-profit partnerships.

While AHAAC is glad to see the Plan's recommendation for regulatory incentives to preserve and attract arts and cultural anchor uses, including providing additional floor area of up to 30% above the maximum permitted floor area within the proposed designated Arts District area, we would recommend that the Plan specify that developers utilizing this incentive are not precluded from also utilizing Section 7-700 of the Zoning Ordinance. This language should be included on pages 24, 42 and 52 of the draft Plan.

In this spirit, we hope that developers will work creatively with the City to implement the housing recommendations to achieve a significant number of committed affordable units, including set aside affordable units as will be delivered in the Edens project which is now under construction. AHAAC looks forward to reviewing specific future affordable housing plans for OTN SAP at the time of DSUP review and to working with the City in increasing, maintaining, and preserving affordable housing units.

Please contact me if you have any questions about AHAAC's action regarding the OTN SAP.

Sincerely,



Robyn Konkel
Chair



May 11, 2017

Honorable Mayor Allison Silberberg and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

Re: EPC Comments on the Old Town North and North Potomac Yard Small Area Plans

Dear Mayor Silberberg and Members of Council:

On behalf of the Environmental Policy Commission (EPC), I'm writing to share our comments on the proposed Small Area Plans for both Old Town North and North Potomac Yard. Given that these plans are being considered at the same time, I'm providing both sets of comments for efficiency and consistency.

First, let me applaud City staff for the significant work they have done engaging the community in drafting these two plans. The EPC recognizes how much time staff puts into community outreach and how seriously they take public input. Second, I'd like to acknowledge our support and appreciation for both plans' commitment to sustainability, which is very much in the spirit of our Eco-City Charter.

We also believe it is important to highlight the unique environmental context within which Council will consider these plans. While the Trump Administration has questioned the very existence of anthropogenic climate change, we in Alexandria understand and accept the scientific consensus. Much of the carbon emitted to date and in our lifetime will remain in the atmosphere for tens to hundreds of thousands of years.¹ Thus, the next few decades offer a brief window of opportunity to minimize potentially catastrophic climate change. We have a responsibility to ensure that City policy, as reflected in these two small area plans, publicly reaffirms our commitment to addressing this global challenge in our community.

I have focused this letter on the few places where we believe the plans require additional specificity and clarification to align more closely with the City's sustainability and climate goals, to take account of new technological trends and policy developments, and to provide greater consistency.

To that end, we offer the following recommendations:

¹ Clark, P. U., Shakun, J. D., Marcott, S. A., Mix, A. C., Eby, M., Kulp, S., ... & Schrag, D. P. (2016). Consequences of twenty-first-century policy for multi-millennial climate and sea-level change. *Nature Climate Change*.

1. Green Building:

Old Town North & North Potomac Yard: Both draft plans currently recommend, *“Explore a minimum of LEED Silver or comparable, or the City’s Green Building standards and requirements, whichever is greater. In addition, new buildings will comply with the EAP, as implemented through City policies. Energy consumption/utilization and stormwater should be prioritized in the certification for the buildings.”*

Commentary: Since the current EAP sets a target that by 2020 all new buildings will achieve LEED Gold standards, and by 2025 all new buildings will achieve LEED Platinum, both plans should set a more ambitious goal than LEED Silver. While the EPC expects that the City’s Green Building policy will be updated no later than the end of FY2019, including a more ambitious goal in these SAPs will signal to the development community the direction that the City intends to take the revised policy.² Further, City Council and staff agreed in June of 2015 that the Old Town North SAP specifically would be used to demonstrate new green building policies, but the current draft does not reflect that prior agreement. As we have recommended in the past and staff has committed to pursuing, we believe that the City should require developers to meet a minimum set of points towards their LEED certifications since emission reduction and stormwater reduction remain City priorities.³ We also believe that both plans present the City with opportunities to pilot new approaches to Green Building, including Passive House and Net Zero buildings that are not currently contemplated in either plan, but will be required if the City is to achieve its stated carbon reduction goals.

There are new opportunities available to the City to make both plan areas attractive to developers who are interested in pursuing green building and potential tenants who are interesting in occupying such buildings. Governor McAuliffe recently signed into law a bill, HB 1565, which authorizes the City to establish green development zones that would provide developers, tenants, and green businesses incentives to build and/or occupy green buildings.

Recommendations:

1a. Recognizing that the City’s Green Building Policy will be updated no later than FY2019, but that some development proposals may be submitted by developers before it is finalized, set a minimum of LEED Gold or comparable for all developments, or the City’s green building standards and requirements, whichever is greater.

1b. Specify that a minimum number of points from the “Energy and Atmosphere” and “Water Efficiency” categories will be required for buildings to meet the City’s Green Building certification requirements.

1c. Offer additional floor area to developers or other incentives, such as those authorized by HB 1565, that pilot Passive House certified buildings or Net Zero Energy Buildings as certified by the Living Future Institute.

² See Memo from Karl Moritz to the Planning Commission on the Long Range Interdepartmental Work Program dated May 2, 2017. http://legistar.granicus.com/alexandria/meetings/2017/5/1706_A_Planning_Commission_17-05-02_Docket.pdf

³ See Descriptions of the FY 2016 Interdepartmental Long Range Planning Work Program Projects: <https://alexandria.legistar.com/LegislationDetail.aspx?ID=2358003&GUID=4624A978-B410-49F7-873D-E8AA83635A7E>

2. Carbon Reduction & Alternative Energy

Old Town North: The current draft recommends that the power plant site “*should strive to achieve carbon neutrality by 2040.*”

The draft recommends that the plan, “*Encourage the use of alternative energy sources including but not limited to solar and wind power throughout the Plan area.*”

The draft has an objective for the power plant site of, “*Emphasizing renewable district energy including, solar, ground source heat pumps, Microgrids, and battery storage.*”

North Potomac Yard: The current draft recommends that “*North Potomac Yard should strive to achieve carbon neutrality by 2040.*”

The draft recommends that the plan, “*Encourage the use of alternative energy sources including but not limited to solar and wind power throughout the Plan area.*”

Commentary: Both plans should reiterate the City’s stated commitment in the Environmental Action Plan and the City’s Energy and Climate Plan, both of which set a goal for all new buildings to be carbon neutral by 2030, not 2040. The language in the OTN SAP only applies to the power plant site, but should apply to all new buildings in the district. Further, the current language in the draft SAPs is unclear and could be construed to suggest that both areas should be completely carbon neutral by 2040. While a goal of achieving carbon neutrality by 2040 for an entire area of the City is commendable, it would require radical technological changes outside of the City’s control or influence. Excluding emissions from transportation, for example, we could achieve such a goal if Dominion’s electricity were to become 100% carbon neutral and then also fully displaced local natural gas service. While we should strive to reduce emissions across the City, the goal of carbon neutrality should be focused initially on new buildings over which the City has more direct influence.

Both plans encourage alternative energy, but do so inconsistently and omit key local resources. There are local renewable sources that the City should work with developers to pursue, including geothermal energy, sewer heat, and waste heat from buildings. These can each be used as components in a district energy system or in some cases, like geothermal, can be used in a single building (e.g. Minnie Howard has a geothermal system). While the OTN SAP contemplates district energy in the power plant site, the NPY SAP is silent on district energy, which is likely the deepest source of potential emission reduction in the area. Developers should also be encouraged to explore solar PV and battery storage for onsite electricity production and consumption. While referenced, wind power is not meaningfully available on a local level.

Recommendations:

2a: Set a goal in both SAPs that all new buildings built in or after 2030 will be carbon neutral. Do not limit the goal in Old Town North only to the power plant site.

2b: Explore the development of district energy systems for heating and cooling that take advantage of local renewable energy sources, including but not limited to geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.

2c: Encourage onsite generation and storage of renewable electricity from solar PV and other available renewable resources.

3. Transportation: Autonomous Vehicles, Electric Vehicles, and Vision Zero

Commentary: There is no mention in either SAP of Autonomous Vehicles (AVs) and the future role they may play, and only a short reference to electric vehicle (EV) charging. If the City is going to truly focus on reducing emissions, it will have to get serious about reducing transportation related emissions. The Metro station and additional bus capacity will be very helpful in that regard. But we should also take account of the emergence of AV and EV technologies, including how to support the future electrification of our DASH bus fleet. Further, the SAPs are silent on the City's Vision Zero goals, which should be reaffirmed.

Recommendations:

3a. Provide clear plans for incorporating both AV and EV technologies, including charging infrastructure, into development plans, and assess their potential for reducing emissions as well as parking requirements within the area.

3b. References be added to the City's Vision Zero goals in both SAPs.

Thank you for your consideration of these recommendations, and for your continued leadership and steadfast commitment to building a sustainable Alexandria.

Sincerely,



Jim Kapsis
Chair
Alexandria Environmental Policy Commission

May 17, 2017

Ms. Heba ElGawish, Urban Planner
Department of Planning and Zoning
City Hall, 301 King Street
Alexandria, VA 22314

Comments on the Old Town North Small Area Plan

Dear Ms. ElGawish:

On behalf of the Historic Alexandria Resources Commission (HARC), I would like to provide comments on the draft Old Town North Small Area Plan. These comments are focused on issues relevant to historic preservation. In particular the comments address: (1) the Historic Resources Chapter, (2) the Land Use and Economic Development Chapter; (3) the Implementation Chapter; (4) the Historic Interpretation Guide and (5 and 6) the Urban Design Standards and Guidelines. The comments were reviewed and approved by HARC at its May 16, 2017 meeting.

First of all in the Introduction, HARC particularly endorses **vision statement #14** as a basis for many of the more specific recommendations that we will discuss: *“Incorporate the history of the plan area into future redevelopment sites, parks and open spaces.”*

(Point 1) Regarding the **Historic Resources Chapter**, HARC strongly supports all of the recommendations in this chapter. In particular, we believe that **Recommendation #2** (page 110) will be essential for carrying out the interpretation proposals in this plan.

“... All Development Site Plans (DSPs) or Development Special Use Permits (DSUPs) projects **will incorporate** an interpretation component as part of the review and approval process.”

This recommendation is the essential trigger for establishing a required historic interpretation condition on DSPs and DSUPs.

(Point 2) In the **Planning and Economic Development Chapter**, page 41 contains General Land Use and Economic Development Recommendations. Recommendation #3 reads: “Encourage integration of the area’s railroad and industrial heritage into new buildings, parks and streetscape design.” Here, the language needs to be made stronger, by using the word “Ensure” rather than “Encourage”, as in the preceding recommendation #2.

Recommendation #3 would then read: **Ensure** integration of the area’s railroad and industrial heritage into new buildings, parks and streetscape design.”

(Point 3) In Chapter 8, **Implementation**, HARC strongly endorses Implementation Task #35 (p. 119):

“Use the Historic Interpretation Guide as part of the development review process to incorporate historic preservation in the plan area.”

We also recommend that the Historic Resources Chapter **Recommendation #4** should be added to the Implementation Tasks in Chapter 8, becoming Task 36 in Section F: Historic Resources:

“Explore the development of streetscape design guidelines for Washington Street to continue the City’s commitment to protect the memorial character of the Parkway, pursuant to the Design Standards and Guidelines and the 1929 Agreement with the Federal Government.

(Point 4) Regarding the ***Old Town North Historic Interpretation Guide***, the members of HARC find that the creation of the guide to be a potentially useful approach “to provide a range of different ideas for interpretation, in the context of compliance with the Zoning Ordinance, BAR and Archeology Code Requirements,” particularly in light of the fact that no comprehensive history of the Old Town North area exists at this point. We welcome this innovative approach to informing developers, residents, and the public on a range of historic themes that can be interpreted within the boundaries of Old Town North. As development occurs, and as the required site histories and archeological reports are developed through

the DSP and DSUP processes, the in-depth history of the planning area will emerge.

(Point 5) Regarding the **Urban Design Standards and Guidelines**, we learned that the Urban Design Advisory Committee, which has been established as an advisory group to city Staff, has urban design advisory review responsibility for the portion of Old Town North not within the OHAD boundaries. The UDAC will provide a written recommendation to the Planning Director for DSPS and DSUPs, as discussed in the Urban Design Standards and Design Guidelines. In Section 2.3 of the Urban Design Standards and Guidelines, The Waterfront is discussed and an important principle is stated: **“Principle #10:** “Incorporate historical interpretation to the extent possible in all public spaces, recognizing that Old Town North’s history and development has been intimately connected with the Waterfront.” (page 17)

(Point 6) Also in the Urban Design Standards and Design Guidelines, page 60 addresses **“Historic Interpretation”**. It states that the Old Town North Historic Interpretation Guide is intended to provide guidance for the implementation of historic interpretation on various sites. Regarding **Guideline #1:** “All development and redevelopment sites should include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach”, HARC recommends that this Guideline should be changed to a Standard, to emphasize its importance and to be consistent with Recommendation #2 in the Historic Preservation Chapter that *“All Development Site Plans (DSPs) or Development Special Use Permits (DSUPs) projects will incorporate an interpretation component as part of the review and approval process.”* The Historic Interpretation **Standard** would read:

All development and redevelopment sites [should] **shall** include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.

Two final recommendations: we note that the plan suggests that “A comprehensive historical interpretative plan that focuses on the length of the Waterfront, including sections of Old Town North, can be explored as a future project.”

- HARC recommends that this is an important project and should be undertaken in an upcoming work program, in order to remain ahead of the remaining redevelopment projects to be implemented along the waterfront.

Finally, we would like to compliment the staff and planning committee on the approach to the historic preservation chapter in particular; the concept of developing a historic interpretation guide will be useful in serving as a model for future area plan updates when a full historic survey of an area cannot be completed. Moreover, one of the adjuncts to the plan is the ***Old Town North Self-Guided Historical Walking Tour***; it contains a useful introduction to the history of the area.

- HARC recommends that the walking tour should be promoted as part of the many informational walking tours that the Planning Department and the Office of Historic Alexandria has been creating.

Thank you for your consideration of these comments.

Sincerely,

/s/

William Hendrickson, Chair

C: Lance Mallomo, Director, Office of Historic Alexandria
Karl Moritz, Division Chief, Department of Planning and Zoning
Al Cox, Historic Preservation Manager, Department of
Planning and Zoning
Catherine Miliaras, Historic Preservation Planner, Department of
Planning and Zoning

National Park Service
 Comments on Old Town North Small Area Plan
 5.23.2017

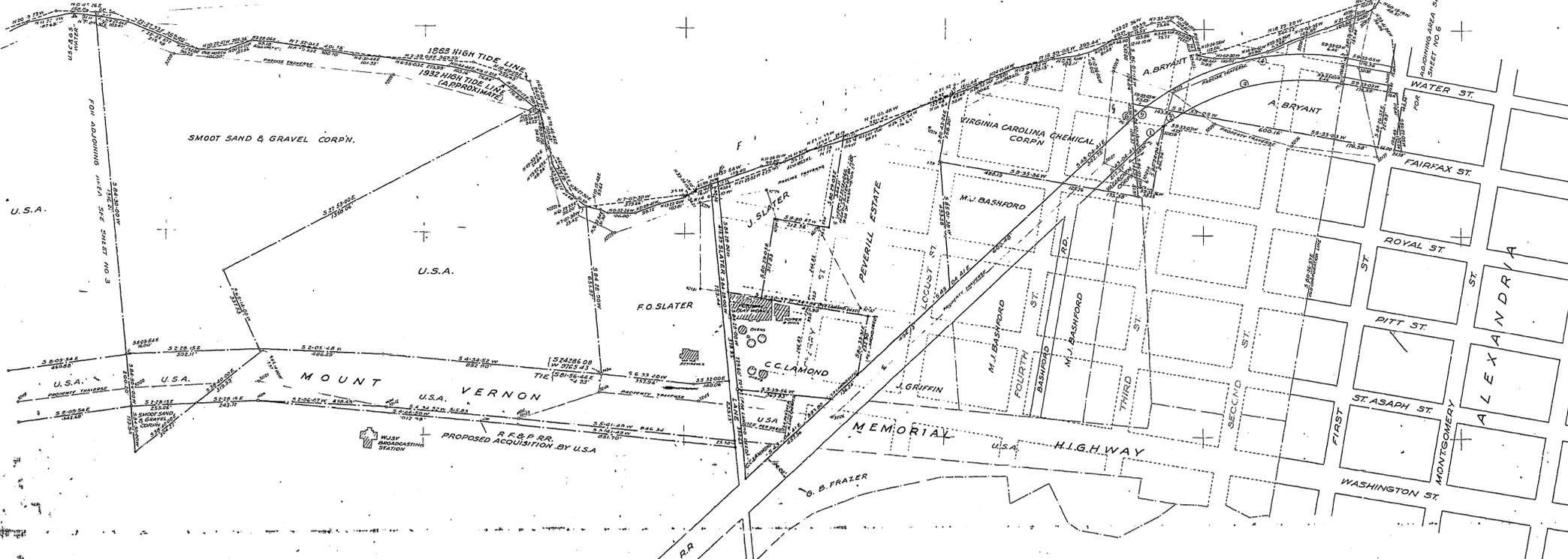
Commenter	Type of Comment	Comment
GWMP	General	There do not appear to be upzoning or height limit increases proposed along Washington Street.
GWMP	General	Actions that require NPS approval are appropriately identified.
GWMP	Engagement	The plan seeks to enhance the former Memorial Circle area by planting a double row of trees around the perimeter (recalling a circle). This requires GWMP / NPS approval.
GWMP	Engagement	Several areas along the waterfront are slated for increased building height, notably Canal Center and the NRG Power Plant site. The Canal Center redevelopment would require GWMP / NPS approval.
GWMP	Engagement	<p>In and around the Power Plant area Park Expansion, there are a number of issues that require GWMP / NPS approval: Existing park area along riverfront will be expanded:</p> <ul style="list-style-type: none"> ● New recreation and public art elements to be included ● Additional trees to be planted ● Mount Vernon Trail to be expanded ● Trail linkage to Daingerfield Island proposed ● Possible marina for ferry service is suggested
GWMP	Engagement / Questions & Issues to raise	<p>There are a number of questions regarding the street grid and transportation changes (page 81)</p> <ul style="list-style-type: none"> ● Regarding the extension of North Fairfax Street <ul style="list-style-type: none"> ○ There is a section labeled as a “parkway” is it possible to clarify what that means. ○ Is there any way to estimate what the impacts to traffic are on the proposed area? ● The new east-west connection across the GWMP <ul style="list-style-type: none"> ○ The design of the intersection would need to be done according to the Washington Street Standards, and in conjunction with NPS. This could trip NEPA / Sec 106 of NHPA. ○ It would also be important to understand the traffic implications

		<ul style="list-style-type: none"> ● Bashford Lane to become a shared street <ul style="list-style-type: none"> ○ There are some potential safety issues at the intersection with the GWMP / Washington Street. ● Montgomery Street to become two - way. <ul style="list-style-type: none"> ○ There are some potential safety issues at the intersection with the GWMP / Washington Street
GWMP	Engagement / Questions & Issues to raise	The plan proposes a gateway element along Washington Street in the transition area from the pastoral parkway setting to the urban landscape. This would require a certificate of appropriateness from the BAR, and might impact NPS lands, depending on the exact location. Therefore NEPA / Sec 106 of NPHA might also require compliance.
GWMP	Engagement	The plan proposes a new linear park for the former railroad corridor on the Power Plan site. There are some aesthetic concerns, and the park would like to be engaged as the City seeks to build connections to the Mount Vernon Trail.
NCR	Comment	At Canal Center there are deeded interests to the US that limit height and prescribe floor uses. Please see the included PDF to address that in detail.
NCR	Comment	The proposed connections between Washington Street and other city streets will have traffic implications. We would like to make sure that these issues are studied before implemented.

POTOMAC

RIVER

GEODETIC AZIMUTH = 176°11'55.4" APPROPRIATE TO 1983
PLANE AZIMUTH = 176°10'58.0" DISTANCE = 141.2



CURVE TABLE
VA. CAR. CHEM. CORPN. & A. BRYANT PROPERTIES

NUMBER	ANGLE	RADIUS	ARC	CHORD	CHORD BEARING	CHORD LENGTH
1	5° 30' 10"	905.37	89.96	540.15-37.1	85.05	R.R. WEST SIDE
2	6° 01' 07"	-	35.08	540.15-37.1	92.03	-
3	40° 54' 38"	-	87.09	540.15-37.1	63.19	-
1+2-3	52° 37' 45"	-	83.63	540.15-37.1	80.70	-
4	40° 54' 38"	1095.37	87.09	540.15-37.1	60.64	R.R. EAST SIDE
5	3° 37' 39"	-	63.62	540.15-37.1	63.62	-
6	1° 53' 15"	-	32.23	540.15-37.1	63.62	-
4+5-6	5° 37' 45"	-	82.58	540.15-37.1	80.36	-

POTOMAC YARD

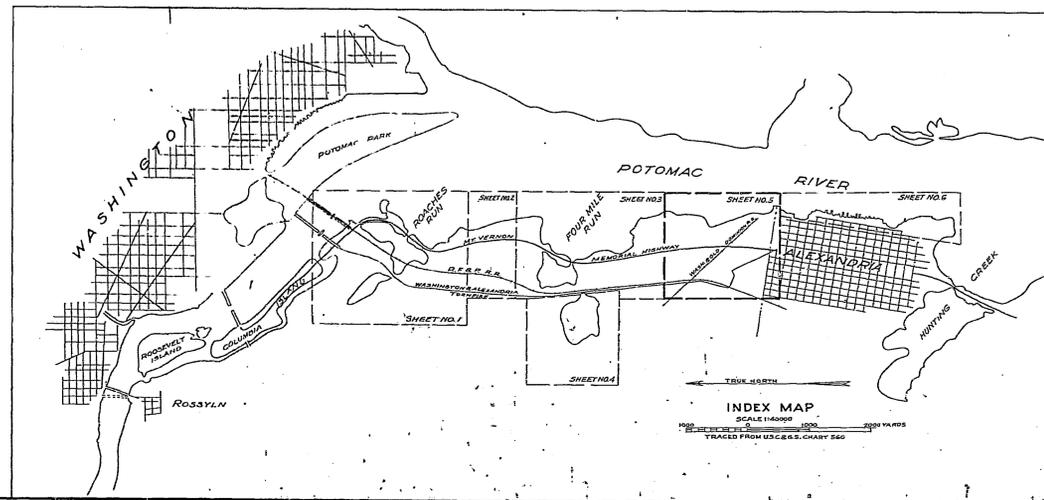
TABLE OF COORDINATES OF TRAVERSE LINES

PRECISE TRAVERSE				PROPERTY TRAVERSE			
STATION	BEARING	DISTANCE	COORDINATES	STATION	BEARING	DISTANCE	COORDINATES
A PAPER	51° 02' 30" W	425.00	839.84	US CARBON STA.	ALONG HIGHWAY & WASH. & OLD DOM. R.R. PROPERTY		
11170	51° 02' 30" W	425.00	839.84	3018	55° 00' 32" W	52.00	2118.45
11171	51° 02' 30" W	425.00	839.84	3019	55° 00' 32" W	52.00	2118.45
11172	51° 02' 30" W	425.00	839.84	3020	55° 00' 32" W	52.00	2118.45
11173	51° 02' 30" W	425.00	839.84	3021	55° 00' 32" W	52.00	2118.45
11174	51° 02' 30" W	425.00	839.84	3022	55° 00' 32" W	52.00	2118.45
11175	51° 02' 30" W	425.00	839.84	3023	55° 00' 32" W	52.00	2118.45
11176	51° 02' 30" W	425.00	839.84	3024	55° 00' 32" W	52.00	2118.45
11177	51° 02' 30" W	425.00	839.84	3025	55° 00' 32" W	52.00	2118.45
11178	51° 02' 30" W	425.00	839.84	3026	55° 00' 32" W	52.00	2118.45
11179	51° 02' 30" W	425.00	839.84	3027	55° 00' 32" W	52.00	2118.45
11180	51° 02' 30" W	425.00	839.84	3028	55° 00' 32" W	52.00	2118.45
11181	51° 02' 30" W	425.00	839.84	3029	55° 00' 32" W	52.00	2118.45
11182	51° 02' 30" W	425.00	839.84	3030	55° 00' 32" W	52.00	2118.45
11183	51° 02' 30" W	425.00	839.84	3031	55° 00' 32" W	52.00	2118.45
11184	51° 02' 30" W	425.00	839.84	3032	55° 00' 32" W	52.00	2118.45
11185	51° 02' 30" W	425.00	839.84	3033	55° 00' 32" W	52.00	2118.45
11186	51° 02' 30" W	425.00	839.84	3034	55° 00' 32" W	52.00	2118.45
11187	51° 02' 30" W	425.00	839.84	3035	55° 00' 32" W	52.00	2118.45
11188	51° 02' 30" W	425.00	839.84	3036	55° 00' 32" W	52.00	2118.45
11189	51° 02' 30" W	425.00	839.84	3037	55° 00' 32" W	52.00	2118.45
11190	51° 02' 30" W	425.00	839.84	3038	55° 00' 32" W	52.00	2118.45
11191	51° 02' 30" W	425.00	839.84	3039	55° 00' 32" W	52.00	2118.45
11192	51° 02' 30" W	425.00	839.84	3040	55° 00' 32" W	52.00	2118.45
11193	51° 02' 30" W	425.00	839.84	3041	55° 00' 32" W	52.00	2118.45
11194	51° 02' 30" W	425.00	839.84	3042	55° 00' 32" W	52.00	2118.45
11195	51° 02' 30" W	425.00	839.84	3043	55° 00' 32" W	52.00	2118.45
11196	51° 02' 30" W	425.00	839.84	3044	55° 00' 32" W	52.00	2118.45
11197	51° 02' 30" W	425.00	839.84	3045	55° 00' 32" W	52.00	2118.45
11198	51° 02' 30" W	425.00	839.84	3046	55° 00' 32" W	52.00	2118.45
11199	51° 02' 30" W	425.00	839.84	3047	55° 00' 32" W	52.00	2118.45
11200	51° 02' 30" W	425.00	839.84	3048	55° 00' 32" W	52.00	2118.45
11201	51° 02' 30" W	425.00	839.84	3049	55° 00' 32" W	52.00	2118.45
11202	51° 02' 30" W	425.00	839.84	3050	55° 00' 32" W	52.00	2118.45
11203	51° 02' 30" W	425.00	839.84	3051	55° 00' 32" W	52.00	2118.45
11204	51° 02' 30" W	425.00	839.84	3052	55° 00' 32" W	52.00	2118.45
11205	51° 02' 30" W	425.00	839.84	3053	55° 00' 32" W	52.00	2118.45
11206	51° 02' 30" W	425.00	839.84	3054	55° 00' 32" W	52.00	2118.45
11207	51° 02' 30" W	425.00	839.84	3055	55° 00' 32" W	52.00	2118.45
11208	51° 02' 30" W	425.00	839.84	3056	55° 00' 32" W	52.00	2118.45
11209	51° 02' 30" W	425.00	839.84	3057	55° 00' 32" W	52.00	2118.45
11210	51° 02' 30" W	425.00	839.84	3058	55° 00' 32" W	52.00	2118.45
11211	51° 02' 30" W	425.00	839.84	3059	55° 00' 32" W	52.00	2118.45
11212	51° 02' 30" W	425.00	839.84	3060	55° 00' 32" W	52.00	2118.45
11213	51° 02' 30" W	425.00	839.84	3061	55° 00' 32" W	52.00	2118.45
11214	51° 02' 30" W	425.00	839.84	3062	55° 00' 32" W	52.00	2118.45
11215	51° 02' 30" W	425.00	839.84	3063	55° 00' 32" W	52.00	2118.45
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11217	51° 02' 30" W	425.00	839.84	3065	55° 00' 32" W	52.00	2118.45
11218	51° 02' 30" W	425.00	839.84	3066	55° 00' 32" W	52.00	2118.45
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11220	51° 02' 30" W	425.00	839.84	3068	55° 00' 32" W	52.00	2118.45
11221	51° 02' 30" W	425.00	839.84	3069	55° 00' 32" W	52.00	2118.45
11222	51° 02' 30" W	425.00	839.84	3070	55° 00' 32" W	52.00	2118.45
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11224	51° 02' 30" W	425.00	839.84	3072	55° 00' 32" W	52.00	2118.45
11225	51° 02' 30" W	425.00	839.84	3073	55° 00' 32" W	52.00	2118.45
11226	51° 02' 30" W	425.00	839.84	3074	55° 00' 32" W	52.00	2118.45
11227	51° 02' 30" W	425.00	839.84	3075	55° 00' 32" W	52.00	2118.45
11228	51° 02' 30" W	425.00	839.84	3076	55° 00' 32" W	52.00	2118.45
11229	51° 02' 30" W	425.00	839.84	3077	55° 00' 32" W	52.00	2118.45
11230	51° 02' 30" W	425.00	839.84	3078	55° 00' 32" W	52.00	2118.45
11231	51° 02' 30" W	425.00	839.84	3079	55° 00' 32" W	52.00	2118.45
11232	51° 02' 30" W	425.00	839.84	3080	55° 00' 32" W	52.00	2118.45
11233	51° 02' 30" W	425.00	839.84	3081	55° 00' 32" W	52.00	2118.45
11234	51° 02' 30" W	425.00	839.84	3082	55° 00' 32" W	52.00	2118.45
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11239	51° 02' 30" W	425.00	839.84	3087	55° 00' 32" W	52.00	2118.45
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11248	51° 02' 30" W	425.00	839.84	3096	55° 00' 32" W	52.00	2118.45
11249	51° 02' 30" W	425.00	839.84	3097	55° 00' 32" W	52.00	2118.45
11250	51° 02' 30" W	425.00	839.84	3098	55° 00' 32" W	52.00	2118.45
11251	51° 02' 30" W	425.00	839.84	3099	55° 00' 32" W	52.00	2118.45
11252	51° 02' 30" W	425.00	839.84	3100	55° 00' 32" W	52.00	2118.45

NOTE: ORIGIN OF PLANE COORDINATES IS DOVE OF CANYON LAT. N38°43'24.24" W. LONG. W 77°00'33.53"

R.R. & P.R.
OLD WASHINGTON AND ALEXANDRIA TURNPIKE NOW U.S. ROUTE NO. 1

NOTE: 1983 HIGH TIDE LINE AS INDICATED ON U.S.C. & G.S. TOPO SHEET #2100 REGISTERED IN ARCHIVES AT WASH. D.C. SHOWN THIS
1932 HIGH TIDE LINE SURVEYED BY OFFICE OF PUBLIC BUILDINGS & PUBLIC PARKS. SHOWN THIS



REDUCED SIZE REPRODUCTION

NATIONAL CAPITAL PARK AND PLANNING COMMISSION
SURVEY TO DETERMINE UNITED STATES LAND ALONG VIRGINIA SHORE OF POTOMAC RIVER BETWEEN FOUR MILE RUN & ALEXANDRIA
Scale 1" = 200'

DATE DEC 9, 1932
REVISOR
APPROVED: [Signature]
EXECUTIVE OFFICER
IN 6 SHEETS
SHEET NO. 25
FILE NUMBER
17,512

Alexandria House Condominiums

May 5, 2017

Jeffrey C. Farner, Deputy Director, Planning & Zoning
Yon Lambert, Director of Transportation & Environmental Services
City of Alexandria, Alexandria City Hall
301 King Street, Alexandria, VA 22314

Dear Mr. Farner & Mr. Lambert,

Alexandria House is pleased that the City Staff, Council Members, and the OTNSAP Committee have agreed to keep Madison Street as a one-way street in the Small Area Plan.

We continue to be concerned though about traffic safety, specifically on Madison Street (see attached crash figures). Having the Harris Teeter entrance on Madison Street has created more pedestrian traffic and with the local restaurants a vibrant feel to the area. We need to take this into consideration on any plan changes.

We are also confused about what specific plans the city has as far as adding Bike Lanes on Madison Street. The Master Plan called for a traffic study to be performed before implementing any bike changes. Has this traffic study been completed?

Although we agree in principle with the biking objectives of the Master Plan, we need to fully understand what are the implementation plans? There are a wide range of options defined in the Master Plan. What specifically is being recommended?

Our initial reaction is that Wythe Street (also adjacent to our building) may be a better option for meeting the main objective from the Master Plan - Provides east-west connectivity from Mt Vernon Trail to Braddock Metrorail Station:

- a. Wythe Street also ends at the Metro Station and connects directly with those riders onto the Braddock Road bike route.
- b. Wythe ends at the park forcing a smooth access onto the Mt Vernon Trail. Whereas from Washington Street to the river, Madison Street

has the many business entrances (see attached list) that bikers need to navigate as well as the pedestrian entry to Harris Teeter.

- c. Wythe at one time was proposed to be a Greenway. Having the bike traffic on this street would be consistent with that objective.

The Alexandria House Board is supportive of Master Plan objectives but recommends that the City consider new bike lanes on Wythe Street or alternate streets and **not** Madison Street. We also need to ensure that commitments such as a traffic study are met and reviewed by the public.

John Long, Chair of the Community Relations Committee, is the Alexandria House lead on this issue and is available to continue the dialogue with whoever is appropriate within the city. We are also hoping that City staff members will accept our invitation to attend an Alexandria House Community Relations Forum within the next month.

Sincerely,

Michael Kenny, President - Alexandria House Condominiums (AH)

Cc: Alexandria House Board of Directors

Cc: Heba ElGawish, Urban Planner, P&Z; Maria Wasowski, Chair OTNSAP

Cc: John T. Long III, Chair – AH Community Relations Committee

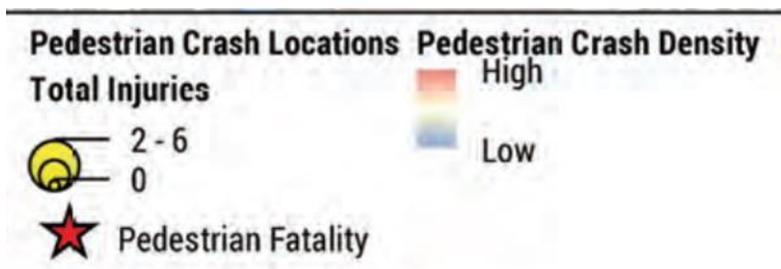
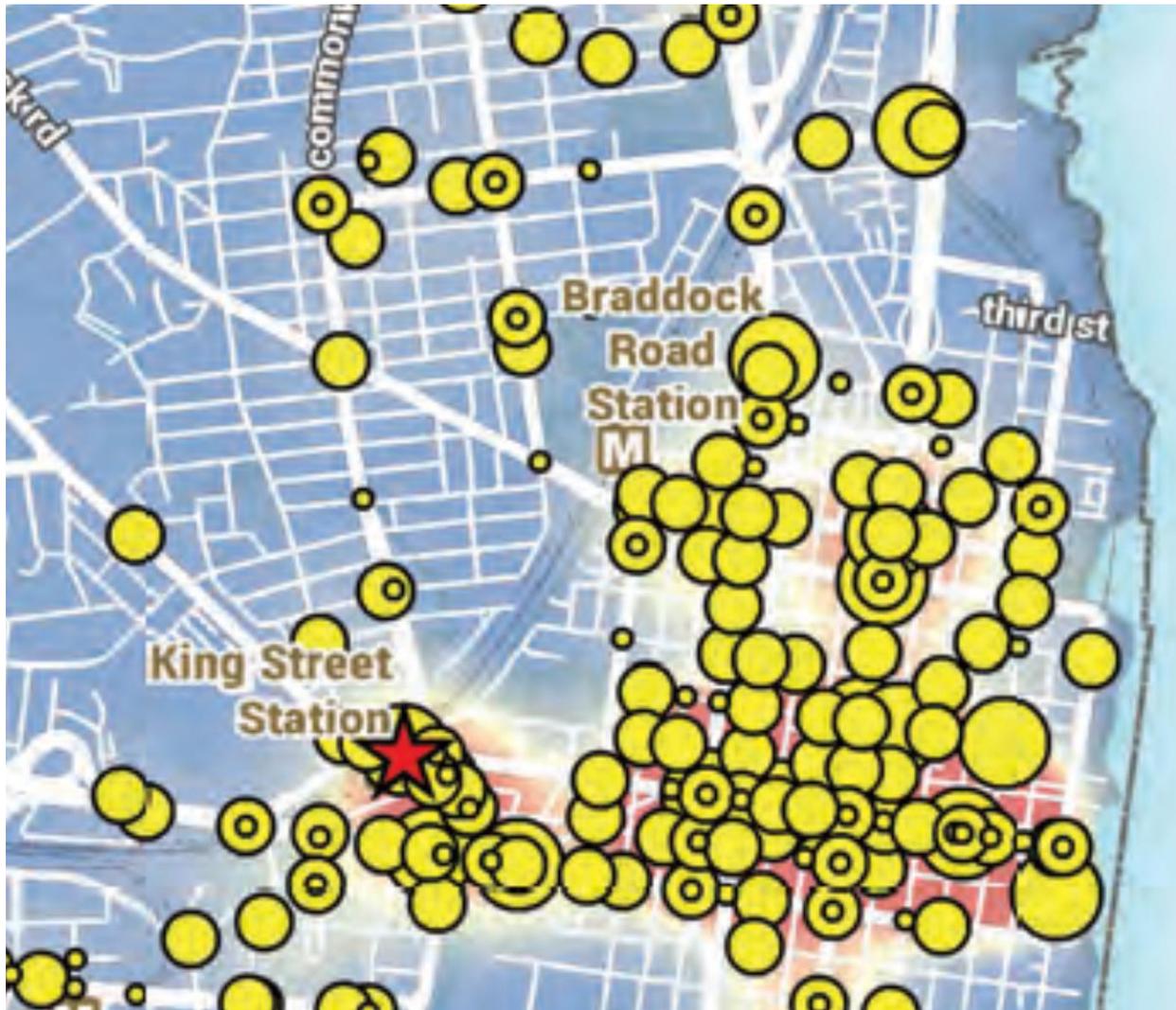
Cc: Mayor & City Council; Jackie M. Henderson, City Clerk & Clerk of Council

Attachments:

1. Pedestrian crashes - **City of Alexandria Transportation Master Plan: Pedestrian and Bicycle Chapter**
2. Bicycle crashes – **City of Alexandria Transportation Master Plan: Pedestrian and Bicycle Chapter figure 3.3**
3. Listing of businesses along Madison Street

Attachments

Attachment 1 -Figure 2.5: Reported Pedestrian Crashes
(January 2005 – December 2014)



Attachment 2 - Figure 3.3: Reported Bicycle Crashes
(January 2005 – December 2014)



Attachment 3 - Listing of Business along Madison Street

- Housing/restaurant construction on corner of Madison & Washington Sts.
- American Statistical Association
- SHELL Service Station – entering & leaving station from Madison St.
- Redpeg Marketing Company
- Michael’s Cleaners – double parking

- American Association of Airport Executives
- Royal Restaurant
- Harris Teeter & pharmacy - massive parking & double parking on one block
- Sheraton Suites
- Sheraton Suites loading dock turning left off Madison
- Kingsley Apartments – entrance on Madison
- Port Royal Condominiums
- Port Royal Condo - Madison & Royal Parking Lot – entrance on Madison St.
- Port Royal Park
- Port Royal Loading Dock – entrance on Madison St
- Kingsley Apartments – entrance on Madison St.
- Alexandria House
- Alexandria House Loading Dock – entrance on Madison St
- Harris Teeter trucks need to swing wide when turning onto Saint Asaph Street to reach their loading dock, this would be much more disruptive to traffic flow and pedestrians if Bike Lanes are included.
- CrossFit Oldtown – groups run down Royal Street & turn on Madison Street
- A La Lucia Restaurant – tables on Madison St.
- Art League School – children queue up on Madison St. waiting for classes
- Dry Cleaners & Tailors – double parking
- Alexandria House Park – major dog walking block
- Sport & Health
- Sport & Health – two story parking turn left off Madison
- United Way Worldwide Office
- United Way Loading Dock – entrance on Madison St.
- United Way Employee parking – entrance on Madison St.
- Rivergate – 58 townhomes
- Rivergate City Park - Oronoco Bay Park
- Dee Campbell Rowing Center – end of Madison St. – including student training - Trucks containing crew boats come down Madison St. to the Rowing Center at the end of the street.

From: bruce
To: [Heba ElGawish](#)
Cc: [Maria Wasowski](#)
Subject: Draft Endorsement Letter
Date: Tuesday, May 09, 2017 2:51:05 PM

Heba ElGawish
Urban Planner
City of Alexandria, Virginia
Department of Planning and Zoning
301 King Street, Suite 2100
Alexandria, Va. 22314

Dear Heba,

It has been a pleasure serving on the Advisory Group for the update of the Old Town North (OTN) Small Area Plan. Congratulations to the Planning Department, Chairwoman Wasowski, and to all involved in the production of such a comprehensive, bold, and creative document. I initially thought it would be hard to improve upon the 1992 plan, but was thankfully proven wrong! The next 25 years should be the most dynamic and exciting in OTN's history, and this plan really sets the tone for what's to come. There is more work to be done with the implementation phase, but the plan strikes a fair balance between trying to stipulate what we envision, but also allowing for creative leeway given the future unknowns.

The new Design Guidelines were particularly impressive. Having served on UDAC for a long time, this document much more clearly and easily outlines the goals for future development. It is the rough equivalent of taking the Design Guidelines from an analog to HD/digital format!

Also deserving special applause is the bold plan for establishing an Arts District and incentivizing property owners to provide space for the arts. It is one thing to say we like and want the arts, but a whole other thing to actually provide groundbreaking incentives to make it happen. Twenty-five years from now, a vibrant arts community will be an even larger and ingrained part of the special fabric of OTN.

The Innovation District for the power plant site is another area where the plan really shines. It's a bold idea for a unique site and will help solidify the mixed-

use nature of OTN. It's always impossible to predict what will ultimately find a home at the site, but the plan has provided a framework for what really could become a small city within a city.

One final thought on density as this will be a sticking point for many that might not support this plan. Old Town North as a district has been, is, and will remain "low density", even if 100% of potential future development takes place. Will there be more cars and traffic on the road in the future? Possibly yes, but I would make that trade-off all day long in order to have a more vibrant community filled with more people walking the streets, more restaurants, retail, living/working options, etc.. I'd bet that 95% of the traffic issues we have in OTN (mainly at the Slater's Lane intersection) are not caused by anything happening in OTN, but rather by people from somewhere else just passing through. I remember the OTN of 30-40 years ago which was frankly somewhat of a scary, deserted place to be at night, and often eerily quiet during the day too. There was a very limited choice of community serving retail and much of the remnants of our gritty industrial past remained in some form or another. I view all the activity that has happened as a huge positive, and can't wait to see what's coming in the future. Certainly, the Slaters Lane intersection needs to be addressed, but it's a solvable problem and shouldn't put a damper on progress in the rest of OTN.

Thanks again for all the hard work from everyone at the Planning Department. I'm proud to endorse this document and look forward to its implementation.

Sincerely,

Bruce Machanic
OTN Small Area Plan Advisory Group member

From: Heba ElGawish [<mailto:Heba.ElGawish@alexandriava.gov>]
Sent: Thursday, May 4, 2017 11:52 AM
To: Heba ElGawish <Heba.ElGawish@alexandriava.gov>
Subject: Draft Endorsement Letter and Final Advisory Group Meeting Summary Notes

MARINA TOWERS

A CONDOMINIUM

501 SLATERS LANE ■ ALEXANDRIA VIRGINIA 22314 ■ 703-549-0660

Old Town North Small Area Plan Advisory Board
301 King Street
Room 2100
Alexandria, VA

April 12, 2017

Dear Plan Advisor,

The Marina Towers Home Owners Association met recently to discuss the Old Town North Small Area Plan. We discussed plan proposals and upcoming issues.

Mr. Herb Cooper-Levy, a member of the Advisory Group has recently been elected to the Board of Marina Towers, 501 Slaters Lane, Alexandria, VA. The Board of Directors is aware that Mr. Cooper-Levy brings a diverse background and experience to your planning group. All at Marina Towers appreciate the work which he has done to date and his acting as a conduit of information for The Marina Towers owners in the past.

The Marina Towers Homeowners Association met on March 19th to discuss the possibility of change to our land use designation. A motion was made and passed that the Alexandria Department of Planning and Zoning be notified that it is the view of the Marina Towers Homeowners Association that no change of the land use of the Marina Towers parking lot be part of the draft of the Old Town North Planning Board.

Due to his new status as a Board Member of Marina Towers, we ask that this letter serve as notice that Mr. Cooper-Levy does not represent Marina Towers on your committee. I know that he will serve on the committee with the best interest of all citizens of the Old Town North community.

The Marina Towers Board will designate an owner to monitor the proposals and actions of your Advisory Group in the future. Once the Board has appointed a designee we will be happy to provide you with the name of the person who will be monitoring the issues before you.

Sincerely,



Marie Bullock, Ph.D.
Chair, Board of Directors

P.O. Box 25571 Alexandria, VA 22313

www.notice-alexandria.org
(501-C3 non-profit, tax ID #541969240)

May 18, 2017

Mr. Karl Moritz
Director, Office of Planning and Zoning
City of Alexandria
Alexandria, VA 22314

Dear Karl:

The board of NOTICe (North Old Town Independent Citizens Association) welcomes this opportunity to offer its comments on the draft Old Town North Small Area Plan.

GENERAL ASSESSMENT: We support the major themes of the draft plan. Public support for mixed use development was a major finding of the resident survey NOTICe conducted in 2014, and we are pleased that the draft plan provides for systematic development of a variety of land uses throughout Old Town North. While our residential population has increased in recent decades, we recognize that we need more neighborhood businesses to give definition to this area and that those businesses need enough population to support them. We are pleased to see the emphasis on enhancing walkability and pedestrian safety through streetscape and urban design standards that prioritize pedestrians. Retention and enhancement of the arts community will add to the definition of the community. We are also pleased to see the comprehensive Design Standards and Guidelines emphasizing the need for high-quality design and materials in new development. Quality design is a key provision of the NOTICe Vision Statement that we use in evaluating development proposals. Respect for our wish to keep the beauty and accessibility of our waterfront a key focus of the neighborhood is important both for the neighborhood as a whole and for the future development of the power plant site. Also important are the provisions in the draft small area plan for environmental sensitivity, affordable housing, and historic interpretation.

LAND USE: While these provisions lead us to an overall positive view of the draft plan, we and other members of our community have some significant concerns. These concerns focus on two areas: land use and transportation. These two areas, especially land use, received limited discussion time in the advisory group meetings relative to

their importance. Specifically, the treatment of the 25-acre power plant site is vague. Extending the street grid into that site and promoting unspecified redevelopment without redesigning the intersection of Slaters Lane and the George Washington Parkway raises serious traffic congestion concerns. Redesign of this intersection should not only provide for a safer pedestrian crossing as noted in the plan but should also provide for better speed control. There is mention of a second Parkway access, but it is not clear whether this is achievable.

We appreciate the staff's effort to vary the heights at the power plant site, and we would like to make sure the resulting street-level experience is pedestrian-friendly and conducive to a feeling of community. Some members of the community have expressed concern that the maximum height limits could open the door to over-development of this core part of Old Town North. While these residents recognize the need to retain reasonable flexibility and developer incentives, they expected greater specificity in this plan than has been provided. That greater specificity should point us toward obtaining not the "highest bid" for this property but the "best value" for the community. To address both the traffic and development concerns at the power plant site we should make explicit the requirement that the level of development and density allowed at that site be linked to transit, street, and sewer improvements provided by the developer.

TRAFFIC: In addition to the Slaters Lane issue noted above, there are two other traffic concerns. While we are pleased to see that Madison Street will continue as a one-way east-bound street, the nomination of that street as an "enhanced bicycle corridor" is troubling. This is a relatively narrow, two-lane street with parking on both sides and bulb-outs at the intersections with St. Asaph and Pitt Streets. Because of its proximity to commercial zones, delivery trucks use this street between Washington and Pitt. We doubt that this is a safe, viable bicycle route.

We are also concerned about the efficacy of making Montgomery Street two-way because of the lack of loading facilities at the businesses in the block between St. Asaph and Washington. While the draft plan makes some reference to this concern, the plan needs to be more explicit in requiring enforceable solutions to resolve this issue before the street is changed to two-way traffic. One or both of Montgomery Street's traffic lanes are frequently blocked by delivery trucks. If it were a two-way street, the combination of parked trucks and the volume of traffic westbound on Montgomery (which will increase with the completion of the Giant/ABC project) and traffic turning from Washington onto Montgomery will create impassable, dangerous bottlenecks. To address this issue in the short term, we would support a proposal to the Traffic and Parking Board creating a loading zone on the south side of Montgomery between St. Asaph and Washington Streets. For the future, we should require that redevelopment of the bloc occupied by Hank's Pasta Bar and TJ Stones be required to have adequate off-street loading facilities.

IMPLEMENTATION: The Implementation chapter of the draft plan correctly identifies the important role the Planning Commission and market forces will play in guiding future development in Old Town North. The Advisory Group discussed implementation and the role the Urban Design Advisory Committee (UDAC), which consists of community residents and business owners, and other community members should play in reviewing development proposals and refining those proposals into plans that are beneficial to the community. We appreciate staff's agreement that the role of UDAC and future citizen involvement in reviewing development proposals early in the redevelopment process should be made more explicit in the small area plan.

Knowing that this plan is designed to cover a 25-year period in which many changes may occur that we cannot anticipate, we understand that there are practical limits to the specificity we can expect in the plan. However, we believe these modest revisions would strengthen the plan and enhance its public acceptance.

Sincerely,

Thomas F. Soapes
President

Cc: Mayor and City Council
Mark Jinks
Yon Lambert
Jeffrey Farner
Heba El Gawish
Planning Commission

Master Plan Amendment #2017-0002

Katie <k1holbrow@gmail.com>

Mon 5/22/2017 12:42 PM

To: PlanComm <PlanComm@alexandriava.gov>;

To the Commission:

I write to register my deep concern about the Recommended District Height Limits in the Master Plan Amendment #2017-0002 Old Town North Small Area Plan Amendment (page 6, and below).

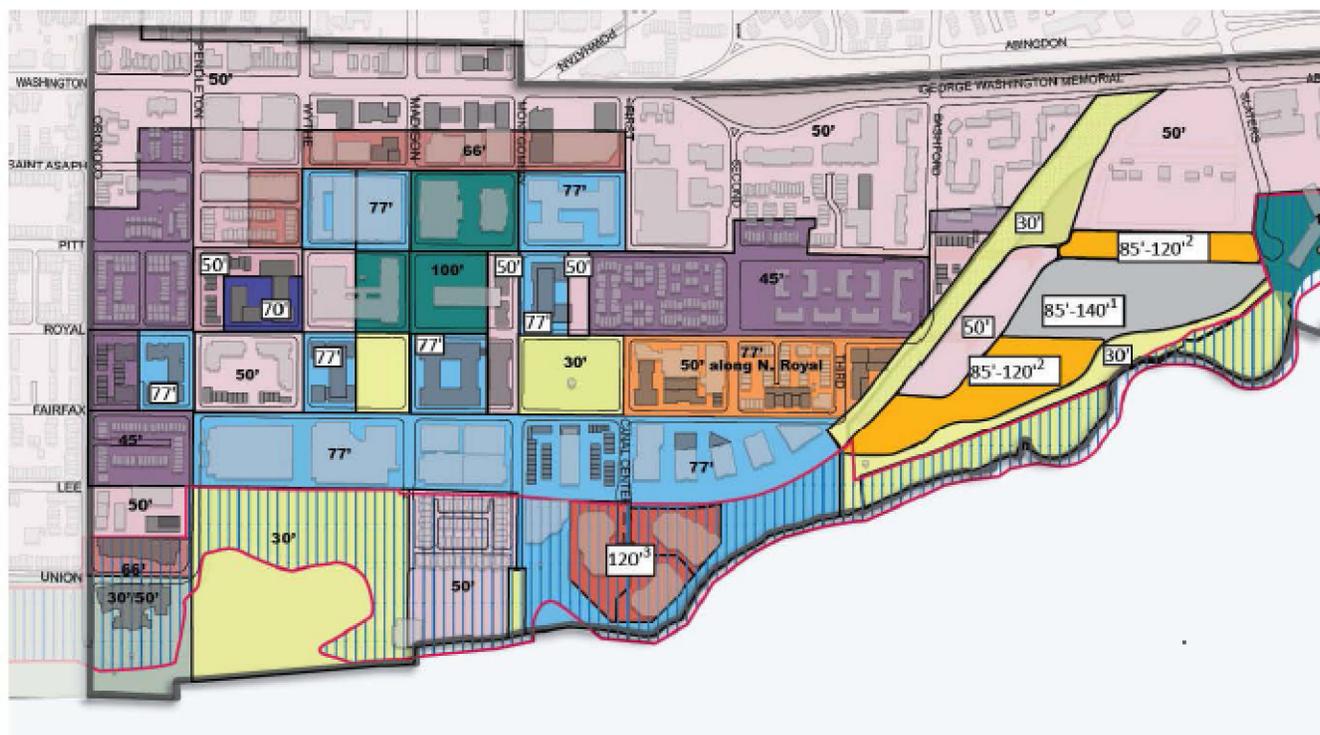
These "recommended" limits raise building heights significantly, far beyond the current allowable heights. The highest, 140 ft, exists nowhere else in Alexandria. Such heights directly conflict with the Potomac River Vicinity Height District zoning guidelines and with design guidelines for immediately adjacent historic structures. They negatively impact views, air and light at street level, and ultimately change the Alexandria waterfront from the "light and airy" views intended by L'Enfant and Jefferson to something more akin to the cavernous highrises of Rosslyn.

Please amend the proposed plan to omit these ill-considered "recommended" height limits.

Thank you,

Katherine Holbrow
Alexandria Old Town North resident

Recommended District Height Limits



LEGEND

120'	66'	Area subject to the 1981 Settlement Agreement and the NPS document titled Alexandria Waterfront: Land Use Agreements, June 1992
100'	50'	Existing Height Limit
77'	30'/50'	Recommended New Height Limit
77' (50' Max along N. Royal)	45'	
70'	30'	

Notes:

1. A limited number of buildings will be of heights final number and location of those buildings will through the development review process.
2. The height ranges shown on the former power intended to provide a variety of building heights building and within each block.
3. Any changes to building heights on Canal Center applicable approvals by the National Park Service



105 North Union Street
Alexandria, VA 22314
www.theartleague.org

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2016-2017

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Harry Mahon

Susan Sherwin

Marian Van Lindingham

Board Counsel:

Jonathan F. Wolcott,

(Holland & Knight, LLP)

*"By nurturing the artist,
we enrich the community."*

May 31, 2017

Planning Commission
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Alexandria Planning Commissioners:

Re: The Old Town North Small Area Plan (OTN SAP)

The Art League Board is submitting this letter in support of the draft Old Town North Small Area Plan.

Members of our board, our staff, teachers, and students have been engaged with city planners and the advisory group overseeing the development of the plan since Fall 2015. We have been very impressed with the collaborative nature of the planning process and pleased that it addresses several of our concerns as we contemplate, and seek to secure, our future as an art school in Alexandria.

We are encouraged to see that the plan recommends that arts and cultural uses be reinforced and expanded to establish a unique identity for Old Town North that emphasizes its mixed-use nature and seeks to build on the neighborhood's and the City's creative economy. Of the many plan objectives, we specifically endorse the following and are willing to work as a partner with the City and provide our resources to aid in bringing the plan to reality:

- **Creating an Arts District** – The Art League could be an important catalyst for this objective. With an annual enrollment of over 6,000 students at our Madison Annex, we are one of the largest tenants in the study area. Our cultural meetings, lectures/events, after-school activities, and daytime and evening students populate the area day and night, and energize the adjacent retail and restaurant businesses. Our Annex is also home to our nationally recognized community engagement initiatives, including our partnership with SOHO, Inc. for at-risk 10-year-old girls and boys, our IMPart (Injured Military Personnel + Art) program for veterans, and our need-based scholarship program for children and adults.
- **Providing regulatory incentives for affordable art and culture space** – As a 501c(3) nonprofit organization with no permanent endowments, one of our perennial challenges is finding below-market-rate space that fits the needs for our classroom activities. Granting a density bonus for new or re-purposed development that incorporates cultural arts space at discounted rents will encourage property owners and developers to engage with us as they begin to shape their plans.
- **Building a Creative Economy** – By providing a venue for teaching, The Art League has an important role in sustaining strong relationships among professional artists, photographers and designers. This regional network of practicing artists/teachers generates a high level of teacher/student discourse, encourages creativity and helps produce first-rate talent supportive of the City's creative economy.

As an "arts anchor" that offers a lifetime learning experience for anyone interested in developing a career or hobby in art, or seeking qualifications for employment in the creative economy, The Art League would support and assist the City in attracting like businesses and organizations to build a robust arts district. In recognizing the strong value of the arts to the North Old Town and the City in general, we believe the draft Plan is worthy of your endorsement.

Very truly yours,

Board of Directors, The Art League

Our Impact

Open 360 days a year serving 7,000+ people from 5 to 96 years old
11,000+ class seats filled
1,075+ classes offered
110+ faculty artists
3,150+ exhibited artworks
20+ community events a year

Recommendations to the 04/13/2017 Draft Old Town North Small Area Plan Text

John Misleh <JMisleh@afba.com>

Mon 6/5/2017 5:36 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Jeffrey Farner <Jeffrey.Farner@alexandriava.gov>; Nancy Williams <Nancy.Williams@alexandriava.gov>; Heba ElGawish <Heba.ElGawish@alexandriava.gov>; EEberhart <EEberhart@afba5star.mail.onmicrosoft.com>; MMoser <MMoser@afba5star.mail.onmicrosoft.com>; Forno, Russ <Russ.Forno@ofplaw.com>; John.McBride@ofplaw.com <John.McBride@ofplaw.com>;

Importance: High

2 attachments (438 KB)

AFBA - OTN SAP Recommendations - 6.5.17.pdf; pic00292.jpg;

Dear City of Alexandria Planning Commission,

Attached you will find a letter containing the AFBA's recommended amendments to the April 13, 2017 Draft Old Town North Small Area Plan text. (See attached file: AFBA - OTN SAP Recommendations - 6.5.17.pdf)

Please do not hesitate to call or e-mail me with questions or to discuss this matter further.

Thank you in advance for your consideration.

Sincerely,

John H. Misleh, CCIM, RPA
Director of Real Estate
571-357-7921 Direct
703-447-2288 Mobile
(Embedded image moved to file: pic00292.jpg)

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909 North Washington Street, Alexandria, VA 22314 • 800-776-2322 • www.afba.com

June 5, 2017

Clerk to the Planning Commission
Department of Planning and Zoning
Alexandria City Hall
301 King Street, Room 2100
Alexandria, VA 22314

Re: Recommendations to the 04/13/2017 Draft Old Town North Small Area Plan Text.

Dear Clerk to the Planning Commission:

On behalf of the Armed Forces Benefit Association (AFBA), I would like to thank you for the time and tireless efforts that you have put into the Old Town North Small Area Plan (OTN SAP). We greatly appreciate the many hours of community meetings and administrative work that have resulted in the draft Comprehensive Plan text for Old Town North.

In view of this process, AFBA offers the following comments and recommended amendments for incorporation in to the April 13, 2017 version of the OTN SAP. These comments and recommendations are very important to making Montgomery Street a gateway to the new Old Town North.

1. *The entire city block, located at 901/909/919 N. Washington Street, should be identified on Figure 2.07 as a Potential Redevelopment Site.* AFBA is landowner of this city block and may find it necessary or prudent, at some point in the future, to relocate. In that circumstance, identification of the entire city block as a potential redevelopment site will best facilitate both the City and AFBA's interests.
2. *The entire city block, located at 901/909/919 N. Washington Street, should have the option to rezone to Coordinated Development District (CDD).* Recommendation #18 (Chapter 2, Land Use and Economic Development) specifies that potential redevelopment sites "will comply" with the recommended zoning in Figure 2.12. As written, this will preclude a site from redeveloping to another zoning district, even if it can demonstrate such redevelopment would result in an innovative design, improve upon the existing regulations, preserve the City's historic or archaeological heritage, or otherwise promote the public purpose.

Section 5-601 of the Zoning Ordinance states that the purpose of the CDD district is "...for those areas which are of such size or are so situated as to have significant development related impacts on the city as a whole or a major portion thereof..." The CDD is an appropriate option for properties proximate to the Montgomery Street gateway.

3. *Properties fronting Montgomery Street should be identified as "strategic locations" for buildings taller than the heights prescribed by Figure 2.14 and Recommendation #20 (Chapter 2, Land Use and Economic Development).* This recommendation follows City's vision to graduate heights away from the urban edge and concentrate the city skyline to central parts of the city. Montgomery Street is a gateway street; the OTN SAP designates it as a "main street"

and a "transit street" with a two-way operation, and a major retail focus at the street level. Thus, the plans for the city skyline should reflect these as gateway streets.

4. *A standard note should be applied to all "illustrative" maps in the OTN SAP, to state that they are illustrative and should not be used to guide development. The illustrative maps imply a specific vision for the redevelopment of certain properties. It is important that interpretation of these maps by any member of the public clearly shows that it is only one (of many) way to develop that property.*
5. *The "Potential Affordable Housing" objective should not be linked to any specific property (Figures 2.16 through 2.20). The graphic identification of this objective will undermine the City's goal to attract quality investment and new business opportunities. It is already understood in the development industry that affordable housing is very important and must be addressed with rezoning applications that include a residential component. To directly connect "affordable housing" to any specific property in any planning document potentially impedes a prospective purchaser/developer's best use of that property in a manner that proves detrimental to the City's vision for the area. AFBA commends the approach taken in Chapter 3 to address this very important topic without the use of property illustrations.*
6. *Incentives to increase density (i.e. density bonuses) should be given for innovative designs that introduce new public realm concepts such as roof-top open space, or favors best management practices like green roofs and vertical vegetation.*

On behalf of the AFBA, I want to thank you in advance for taking our comments and recommendations to the April 13, 2017 version of the OTN SAP into consideration. Please do not hesitate to call me at (571-357-7921) or email me at jmisleh@afba.com, if you have questions, comments or if you would like to discuss this matter with me further.

On Behalf of the Armed Forces Benefit Association,



John H. Misleh, CCIM
Director of Real Estate

cc: Jeff Farner
General Ralph E." Eberhart, USAF (Ret.)

John McBride, Esquire
Russ Forno



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

www.alexandriava.gov

Honorable Mayor and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

May 25, 2017

Re: Transportation Elements of the Old Town North Small Area Plan Update

Dear Mayor Silberberg and Members of City Council:

At its May 17, 2017 meeting, the Alexandria Transportation Commission reviewed the draft Old Town North Small Area Plan, including the Plan's transportation recommendations. The Commission moved to affirm that the transportation recommendations in the draft Old Town North Small Area Plan are consistent with the goals outlined in the City's Transportation Master Plan, adopted in 2008, as shown in the attachment.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the Transportation Master Plan. Our action on May 17th was conducted to fulfill that oversight obligation.

The Commission appreciates your consideration of its input on this project.

Sincerely,

Jerry King
Chair, Alexandria Transportation Commission

Attachment: Old Town North Small Area Plan – Comparison to Transportation Master Plan

cc: Alexandria Transportation Commission
Alexandria Planning Commission
Mark B. Jinks, City Manager
Emily A. Baker, Deputy City Manager
Yon Lambert, Director, Department of T&ES
Carrie Sanders, Deputy Director, Transportation/Transit, Department of T&ES
Jeff Farner, Deputy Director, Department of Planning & Zoning
Christopher Ziemann, Division Chief/Transportation Planning, Department of T&ES
Steve Sindiong, Capital Programs Manager/Transit, Department of T&ES
Heba ElGawish, Urban Planner, Department of Planning & Zoning

**Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Transit		
<p>Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.</p>	<p>Without the plan, it is assumed that the Old Town Circulator will be implemented, as well as increased headways on existing transit routes. These are both recommended in the DASH Comprehensive Operations Analysis. Without the plan, there will be lower land use densities, land uses with less compatibility with transit (ie, the Power Plant), and a lack of pedestrian connectivity that result in poor use of existing or planned transit improvements.</p>	<p>The Small Area Plan includes a mixture of land uses with higher densities and improvements to facilitate improved connectivity between modes, including new street connections to improve walking or biking to transit. The Plan recommends a new north-south transit route that will connect Old Town North, and the Power Plant site, to the future Potomac Yard Metrorail station, and areas to the south. The plan also encourages higher densities within Old Town North and the Power Plant site which will encourage greater use of transit.</p>
Pedestrian		
<p>Engineering: The City will provide a continuous, connected and accessible network that enables pedestrians - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.</p>	<p>The City's current Transportation Master Plan identifies specific pedestrian improvements within the plan area such as new constructing sidewalks where missing (portion of Union Street, and Wythe Street), as well as citywide pedestrian policy and engineering strategies to improve connectivity and safety. The City has a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028. In general, Old Town North has a good network of pedestrian facilities, however, some sidewalks are narrow or could be improved for accessibility. There are limited connections to the Power Plant site, and pedestrian access and safety on Slaters Lane across Washington Street needs improvement.</p>	<p>The Small Area Plan recommends an improved street grid that will facilitate better pedestrian connectivity, especially north-south connectivity, connectivity to, and within the Power Plant site, improved sidewalks along Slaters Lane, and separating pedestrians from bicycles within the Linear Park along the Norfolk Southern rail spur, as well as along the waterfront. The Plan recommends enhanced sidewalks, and Green Streets that will improve the pedestrian experience and safety. New pedestrian facilities would be designed in a manner that is ADA accessible, provides separation from autos, and have attractive streetscapes. These facilities will provide better and safer accessibility for all users.</p>
<p>Encouragement: The City will encourage mobility for all pedestrians, regardless of age or ability, by promoting walking as a means of improving health and increasing transit usage.</p>	<p>Most streets within Old Town North have sidewalks, although a number of sidewalks are narrow or are in need of accessibility improvements. Without the plan, some improvements would be made where sidewalks are missing, or in need of access improvements, and current projects such as the Royal Street greenway, Second Street green street would include traffic calming improvements. However, other recommendations such as additional Green Streets or enhanced sidewalks are unlikely to be constructed, thereby promoting more vehicular trips, and discouraging healthy activities.</p>	<p>The improved street grid and associated pedestrian facilities, enhanced sidewalks and green streets, and separated pedestrian and bicycle facilities will help to encourage walking between uses and to transit stops or Metrorail facilities. The new pedestrian facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. This in turn will help to promote transit use as well as encourage healthy activities.</p>

Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p>Education: The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.</p>	<p>Today, the City works with Alexandria City Public Schools (ACPS) toward a Safe Routes to School Program, and is in the process of conducting walk audits for all of the ACPS schools to identify what improvements within proximity to schools can be made to improve safety for pedestrians. Without the plan, some improvements could be continued to be implemented to improve pedestrian safety for improved access to schools.</p>	<p>The Small Area Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. These recommended improvements are more compatible with a Safe Routes to School program than the existing conditions.</p>
<p>Safety: The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.</p>	<p>Without the plan, some existing sidewalk gaps, such as along Union Street, and Wythe Street would still be constructed. The City has a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028. Other plan recommendations, such as Green Streets and enhanced sidewalks, or the Slaters Lane improvement are unlikely to be constructed in the near future. An auto focused environment results in a higher likelihood of conflicts between pedestrians and autos, and therefore impacts pedestrian safety.</p>	<p>The Plan recommends a compact layout with a mixture of land uses, improved road grid, that will result in direct, visible pedestrian zones with additional crosswalks. It recommends widened sidewalks and trails that are ADA accessible, and buffered from vehicles. The plan also includes improved pedestrian crossings at arterials, such as on Slaters Lane across Washington Street. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.</p>
Bicycle		
<p>Engineering: The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.</p>	<p>Today, there are limited bicycle facilities within the plan area or surrounding area. The Pedestrian and Bicycle chapter of the Transportation Master Plan includes a number of project recommendations to improve north-south and east-west bicycle mobility in Old Town North, including the Royal Street greenway, the Madison Street bike corridor, and shared lanes on Bashford Street, and on Oronoco Street. These projects would likely move forward through the City's Complete Streets program. The Transportation Master Plan also includes various citywide engineering related strategies that are applicable in Old Town North. In addition, there is a current CIP funded project for a bicycle facility on the east side of E. Abingdon Drive between Slaters Lane and the trail adjacent the Norfolk Southern rail spur.</p>	<p>The Small Area Plan recommends maintaining the bicycle recommendations in the the Transportation Master Plan. In addition to these projects, the Plan builds upon the Transportation Master Plan by providing separated bicycle / pedestrian trails within a new linear park on the Norfolk Southern rail spur right-of-way, and along the waterfront within the Power Plant site. In addition, new streets within the Power Plant site would be designed to accommodate bicycles and improve connectivity, as well as a new facility along Slaters Lane to connect the northern end of the Power Plant site to the Northeast Alexandria neighborhood. The Plan also recommends bicycle parking at major activity centers, including Bike Share stations located at major activity centers within Old Town North, and the redeveloped Power Plant site.</p>

Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p>Encouragement: The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.</p>	<p>The City's Transportation Master Plan includes objectives such as integration of bicycles with transit, providing bicycle accommodations through development review, Bike to Work Day, promoting health, and partnering with local businesses.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. In addition, the specific bicycle improvements recommended in the Plan, such as the improved connectivity to all uses and transit, and policies related to parking and bikeshare, and Transportation Management Plan strategies will help to increase bicycle usage and connections to transit.</p>
<p>Education: The City will develop and implement targeted Safe Routes to School programs as well as additional programs for adult cyclists, and motorists.</p>	<p>The City's Transportation Master Plan includes objectives such as education, bicycle registration and outreach. However, the general lack of a comprehensive, connected bicycle system within the plan area, and connectivity to adjacent neighborhoods, discourages students from riding bicycles to school.</p>	<p>The Small Area Plan recommends improved bicycle facilities throughout the Plan area, in addition to the projects already included in the Transportation Master Plan. These recommended improvements are compatible with a Safe Routes to School program. Other recommended programs in the City's Transportation Master Plan, such as education, providing bicycle maps, and outreach would continue to be implemented.</p>
<p>Safety: The City will create a safe bicycle environment and reduce user conflict on shared-use paths through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.</p>	<p>The Transportation Master Plan includes objectives to meet this goal, including educational programs, traffic enforcement of both cars and bicycles, adequately reporting crash incidents, and targeting key intersections and conflict points for adequate improvements. The City has a Complete Streets policy that requires all new roads be designed to consider all users of the road. In 2016, the City adopted a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal, as well as the Complete Streets policy, and Vision Zero policy would continue to be implemented. However, it is anticipated that the improved street grid within the Power Plant site, additional bike facilities, bikeshare stations and bike parking recommended in the Plan will result in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.</p>
<p><i>Streets and Neighborhood Protection (Traffic Calming)</i></p>		
<p>Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.</p>	<p>Most of the existing developed area in Old Town North is developed in a street grid layout, with traffic control at intersections, which helps to slow traffic. However, there are limited traffic calming improvements such as curb extensions and enhanced streetscaping. Some current projects in the City's budget include the Second Street green street, and the Royal Street greenway, that will include designs to slow traffic in residential areas. The City's Transportation Master Plan includes other recommended projects, goals and measures related to traffic calming. Without the Plan, most of the street configuration and pedestrian facilities may remain as they are today, but there are opportunities for residents to request additional traffic calming measures.</p>	<p>The Small Area Plan recommends a continuation of the street grid in the Power Plant site that will include traffic control at intersections. The grid and streets will be designed in a manner to reduce vehicular speeds, especially on residential streets, and will be consistent with the Complete Streets design guidelines. Features include narrowed lanes, wide sidewalks and non-motorized paths, pedestrian crosswalks, bulbouts, on-street parking, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety. In addition, the conversion of Montgomery Street to two-ways will also help to slow traffic on that street.</p>

Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<p>Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan.</p>	<p>The Transportation Master Plan currently identifies Washington Street as an arterial; and Bashford Street, Fairfax Street, Montgomery Street, Madison Street, Wythe Street and Oronoco Street as primary collectors, and all other streets as local streets. Without the Small Area no other streets are anticipated to be added to the classification system.</p>	<p>The Small Area Plan recommends some changes to the roadway classification. The improved grid within the Power Plant site results in an addition of local streets where traffic would travel at a slower speed, and Slaters Lane east of Washington Street could become a new collector roadway. Arterials and collectors would be redesigned in a manner to improve connectivity and safety for all modes, such as improved sidewalks and bicycle facilities along Slaters Lane, and enhanced streetscape improvements on Washington Street.</p>
<p>Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from "cars first" to "people first".</p>	<p>The City's current Transportation Master Plan recommends limited improvements for pedestrians and bicyclists within the plan area. These include the Royal Street greenway, the Madison Street enhanced bicycle corridor, a shared bike facility on Oronoco Street, and additional bikeshare stations. While these improvements will help to encourage use of other modes, the amount of change to a "people first" culture is less than would be achieved with the Small Area Plan.</p>	<p>The Small Area Plan recommends a compact layout with a mixture of land uses, and improved street grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities, including the conversion of Montgomery Street to a two-way operation, improved trails that separate pedestrians and bicyclists, additional pedestrian and bicycle improvements such as on Slaters Lane, additional capital bikeshare stations, enhanced sidewalks and streetscape improvements, and additional transit improvements. These features will encourage more walking and biking between uses, and to transit, improve pedestrian visibility, and help to reduce auto speeds, thereby creating a culture of "people first".</p>
<p>Base the expenditure of public resources on need.</p>	<p>Without the Plan, the current planned major transportation projects include the E. Abingdon bike facility, the Royal Street greenway, the Second Street green street, and the Madison Street enhanced bike facility. While individual frontage improvements or mitigation improvements could be required for individual developments, the piecemeal development would result in a lack of a coordinated infrastructure plan.</p>	<p>The Small Area Plan anticipates the redevelopment of the Power Plant site, and redevelopment in other areas of Old Town North. The expense attributed toward the development of the streets / blocks within the Power Plant site would be borne by the developer, and potential developer contributions from other developments could also be used toward transportation infrastructure or services, such as bikeshare stations.</p>
<p>Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.</p>	<p>The Complete Streets program includes funding for traffic calming projects. As part of the program, staff identifies projects based on citizen requests and if the street warrants traffic calming measures. Staff conducts outreach with area residents for input prior to project implementation. Without the plan, the design of the Royal Street greenway project, and the Second Street green street project would still include designs to calm traffic. In addition, other projects could still be requested by residents, but would need to be evaluated for implementation based on thresholds such as volume and accident history.</p>	<p>The Small Area Plan recommends a road system designed in a manner to reduce vehicular speeds, including the conversion of Montgomery Street to a two-way street, the development of green streets and streets with enhanced sidewalks, and new streets within the Power Plant site. Features include narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, and enhanced bicycle facilities. These initially constructed traffic calming features will reduce the need to implement future traffic calming elements.</p>

**Old Town North Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 17, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
Parking		
<p>A comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the City's overall goals and wider transportation vision.</p>	<p>Today, the area is dominated by a mixture of residential, office, commercial and hotel uses, and many of the structures were built at a time when the transportation system is focused on the automobile, which provided extensive parking. The area includes onstreet parking, private parking for some residential developments, and some larger surface parking lots or garages for hotels and commercial developments. Without the plan, some issues such as spillover parking on residential streets, and an overall lack of a parking structure could continue, but may be partially or incrementally alleviated as individual properties are redeveloped.</p>	<p>The Small Area Plan recommends a multi-modal transportation system that will result in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements (per the City's recently amended residential parking requirements), and opportunities for shared parking. The Plan recommends that parking spaces be efficiently managed to maximize turnover of spaces, and include smart parking technologies and shared parking, especially within the Power Plant site. A parking management plan will be required for developments as they occur, which could include measures such as unbundled residential / mixed-use parking. On-street spaces, especially in the commercial areas along Montgomery Street and St. Asaph Street should be considered for further parking restrictions to increase turnover, and could be considered for meters as part of a performance parking program.</p>

OTN SAP PC Comments

Engin Artemel <engin@artemel.com>

Mon 6/12/2017 3:01 PM

To: PlanComm <PlanComm@alexandriava.gov>;

Chairman and Members of Planning Commission
Alexandria Virginia

Re: Old Town North Small Area Plan

As a member of the Old Town North Advisory Group, I appreciate the efforts of the City staff in developing the plan vision and the extent of their outreach to the community. I support the plan's land use recommendations but have some concerns with its transportation recommendations, particularly with regard to Montgomery and Madison Streets, major east-west connectors between our neighborhood and areas of Alexandria to the west.

A bit of background:

The Madison/Montgomery one-way pair was established in the 1970's to provide East/West access to Old Town North. In effect these streets are the continuation of Braddock Road, similar to the way Prince and Cameron Streets function as the extension of King Street/Route 7 for Old Town. Those two streets are collectors. The Madison/Montgomery one-way pair has been extremely effective in easing vehicular traffic into and out of the neighborhood.

Edens/Gables Development:

The Edens development when complete with 232 apartments and more than 50,000 square feet of retail space will make further demands for east/west connectivity -- not all the retail customers, employees, or residents will be coming from or going to north or south.

The existing one way Montgomery Street will assist in siphoning off traffic leaving the project. Two way traffic, on the other hand, will result in long lines, particularly when you factor in staff's proposals to have bicycles and buses as well as delivery vehicles, cars and pedestrians use a limited public right of way.

The entrance & exit to the Edens project is from First Street. Traffic coming from the South through Washington Street will be able to turn right to First Street (hot right) and right into the parking garage easily. If Montgomery becomes two way cars will turn right into Montgomery and left into Pitt and another left into First and finally another left into the parking garage, thus causing unnecessary conflicts at those intersections. Cars coming to the Edens project from the north will turn into First Street from the expanded turning lane on Washington Street in order to reach the parking garage entrance on First Street. They will not go another block to turn left into Montgomery Street to make the circuitous loop as described above.

Washington Street:

The portion of Montgomery Street from St Asaph to Washington is presently congested partially due to cars coming north on St. Asaph and turning left onto Montgomery to head north on Washington, and partially due to delivery trucks double parking in front of neighborhood businesses. With the addition of Edens traffic this block is expected to have problems even as it is. The situation will be exacerbated if the street is turned into two-way.

If Montgomery Street becomes two-way, there will be additional left turn movements to and from Washington Street. These movements will require additional signal time, thus further slowing traffic on Washington Street.

The intersection of Montgomery and Washington Streets is already problematic due to the geometry of Powhatan Street intersecting Washington Street, and the nearby merge of West Abingdon and Washington Streets.

Revising this major and complex intersection, accommodating new loading areas, restriping the street, moving stop signs and directional signage, and potentially installing new traffic signals are all cost items that frankly are not supported in the current and foreseen City budget situation.

In summary we don't see what is to be gained by making Montgomery Street two-way. The rationale in the plan appears weak and unconvincing. There are numerous examples of successful one-way shopping streets. Pedestrian-friendliness is more a function of the treatment of sidewalks than which direction a certain traffic lane flows in. And as to access to the office district, this can be provided from other streets going to Fairfax Street without turning a whole neighborhood inside out. Therefore I would highly recommend leaving Montgomery Street as it is in the long-range plan. If after the Edens project has been operational for some time, traffic flows make it clear that a change is needed, the plan could be amended to that effect after the appropriate transportation studies.

ENGIN ARTEMEL AICP
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Montgomery St.

MPA2017-0002 OTN
Additional Materials
6/12/17

lawrence baer <larryb29@hotmail.com>

Mon 6/12/2017 10:28 AM

To: PlanComm <PlanComm@alexandriava.gov>;

I live near the park at the end of Montgomery St. and am very concerned with possible changes to the street. I hope the board will wait until the Giant/ABC construction is completed and operational before considering any changes. Many thanks, Larry Baer, 824 Water Pl Alexandria

Two way Montgomery street

Ken Kohut <atomichokie@comcast.net>

Sun 6/11/2017 3:23 PM

To: PlanComm <PlanComm@alexandriava.gov>;

As long-time residents of the Rivergate townhouse community, my wife and I are concerned about the possible added traffic because of this proposed revision. We already get a large amount of non-resident cut-through traffic on an ostensibly private road that is Rivergate Place. Much of this traffic disregards any sort of speed limit. We are concerned the proposed revision to Montgomery Street will increase traffic through the community and make the narrow street more dangerous for homeowners. If you absolutely feel the need to go through with this proposal, then it should only happen if the City of Alexandria takes responsibility for the maintenance and policing of the street traffic.

Ken and Carleen Kohut

815 Rivergate Place

atomichokie@comcast.net