

Members of the Planning Commission:

After numerous sessions before the BAR, it was obvious that EYA had from the very start solidly anchored-in its architectural position and has held firm on the egregious mass, scale, flat roofs and overall inappropriateness of this particular development.

The proposed design is definitely not appropriate for Old Town's historic waterfront. Its large buildings will conceivably loom over this very constrained area. Viewing the three monolithic condo buildings from the river or the Wilson Bridge will seriously detract from the current river-scape , vividly highlighting the fact that this development has absolutely no relevance or connectivity to the Old and Historic District.

Unfortunately, in the 1960's, six blocks of Alexandria's Old and Historic District were razed under an urban renewal program, and they were replaced by modern buildings that are in no way connected to the historic district. Now many of us fear that Alexandria's Old and Historic District is again under siege starting with this totally out of place development.

The mass and scale of some of the new structures in this project visibly dwarf adjacent historic structures. It is imperative that new structures that are not historic in nature fit-in and connect to the Old and Historic District of Alexandria. They need not look historic, but they should not detract from what is currently in place. When one compares the careful stewardship of Charleston, South Carolina, to Alexandria's reckless squandering of the historic nature of Old Town it is apparent that Alexandria is in for a long and slow process of killing the goose that laid the golden egg.

The three massive condo buildings should be broken up in size, and should contain features using local materials. Additionally, the buildings should somehow connect with the rest of the Old and Historic District, which they currently do not. A good example of this connection principal is the Harborside development, a well-designed and well-built development that fits in nicely with the rest of the historic community. If one were to juxtapose a picture showing

Harborside on the south side of Wolfe Street and the proposed 190 foot EYA building directly across the street, it is a stark and ugly contrast despite the fact that EYA threw a bone to the Harborside residents by “tweeking” a few setbacks on the upper floors of their Wolfe Street Condo.

Additionally, no parking reduction should be approved for this development and tenants should not be permitted to obtain District 1 parking stickers if EYA maintains adequate parking on site. Each condo should have two parking spaces and an area designated for visitor parking making up an additional 20% of the total tenant parking spaces. Quite frankly there may also be flooding issues not only with the parking garage but also on Union and Wolfe Streets possibly even spilling over to both the Waterford and Harborside developments. These need to be critically assessed.

The Edmondson Plaza on upper Duke Street is essentially the only all-glass building in the Old Town area. However, it appears to have served as EYA’s and the BAR’s model for the use of glass on many of our future developments on the waterfront, especially at the two Robinson Terminals both North and South. The extensive use of glass in the three massive condo buildings give this development a look that might serve well in Miami Beach, or even our own Del Ray. Why are the EYA architects and City Staff so fixated and obsessed with glass in the historic area?

On South Union and Duke Streets, twenty-six town houses are to be aggregated into six town house groupings. However, the groupings are redundant, and without any real historic architectural merit. They resemble the Lofts development across from the Wythe Post Office, and provide no connectivity to the historic waterfront or historic district.

If these kinds of development trends continue, in due course, the Old and Historic district will become a meaningless jumble of buildings that few will want to visit. It is most ironic that recently there was a television documentary “Discovering Alexandria: the early years” which highlighted the historic nature of Alexandria VA, when at the same time forces in the city are attempting to further denigrate and eradicate it.

The aura and charm of this historic community needs to live on, so that a century from now, the citizens of Alexandria will applaud our efforts to preserve the history and charm of this unique city, and not ask themselves “what were they thinking?”

EYA needs to regroup and give us something that we can all be proud of. Currently, the only building that looks like it belongs is the historic building at 2 Duke Street.

Townsend A. “Van” Van Fleet

President, OTCA

From: Tim Morgan [<mailto:timmorgan1155@gmail.com>]
Sent: Monday, April 06, 2015 5:20 PM
To: Karl Moritz
Cc: Jessica McVary; Dirk Geratz; halhardaway@msn.com; hank savitch; Susan Askew; Jerry McAndrews
Subject: April 9th Planning Commission Meeting

Karl,

Please see that the Planning Commission receives this email and the attached documents for their meeting this Thursday. Thanks.

Alexandria Planning Commission,

I am the President of the Waterford Place Homeowners Association, immediately across the street from the Robinson Terminal South developent (RTS). Among the issues which concern our residents relative to the RTS is parking. I have attached two documents which provide our perspectives:

1. The first document states our views and provides alternatives for the Planning Commission's consideration. In short, we believe that the proposed variances from current parking requirements requested by the RTS developer EYA, are not supported by the facts and pose a substantial threat to the quality of life of Old Town residents.
2. The second document refutes much of the underlying rationale by EYA as well as City staff, for the waivers of parking requirements and policies.

While there are possible solutions to the parking issue, the root cause of these problems rests with the City, which has pushed forward with a Waterfront plan without adequate analysis or planning for the impacts of development. Nonetheless, **this does not justify approval of variances from current ordinances and policies which were clearly evident to the developer when they negotiated for the purchase of the property and designed their development.** It is incumbent on the City, led by the Council and Planning Commission, to negotiate conditions to the Development Special Use Permit (DSUP) which will not create greater parking problems for current and future residents of the surrounding area and patrons of the new retail, restaurant and public spaces.

We believe that the **waivers of current parking requirements and policies should not be granted**, or if granted even in part, **should be accompanied by additional conditions and actions to mitigate the parking crisis:**

- **Require free valet parking to encourage usage**
- **Limit total restaurant seating occupancy at any one time, both indoor and outdoors, to 135 seats**
- **Require a contract for extra off-site valet parking spaces**
- **Limit RTS resident participation in the residential parking program**
- **Regulate the 300 block of South Union Street and the north side of the unit block of Wolfe Street as "Resident Excepted" parking**
- **Limit a 3 block area around the RTS development as "Resident Only" parking in the evenings and on weekends.**

Timothy G Morgan
319 S Union St
Alexandria, VA 22314
571.215.6944
timmorgan1155@gmail.com

Robinson Terminal South Parking

A Bad Situation is About to Get Much Worse

1 Summary

Residents of Old Town in the area surrounding the proposed Robinson Terminal South (RTS) development are justifiably alarmed about the impact on our parking, given current shortages of on-street parking, the loss of parking from the Waterfront Plan, and the increase in parking demand from new development at RTS as well as the surrounding area. We believe that the proposed variances from current parking requirements requested by the RTS developer EYA, are not supported by the facts and pose a substantial threat to the quality of life of Old Town residents.

Our residents are dependent on *on-street parking* and care about parking at *peak times*: when we come home at night from work; when we come home from our kid's soccer game or Home Depot run on a Saturday afternoon; when we come home from church on a Sunday afternoon. Our parking issues are most acute in the summertime and when the weather is nice in Spring and Fall. We all certainly accept the parking issues around big events, but our quality of life depends on finding parking within a reasonable distance from our homes on a day to day basis.

While there are possible solutions to the parking issue, the root cause of these problems rests with the City, which has pushed forward with a Waterfront plan without adequate analysis or planning for the impacts of development. Nonetheless, **this does not justify approval of variances from current ordinances and policies which were clearly evident to the developer when they negotiated for the purchase of the property and designed their development.** It is incumbent on the City, led by the Council and Planning Commission, to negotiate conditions to the Development Special Use Permit (DSUP) which will not create greater parking problems for current and future residents of the surrounding area and patrons of the new retail, restaurant and public spaces.

We believe that the **waivers of current parking requirements and policies should not be granted**, or if granted even in part, **should be accompanied by additional conditions and actions to mitigate the parking crisis:**

- **Require free valet parking to encourage usage**
- **Limit total restaurant seating occupancy at any one time, both indoor and outdoors, to 135 seats**
- **Require a contract for extra off-site valet parking spaces**
- **Limit RTS resident participation in the residential parking program**
- **Regulate the 300 block of South Union Street and the north side of the unit block of Wolfe Street as "Resident Excepted" parking**
- **Limit a 3 block area around the RTS development as "Resident Only" parking in the evenings and on weekends.**

2 Current on and off-street parking is effectively full during peak times

2.1 The Old Town Area Parking Study and Union Street Corridor Study indicate that parking in the RTS area is already inadequate

RTS today exists between the waterfront retail/restaurant/tourist areas within a couple of blocks of King Street, the residential neighborhoods of Old Town to the west of Union Street and Harborside to the south across Wolfe Street, and the public parks stretching from Waterfront Park at the foot of Prince Street and Windmill Hill park in the 500 block of Union Street. Demands on public parking are high at many peak times, driven by patrons of not only the retail and restaurants but also the public parks. Residents regularly experience significant difficulties in finding parking at peak times, which include weekend evenings, weekend afternoons in mild weather, and week nights.

The Old Town Area Parking Study

The City received the Old Town Area Parking Study (OTAPS) in 2010, which gathered block by block data for six key time slots when peak parking demand for different types of activities occur. **Unlike the developer's parking study, these counts were conducted in June 2009 (on-street parking and surface lots) and December 2009 (garages), times that represent peak demand for on-street parking.** A key finding of the study was that the Old Town area has "proximity" and "facility availability" problems; that is, parking is often "effectively full" in some areas during peak periods even though there is parking available in other areas of Old Town. (The study defines "effectively full" as over 85% utilized, when "it is increasingly difficult for parkers to find the spaces that remain open within the system.")

The RTS neighborhood is one such area. **Following are the public parking areas/facilities within three blocks of RTS that are "effectively full" during peak periods:**

On-Street Parking □

King Street on Friday and Saturday evenings □

Fairfax Street on typical weekday afternoons, Friday evenings, and Saturday evenings

Lee Street on typical weekday evenings, Friday afternoons, Friday evenings, Saturday afternoons, and Saturday evenings *f*

Union Street on typical weekday afternoons, Friday evenings, Saturday afternoons, and Saturday evenings *f*

Strand Street during all six time periods studied *f*

Vicinity of the Potomac River waterfront during all six time periods

Publicly Accessible Parking Lots *f*

The Strand Lot during typical weekday afternoons, on Friday afternoons and evenings, and on Saturday evenings

Publicly Accessible Parking Garages *f*

Solo Garage during typical weekday afternoons and evenings, Friday afternoons, and Saturday evenings

115 S. Union Street Garage during typical weekday afternoons *f*

Torpedo Plant Garage on Friday afternoons and Saturday evenings *f*

The Union Street Corridor Study

The Union Street Corridor Study of December 2012 conducted similar surveys of on-street parking along the waterfront areas not surveyed by OTAPS. **Following are occupancy rates for all of Union Street, combining OTAPS and the Union Street Corridor Study, at peak times:**

Weekday Evenings 6 to 7 pm – 68%

Weekday Evenings 7 to 8 pm – 86%

Friday Evenings 6 to 7 pm – 92%

Friday Evenings 7 to 8 pm – 96%

Saturday Afternoon 12 to 1 pm – 85%

Saturday Evening 7 to 8 pm – 98%

Saturday Evening 8 to 9 pm – 97%

2.2 Current data from T&ES supports this conclusion

The City's Transportation and Environmental Services Department has continued to gather data on parking since the OTAPS data (which was gathered in 2009). **Extensive parking counts conducted in 2014 indicate that the findings of the 2010 OTAPS (namely, that the area surrounding RTS is “effectively full” during peak times) remain valid.** On-street parking East of Alfred Street is effectively full during the weekend evening hours in District 1 and almost effectively full on weeknights (Old Town Area Parking Study Work Group presentation January 28, 2015; occupancy rates are 83%, 85% and 87% on weeknights, Fridays and Saturdays, respectively).

In addition, garage and surface lot occupancy in the three block area surrounding RTS is also highly utilized at peak times (we were not provided access to the data so provide here ranges from OTAPS presentations):

2014 weekday evening occupancy 7 to 8 pm

Solo Garage - between 50 and 75%

The Strand Surface Lot - between 50 and 75%

115 S Union Street Garage – less than 25%

Torpedo Factory Garage – between 25 and 49%

2014 Friday evening occupancy 7 to 8 pm

Solo Garage – greater than 90%

The Strand Surface Lot – greater than 90%

115 S Union Street Garage - between 25 and 49%

Torpedo Factory Garage – between 50 and 79%

2014 Saturday evening occupancy 7 to 8 pm

Solo Garage – greater than 90%

The Strand Surface Lot – greater than 90%

115 S Union Street Garage – less than 25%

Torpedo Factory Garage – between 50 and 79%

3 New developments have, and will continue to, reduce available parking supply

The City has not conducted a study of the impacts of waterfront development on parking in Old Town. Reliable information, however, supports the concerns of residents that the development will have a substantial negative impact on an already overstressed situation. Indeed, the vision of the waterfront plan is to successfully attract more visitors to the vicinity, which coupled with the demands of new residents and workers, by definition must increase demand.

Since the OTAPS counts in 2009, there have been a number of losses of publicly available parking within a three block radius of RTS. Though not an exhaustive list, losses include spaces at the corner of Prince and South Union to accommodate Bikeshare racks, and parking along the east side of The Strand. **While the developer's parking study appropriately cites measures which can be taken to increase the utilization of available parking, and also acknowledges the loss of 100 spaces in the Strand lot, it fails to also take into consideration further losses of public parking brought on by the waterfront development.**

The RTS development alone will:

- Eliminate three spaces in the 200 block of S Union Street from the extension of The Strand, and
- Eliminate 18 spaces in the unit block of Wolfe Street (there are currently 26 head-in spaces on the north side of Wolfe and 13 parallel spaces on the south side; post development there will be 21 total parallel spaces on the unit block of Wolfe).
- This does not include any loss of spaces from the construction of the end garden planned for the end of Wolfe (in the Olin design but not part of the EYA RTS plan).

These losses and others will shift parking demand to remaining facilities, and further exacerbate the shortages of off-street parking during peak periods.

The developer and City staff have provided data showing the numbers of garage spaces available at peak times within a three block radius of RTS, assuming that parkers in the Strand lot are shifted to local garages. **Unlike the developer's analysis, which was based on data from a period of low parking demand in October and November, we contend that the OTAPS data yields a more valid conclusion.** The following table presents a more reliable measure of available garage parking than that presented by EYA and City staff. It does not reflect demand from the Carr Hotel or the new Blackwall Hitch Restaurant.

Garage Occupancy After Closure of the Strand Lot

	<u>Available Spaces</u>	<u>Parked Vehicles</u>					
		<u>Weekday</u>	<u>Weekday</u>	<u>Friday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Saturday</u>
		<u>6-7pm</u>	<u>7-8pm</u>	<u>6-7pm</u>	<u>7-8pm</u>	<u>6-7pm</u>	<u>7-8pm</u>
Solo	25	20	24	21	21	26	25
115 S Union	68	21	17	30	35	31	37
Torpedo Factory	<u>361</u>	<u>184</u>	<u>203</u>	<u>168</u>	<u>232</u>	<u>268</u>	<u>340</u>
Total Parked Vehicles	<u>454</u>	<u>225</u>	<u>244</u>	<u>219</u>	<u>288</u>	<u>325</u>	<u>402</u>
% Occupancy		<u>50%</u>	<u>54%</u>	<u>48%</u>	<u>63%</u>	<u>72%</u>	<u>89%</u>
Total Parked Vehicles Plus 100 From Strand Lot		<u>325</u>	<u>344</u>	<u>319</u>	<u>388</u>	<u>425</u>	<u>502</u>
% Occupancy Assuming 100 Parkers from Strand Lot		<u>72%</u>	<u>76%</u>	<u>70%</u>	<u>85%</u>	<u>94%</u>	<u>111%</u>

3.1 RTS proposes residential, restaurant and retail development

Robinson Terminal South will be a mixed-use development including high-end residential units (26 townhouse units, 66 multifamily residential units), and 11,473 square feet of commercial uses, including a 251-seat restaurant. **The Waterfront Plan envisions that new development must provide sufficient parking, yet the developer requests waivers of current parking requirements and policies.** For the multi-family residential units, the developer has provided only 132 spaces to accommodate residents and visitors, 10 less than required under current regulations and policies. For the commercial uses, the developer is providing 58 spaces against a requirement of 87 spaces. The rationale provided in the developer's parking study and the staff's rationale for accepting these reductions are flawed (see

“Analysis of Traffic Impact Study”). **Residents are understandably alarmed that these new parking demands will encroach on already overstressed on-street parking conditions in the immediate vicinity:**

- **The developer and staff ignore human nature -- residential visitors will park on the street in lieu of residential and commercial spaces.** Visitors will park for free when they can, and will park where there is less effort and “hassle”. The developer and staff somehow conclude that residential visitors will park in a valet garage, or in a residential garage where there are designated two spaces per unit, controlled by access cards. We contend that they will park on the surrounding streets. Only when street parking is full will the residential visitors to the development utilize the commercial or residential spaces provided. We witness this every day.
- **Retail and restaurant traffic will park on the streets. Current experience shows that the patrons of retail and restaurants cruise the local area and park on the streets, rather than pay to park in garages.** The typical patron of the Old Town business district will not park in valet parking due to the cost, and will park in a garage only if it is competitively priced and easy to find. We contend that the patrons of the commercial development will further burden local streets absent free or very inexpensive and convenient garage parking. The developer has committed neither.
- **The management of the restaurant will sell out both indoor and outdoor seating whenever possible.** The developer’s contention that the restaurant would not seat both indoors and outdoors at the same time is ludicrous. Experience in local restaurants with outdoor seating, such as the Chart House, shows that attractive restaurants will fill both indoor and outdoor seating in nice weather.

3.2 Ancillary development of public spaces will further increase demand

Neither Wells nor the City has calculated the impact in sum to available parking supply and demand caused by the development of the waterfront area. Certainly there are additional demands on parking which have not been considered by Wells. **The Carr Hotel was granted a waiver from otherwise applicable parking requirements and it is expected that the hotel and restaurant will use local garages for overflow parking; in addition to the 251 seat restaurant proposed for RTS, there are 125 seats proposed for the Carr Hotel and some 500 seats at the new Blackwall Hitch Restaurant at the foot of Cameron Street. And, the public’s patronage of new parks and waterfront spaces will certainly draw many more people – and their cars - to the area between King Street and Windmill Hill Park. We cannot ignore the clear evidence that an already bad situation is going to get much worse.**

The RTS development will be a very engaging addition to the Old Town waterfront, and it will not only draw patrons to the restaurant and the retail areas being developed but also attract additional visitors to outside seating along the waterfront, a pier with a proposed outdoor café, and outside entertainment. The affluent residential condos and townhomes, and residential, retail, and public amenity uses will surely place incremental demands on area parking. **Thus, there is little justification to further rationalize away demand for a project which all hope (including nearby residents) will be enormously successful.**

4 Several options exist to address the problem

4.1 Requiring free valet parking will encourage usage

The challenge of the developer's current plan for visitors and commercial parking, beyond the shortage in parking spaces provided, is that patrons and visitors will in fact park on the streets before seeking and paying for the commercial valet parking. **The DSUP should provide that valet parking be validated by the restaurant to reimburse the total price.** This will ensure that at least uses by the development are served by the parking facility, though it would not necessarily mitigate on street parking by visitors to parks and surrounding amenities.

4.2 Limiting the total occupancy of the restaurant will cap excess parking demand

The developer contends that the restaurant will not fill both indoor and outdoor seating at the same time, and accordingly contends that fewer parking spaces are required. We believe that commercial motives will incite the restaurant management to fill as many seats as they can. **The DSUP should limit the total occupancy of seats that can be filled at any one time in the restaurant, to the total number of indoor seats – 135 seats.**

4.3 Requiring a contract for off-site valet parking

The developer and staff contend that adequate garage parking is available to serve the development if provided parking is inadequate. We believe that the other demands of waterfront development will take up that excess parking (eg, Carr Hotel, Blackwall Hitch patrons). **In order to ensure that parking will be available when needed, the developer should be required to obtain a firm contract for the shortfall in parking spaces for commercial patrons.** The Traffic Management Plan could permit the parking contract to be adjusted in future years if warranted by proven parking demand.

4.4 Limiting RTS resident participation in the street parking program will alleviate additional demand

The Waterfront Plan requires that all new development be self-sufficient in providing parking for its intended uses. While many see a "fairness" issue with limiting residents ability to obtain residential parking stickers, it is also "unfair" that a developer be permitted to build new development without providing the required infrastructure. This imposes on all of the residents of the surrounding communities, many of whom depend exclusively on on-street parking. **Given the developer's strong belief that provided residential parking is adequate, we recommend that the residents of the RTS development not be permitted to obtain residential parking stickers, or guest, visitor and contractor passes.**

4.5 Regulating the 300 block of South Union Street and the north side of the unit block of Wolfe Street as "Resident Excepted" Parking will provide additional capacity

There are proposals to expand metered parking along the 300 block of S Union and north side of the unit block of Wolfe Street. To extend metered parking beyond its current footprint will significantly impact residents and exacerbate parking challenges from the RTS development, as metered patrons may well displace local residents who depend on this on-street parking and hold residential parking permits. **Local residents holding the parking zone sticker (eg, District 1 parking sticker) should be exempted from paying at meters in their zone. Also, time limits on metered parking should be set low (2 hours) in order to encourage visitors to go to garages.**

4.6 Limiting a 3 block area to “Resident Only” Parking will move retail/restaurant patrons to garages

Establish "resident only" parking zones within certain residential areas, with hours from 5 or 6 pm to the morning and weekends. This will force restaurant/retail traffic to the garages and surface lots, leaving parking available for current, and potentially new residents and their guests/visitors during those peak times of demand. For example, resident only parking in a 3 block radius from RTS -- that is, the 100 to 300 blocks of Wolfe, Duke, and Prince Streets, and the 100 to 300 blocks of Lee, Fairfax and Royal Streets -- would protect local residents while leaving parking near parks and public amenities available to the public.

Robinson Terminal South (RTS) Development Special Use Permit Requests for Parking Variances

Analysis of Traffic Impact Study

March 10, 2015

EYA's traffic study is flawed

EYA contracted for a Traffic Impact Study by Wells + Associates which was last revised December 19, 2014 (the Wells study). A memorandum dated January 30, 2015 (note that the date on the document is 2014 in error) updates the parking demand analysis, and concludes that the parking demand of RTS would be adequately accommodated and supports the proposed parking reductions from requirements in current ordinances and policies. This study is flawed in several key areas:

The analysis of visitor parking demand relies on inappropriate comparisons

The Wells study attempts to make a case that the RTS development should not provide additional visitor parking, contrary to current City policy which requires 15% visitor parking to be provided by new developments. Their rationale is flawed, and the data which they cite is inappropriately applied to the RTS situation.

The Wells analysis of visitor parking demand cites Census Tract data for the City of Alexandria. It states that approximately 52% of households have one or no vehicle, and that the average number of vehicles per household is 1.55. This broad set of data should not be applied to the proposed RTS development. Data from the City's Finance Department indicates that the number of vehicles per residence in District 1 is the highest in Old Town, at 1.85 vehicles per unit (Old Town Area Parking Study Work Group, Presentation July 17, 2012). The proposed RTS development's occupants will be quite affluent (the units will cost in the \$millions) and a number of them will certainly have older children who drive. As in the case of Harborside, Waterford Place and the surrounding Parking District 1, most owners will have multiple cars and many will have more than two cars.

Wells also cites experience at The Oronoco building to support the contention that visitor parking is not required. However, that experience is not appropriate for the RTS area:

First, the data was drawn only during the Martin Luther King Jr holiday week in January 2015. Not only is this holiday week in January atypical, that particular week was seasonably cold and dreary. The peak of demand for parking in Old Town is the summer, and during good weather when people are outside.

Our residents' concerns about parking relate to peak periods and the competition with restaurant/retail/park traffic.

Second, while The Oronoco may be of similar size and character as RTS, the neighborhoods are vastly different. The Oronoco area has a large supply of available on-street parking, and is impacted very little by the tourist and retail/restaurant traffic in the waterfront and King Street area (it is 6 blocks from King Street). The Old Town Area Parking Study of February 2010 (the OTAP Study), the Union Street Corridor Study, and the 2014 OTAP Study data (this is data collected by City staff in support of the 2014 OTAP work group) all reflect that on and off-street parking in the RTS area is at capacity during peak demand, and is highly utilized at most times.

Third, the Wells study concludes that the demand for visitor parking should be met by the amount of curbside parking that is available close to the site on typical weekdays. Available data refutes the assumption that there is ample parking available on weekday evenings and weekends (the peak demand periods as to which local residents are concerned) and that these conditions will only get worse. As noted in the paragraph above, available data indicates that on-street parking is effectively full at peak times, particularly weekends.

Experience from Harborside and Waterford Place indicate that the 15% requirement for Visitor parking is reasonable for the neighborhood. That requirement was designed in consideration of the fact that some visitors may use resident's parking spots. Waterford Place was built in the 1980s when parking was readily available in the immediate vicinity. It has three visitor spots for 36 townhouse units, most of which have one car garages. Harborside has 63 units, 12 of which have their own two car garages. The remaining 51 units have 2 spaces each (including tandem spaces), and in addition there are 12 visitor spaces. Experience in our communities shows that the visitor spaces are highly utilized, especially during periods of peak demand (eg, weekends and weekday evenings).

The Wells study references proposed Code revisions

The study references the proposed revisions to parking requirements for new developments, from the Parking Standards for New Development Projects Study as a basis for reducing the spaces required for the RTS residences. This is highly irregular. To place such reliance on proposed standards circumvents the deliberate public debate put in motion with the creation of the project. Indeed, the project only launched in 2014, and Draft Final Recommendations have just been presented to the Task Force, with a Planning Commission hearing scheduled for April 7th. These recommendations have not been addressed in a formal City Council session or public hearing.

The analysis of commercial demand ignores commercial reality

The Wells study suggests that the City should ignore the outdoor seating accommodations in the proposed restaurant. The basis for this proposal is that the applicant does not intend to seat indoor and outdoor space to capacity during the same period. However, EYA has not suggested that the DSUP include a condition that effectively lowers the absolute total capacity permitted for the property. Commercial experience shows that the restaurant will indeed seat more people outside during good weather. However, that does not mean that it will not also fill the inside seating. Based on the long

wait times for seating inside during the summer at the Charthouse Restaurant at the foot of Cameron Street, and other top restaurants offering outdoor seating in the waterfront area, the developer's proposal is ludicrous. Of course, the restaurant operator will seat as many people as they can serve – they will want to maximize their profits!

Further, the Wells study inappropriately references parking requirements associated with outdoor seating, in other parts of town. None of those areas cited by Wells is similar in character to the RTS property; RTS is approximately one mile from the Metro, and outside of the core King Street restaurant area. One might expect patrons of restaurants in the immediate King Street area to park in available garages or to arrive via public transportation; however, as noted above, RTS is 3 blocks from King Street, and both on- and off-street parking within 3 blocks of the RTS property is already at capacity. Further, the Wells study cites the King Street Metro Parking District, which in fact does have a requirement for parking associated with outdoor seating, and it happens to be served by Metro; no rationale has been provided for why the RTS does not also require parking for outdoor seating.

The developer relies on nearby off-street parking facilities to cover shortages of on-site parking spaces, but they are effectively full during peak periods

The Wells study collected data for the Solo Parking Garage, Central Parking Garage, Strand Street surface lot and the Torpedo Factory Garage in the waterfront area for three days in October 2013. These dates are hardly indicative of the peak demand periods for which residents are concerned. More valid data, from the OTAP Study, the Union Street Corridor Study, and other parking occupancy counts conducted by the City's Transportation and Environmental Services Department (all of which the City, not a developer, funded), indicates that these facilities are all effectively full during peak periods. Three other garages are also referenced (Thompson's Alley, 220 N. Union, and Market Square); these are more distant from RTS and would be challenging to utilize for valet parking; the closest, Thompson's Alley Garage is also effectively full during typical weekday evenings.

While the Wells study appropriately cites measures which can be taken to increase the utilization of available parking, and also acknowledges the loss of parking in the Strand lot, it fails to also take into consideration further losses of public parking brought on by the waterfront development. The RTS development alone will eliminate three spaces in the 200 block of S Union Street from the extension of The Strand, and 18 spaces in the unit block of Wolfe Street from the elimination of head in parking on the north side of the street (there are currently 26 head-in spaces on the north side of Wolfe and 13 parallel spaces on the south side; post development there will be 21 total parallel spaces on the unit block of Wolfe). This does not include any loss of spaces from the construction of the end garden planned for the end of Wolfe (in the Olin design but not part of the EYA RTS plan). These losses and others will shift parking demand to remaining facilities, and further exacerbate the shortages of off-street parking during peak periods.

In summary, the EYA/Wells study should not be relied upon to make a decision regarding parking variances requested in connection with the RTS DSUP.

The clear bias of the data cited by the consultant, Wells + Assoc, in the parking study reflects a lack of objectivity and calls into question the reliability of the developer's assertions that the parking provided in their RTS design is adequate. While the conditions giving rise to the shortages of parking may be a product of the City's Waterfront Plan and previous inaction on parking issues, it is not an excuse to waive requirements and policies that were clearly evident at the time that the developer contracted to purchase the property and designed the development.

Neither Wells nor the City has calculated the impact in sum to available parking supply and demand caused by the development of the waterfront area. Certainly, as noted above, there will be losses of parking spaces associated with development and additional demands on parking which have not been considered by Wells (for example, the demand from the Carr Hotel was granted a waiver from otherwise applicable parking requirements; the public's patronage of new parks and waterfront spaces). We cannot ignore the clear evidence that an already bad situation is going to get worse.

The RTS development will be a very attractive and engaging addition to the Old Town waterfront, and it will not only draw patrons to the restaurant and the retail areas being developed but also pull additional visitors to outside seating along the waterfront, a pier with a proposed outdoor café, and outside entertainment. The affluent residential condos and townhomes, and residential, retail, and public amenity uses will surely place incremental demands on area parking. Thus, there is little justification to further rationalize away demand for a project which all hope (including nearby residents) will be enormously successful.

**Waterford Place Homeowners Association
318 South Union Street
Alexandria, Virginia 22314**

April 6, 2015

City Hall
301 King Street
Alexandria, Virginia 22314

City Planning Commission

John Komoroske, Chair
Stewart Dunn, Member
Maria Wasowski, Member
Nathan Macek , Member
Mary Lyman , Member
Derek Hyra, Member
Eric R. Wagner, Member
David Brown, Member
Karl, Moritz, Acting Director of Planning and Zoning

Members of the City Council

William Euille, Mayor
Allison Silberberg, Vice Mayor
John Chapman, Councilman
Timothy Lovain, Councilman
Del Pepper, Councilwoman
Paul Smedberg, Councilman
Justin Wilson, Councilman

Re: RTS, Setbacks South Union and Wolfe Streets Building # 3 (DSUP #2014-0006)

Dear Members and Staff:

I am writing to you as a member of the Waterford Place Home Owners Association (WPHOA) and as part of a monitoring committee for projects at Robinson Terminal South. As you may be aware the WPHOA represents the owners of 36 homes located on the 100 block of Duke Street, the 300 block of South Union Street, the 100 block of Wolfe Street, and within Waterford Place.

Specifically this letter addresses actions taken by the Board of Architectural Review (BAR) related to setbacks of Building # 3. This structure is located at the corner of South Union and Wolfe Streets. Because of its very sizeable mass and scale Building #3 has been a source of controversy and is of considerable concern to our community. In an effort to reduce its bulk, the planning staff and some members of the BAR have wrestled with this issue, but without much

success. The single source of relief could be found by mandating significant setbacks at the building's uppermost floors.

At the behest of home owner associations at Waterford Place and Harborside the BAR once again took up the issue of setbacks at its meeting of January 21, 2015. At this session the BAR initially recommended setbacks of 16 feet for both the Union and Wolfe Street sides of the building. Unfortunately, the BAR modified its resolution to include only the Wolfe Street side of the building. Union Street would remain unchanged with a shorter setback of only 9 feet.

I should point out that the BAR's reversal was made after the intercession of EYA spokespersons claiming that a setback on Union Street would pose additional financial costs for that developer. "I know it's not about economics", stated EYA's chief officer, Bob Yougentob, but about "mass and scale". Despite that acknowledgment, Mr. Yougentob went on to introduce economic factors, stating that financial realities prohibited him from increasing setbacks on the Union Street side of that building. After those remarks, the BAR changed its earlier resolution to exclude an increased setback for Union Street (see video at

http://alexandria.granicus.com/MediaPlayer.php?view_id=2&clip_id=2974)

The BAR erred on this question for the following reasons.

- By its own rules the BAR is mandated to focus on the architectural and design features of a project. This has been a longstanding and stringent criterion of the BAR and it is not uncommon to see the BAR dismiss similar economic claims by homeowners.
- "The Design Guidelines for the Old and Historic Alexandria District" provide criteria for granting a Special Use Permit and allowing height to increase from 30 feet to 50 feet. These state 1) "buildings should be in harmony with existing buildings of architectural merit to be found in the historic district" 2) "building heights over this basic height level" (30 feet or less) "should be setback from the street faces and waterfront faces" and 3) "the height, mass and bulk of the proposed construction" (should be) "compatible with and reflect the height, mass and bulk of buildings" within the historic district ("Design Guidelines", 1993: 3-4)
- Another guiding document by the Historic Preservation Staff specifically addresses this issue and reads as follows, ".....to improve the transitional relationship with adjacent block faces, staff recommends that *meaningful setbacks* (italics added) be added on South Union Street proportionately similar to what the applicant has done on Wolfe Street. The upper level setback is particularly important on the West End of Building #3, as South Union Street is only 50' wide, where Wolfe Street is 66' right of way more typical of historic Old Town". (Historic Preservation Staff, Memorandum, January 21, 2015; 3)

- I would complement the above recommendation by adding that “Alexandria’s Small Area Plan” makes numerous references to taking measures that “respect(s) the scale and character of Old Town” (“Alexandria Small Area Plan”, February 25, 2012: 18). Indeed, the geometry and proportion of the South Union Street streetscape dictate setbacks even greater than those that are now recommended for Wolfe Street.

Accordingly, I request that both the Planning Commission and the City Council take up this critical issue of mass and scale and require a 16 foot setback for the South Union Street side of Building #3. This will allow that portion of the building to be compatible with the Wolfe Street side and also comply with DSUP requirements and Planning Staff recommendations.

On behalf of the WPHOA I thank you for your consideration and attention.



Hank Savitch
128 Waterford Place
Member, RTS Monitoring Committee

Cc: Tim Morgan, President, WPHOA
Hal Hardaway, WPHO
Susan Askew, Harborside Home Owners Association

April 7, 2015

Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Dear Commission Members

Along with many of my neighbors in Harborside, I am concerned that the proposed parking plans for RTS are seriously inadequate. If this proposal is adopted, it will worsen an existing parking shortage in the area that, combined with other planned changes, could result in a parking crisis.

Currently, at most key times, on-street parking in the area of RTS is saturated. City staff agrees with this. Even without RTS it is about to get worse. The public parking lot on the Strand will be eliminated with an associated loss of about 95 public parking spaces. Currently, there are also 37 legal parking spaces on the Unit Block of Wolfe Street. The development of RTS will reduce those spaces by 18. Even if the End Garden is abandoned, that may add back a few spaces at most. So, in sum, changes that are already planned and underway will reduce available parking by over 110 spaces. This is a huge impact for such a small area.

Add to that the Indigo Hotel, which already has plans to use the few remaining parking garages nearby for overflow parking, and the problem becomes worse.

Now let's consider how the RTS proposal will further impact this situation. First, let's look at residential parking. RTS has repeatedly committed in public to providing 2 residential parking spaces for each residential unit. While that is satisfactory, many households in the Waterfront area have more than two cars. It is hard to predict how prevalent this will be at RTS. But inevitably some of these 96 new households will park some of their cars on the street. I point this out merely as a practical reality that will further worsen the situation, not as something that can be fixed.

Turning to commercial and visitor parking, the city currently has a policy requiring multi-family buildings to have dedicated visitor parking spaces equal to 15% of the housing units. Further, the city requires restaurants and commercial businesses outside the central business district to provide parking spaces for their customers according to specific ratios based on restaurant seats and commercial square footage.

RTS requests enormous relief from all these requirements, which have well served the city during times of less parking stress. They should certainly be maintained and enforced during these ever-more crowded times.

RTS essentially proposes that the visitor parking requirement be eliminated entirely. They propose to provide visitor parking within their commercial lot, at the same time that they are requesting waivers to drastically reduce that same parking capacity. Visitors are to be

accommodated in the same lot that isn't large enough to handle commercial demand, it's primary mission. How is that possible?

At Harborside, we can attest to the intensive use of free visitor parking spaces for those who visit our residents. From friends, to tradesmen, house cleaners, and caregivers, our spaces are heavily used. We have 12 free visitor parking spaces for the 51 units that use our common garages, a ratio of 24%, well over the 15% currently required by the city, and certainly well over the amount (zero) proposed by RTS. And at Harborside, the generous availability of free visitor parking often isn't enough.

If we have some visitors parking on the nearby streets even though we provide 24% free visitor spaces, imagine the impact of a new community 50 percent larger than ours that provides no free visitor spaces.

CONCLUSION

The impact to our neighborhood if the RTS parking proposal is approved would be dire. Imagine for a moment that I am right. In the near future, a true parking crisis could erupt in the area surrounding RTS, with the nearby residents pleading with the Planning Commission and the City Council for urgent help. That future Planning Commission and that future City Council will probably have to say, "There is nothing we can do for you."

But you can.

Sincerely,

Jerry McAndrews

cc:

Mayor William Euille
Vice Mayor Allison Silberberg
Councilman John Chapman
Councilman Timothy Lovain
Councilwoman Redella "Del" Pepper
Councilman Paul Smedberg
Councilman Justin Wilson
Karl Moritz, Director, Department of Planning and Zoning
Dirk Geratz, Principal Planner
Jessica McVary, Urban Planner
Charlotte Hall, Chair, Waterfront Commission

Charles L. Trozzo
209 Duke Street
Alexandria, VA 22314

April 7, 2015

Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Re: Robinson Terminal South

Dear Mr. Chairman and Members of the Commission:

In the Staff Report, under Staff Recommendations, paragraph 85 on page 68 provides:

All mass fill and mass excavation materials is to be conveyed to and from the site by barge subject to the following:

- a. Demolition debris and construction materials may be conveyed to and from the site by barge or truck
- b. [Provides for a monitor]

The haulage of excavation and fill materials by barge is a substantial concession to the Old Town residents concerned about the integrity of their properties.

Paragraph 76 (page 67) additionally provides for a Building Monitoring Plan with baseline and post-construction surveys for detecting damage to participating properties “within 200 feet of any property boundary of the subject site.”

However, I would strongly suggest that these terms are not sufficiently established and that pre- and post-surveys are not adequate to the task. For example, setting a 200 foot boundary within which to confine the surveys prejudices the potential for damage that may also occur beyond that limit. Moreover confining the analysis to the pre-and post-surveys invites an almost inevitable confounding of what might have occurred between the surveys that could have impacted the area but not related to the development’s demolition and construction.

Given the uncertainties of the soil composition and structure of the old fill areas in the vicinity of the development and the viable loadings of the street road beds and pavements leading to and from it, there are at least two major matters that warrant careful and continuous observation throughout the development process..

First, where the development construction involves **pile driving** to secure the foundations of the development properties, the surrounding historic structures could well suffer damage from the vibrations generated by the pile driving activity and transmitted through the surrounding rock and soil. Setting a 200 foot limit on the impact area of interest is far too restrictive.

Second, paragraph 85 (above) allows **truck haulage of the demolition debris and construction materials**. That can only be done by moving trucks of substantial size and weight, such as concrete mixers/haulers, over the residential streets leading to and around the construction site. These movements can also generate vibrations transmitted from the road bed to the soil and rock surrounding the residential structures near the truck routes, which will surely extend beyond the 200 foot range limit. Such potential sources of damage have been of major concern in areas that are not even laced with historic buildings that are privately owned and over one hundred years old embodying the materials and construction methods of their special times.

The **damage suffered by private properties attributable to the development construction activities should occasion compensation** to remedy such damages. If the developer had owned all of the structures in the wide area where the impacts of the pile driving and heavy truck traffic are experienced, the developer himself would have to incur the costs of repairing the damages in order to maintain those structures' occupation and use. The developer would need to take those costs into account to assure that his eventual revenues from the development are sufficient to cover all of the outlays he has had to make to complete the development.

It is dispositive to note that paragraph 96 (page 70) of the Staff recommendations provides:

If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of the Director, Transportation and Environmental Services. (T&ES) (italics added)

One notes that there is no 200 foot bound on where these damages may occur, nor is there provision for pre- and post-construction surveys for establishing exactly when and how the damage occurred. In other words, the **City is making provision to make itself whole subsequent to damages incurred by City property** as a result of the development, without limits such as those set out in paragraph 76 on page 67.. The damages suffered by the collection of private property owners are no less community costs of the construction of the proposed development for which the damaged properties should receive recompense.

A more appropriate approach to the damage that the private properties may suffer requires the developer to install, prior to any development demolition or construction, seismographs (or similar vibration recording equipment) at several strategic locations, determined by professional seismologists, to record the frequency and intensity of the vibrations generated by any pile driving and heavy truck haulage. These should help to determine the extent to which private properties may be damaged by the construction activities as well as the range of distances from the project that may be affected. The **seismographs should be monitored regularly** by a team of professional seismographers and geologists engaged by the City Council to establish a record of the times and places of the vibrations experienced during all phases of the development's demolition and construction. If interim readings indicate a potential for significant damage to affected historic structures, a review should be undertaken of the demolition,

pile driving, and construction activities to **determine whether changes may be warranted in the methods being employed.** Council must also **establish a separate team of professional seismologists, geologists, and construction engineers** to establish at the completion of the development the extent of the damage, in general and to specific properties, to provide the basis for determining the monetary damages (calculated by professional expert damages estimators) to which property owners should be entitled.

Residents of the Old and Historic Alexandria District thank you for considering these matters so important to maintaining the integrity of our precious and nationally celebrated historic resource.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles L. Trozzo".

Charles L. Trozzo
Telephone: 703-549-5176
E-mail: c.trozzo@att.net

From: Rosenbaum Jon <hjrosenbaum@comcast.net>
Sent: Wednesday, April 08, 2015 11:19 AM
To: PlanComm
Subject: Robinson Terminal South

Dear Commissioners:

Unfortunately I am unable to speak at Thursday's meeting since it is my wife's birthday. However, I want you to know that I strongly support the developer's applications for Robinson Terminal South. They have hired one of the country's outstanding architects. Some changes have made to the original application in an attempt to appease neighbors. But, as with the Waterfront Plan, compromise seems to be a one sided with opponents just pocketing compromises and continuing to oppose. I just hope we do not have another design by committee, which in this case will diminish a very attractive project.

Sincerely,

H.J. Rosenbaum, Ph.D.

hjrosenbaum@comcast.net

703-836-7877

421 North Saint Asaph Street, Alexandria, VA 22314

From: Judy Noritake <jnoritake@nka-arch.com>
Sent: Wednesday, April 08, 2015 1:28 PM
To: PlanComm
Cc: Karl Moritz
Subject: Support DSUP for Robinson Terminal South

Dear Planning Commissioners:

I am writing to lend my support to the DSUP (2014-0006) for the Robinson Terminal South development, which you will address this Thursday.

The design of this project was the subject of hearings and much debate by the Board of Architectural Review (BAR). Changes were made, the project became better and in the end the BAR voted unanimously in support of project and its combination of modern and historic design elements which appropriately fits the project into the historic context at this location. The designers have found a solution that is consistent with the vision of the adopted Waterfront Plan.

While this is a residential building, when constructed it will contribute substantial public benefit to the public open space along the waterfront. The continuous public park and walkway long dreamed of and finally promised will come a step closer to reality as this project is built out. We all recognize that a beautiful, vibrant waterfront is key to Alexandria's economy. The revitalization of the waterfront is long overdue.

Other benefits of the proposal include additional ground floor commercial and retail spaces, which will contribute to the tax base in the City. It will provide a critical link between King Street to the parks, hotels, and boutiques on the Strand, bringing much needed activity to these other waterfront establishments. The recent agreement for the building contractor to use barges rather than trucks in removing site fill is a great compromise.

This is a good project. It turns a modern side toward the Potomac and a familiar side to Old Town. The designers have done a good job on a difficult site. I urge you to grant the DSUP without further substantive changes. We need to get on with revitalizing our waterfront now.

With kind regard,

Judy Noritake

Judy Guse-Noritake, AIA, LEED AP
605 Prince Street, Alexandria, VA 22314
[t.] 703.739.9366 x.130
jnoritake@nka-arch.com

From: Robert Blumel <Robert@mcbrideres.com>
Sent: Wednesday, April 08, 2015 3:07 PM
To: PlanComm
Subject: Robinson Terminal South Project

I'm writing to express my support of the Robinson Terminal South Project. Although this project is largely residential, it includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront. A vibrant waterfront is key to Alexandria's future economic development and the revitalization of this area is long overdue. The necessary special use permits should be approved without further delay, as recommended by city staff.

I support the project because:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review, and use a mix of modern design with historic context that is fitting for this location
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, bringing much needed life and connectivity to the waterfront.
- The carefully planned design and the developer's agreement to use barges rather than trucks in removing mass fill reflects a spirit of community and compromise that exemplifies Alexandria.

Thanks for your time and attention,

Rob

Robert Blumel
Managing Director
Tenant Representation and
Investment Sales
McBride Real Estate Services, Inc.
Commercial Real Estate Advisors
[21 Dupont Circle, NW](#)
[Suite 700](#)
[Washington, DC 20036-1544](#)

[202.463.6600](#) main
[202.204.7848](#) direct
[202.903.9671](#) mobile
robert@mcbrideres.com
www.mcbrideres.com

From: Jennifer Atkins <jennifer.atkins@cloudigylaw.com>
Sent: Wednesday, April 08, 2015 3:44 PM
To: PlanComm
Subject: Robinson Terminal South DSUP

I write to express my support of the Robison Terminal South Project and urge you to approve the necessary DSUP as recommended by staff. While I believe that more commercial development is what the waterfront needs and this project is a residential building, it nevertheless includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront. A vibrant waterfront is key to Alexandria's future economic development and the revitalization of this area is more than long overdue. It is time to get moving.

I support the project because:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review, and use a mix of modern design with historic context that is fitting for this location.
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, brining much needed life and connectivity to the waterfront.
- The carefully planned design and the developer's agreement to use barges rather than trucks in removing mass fill reflects a spirit of community and compromise that exemplifies Alexandria.

There should be no more delay in bringing this project and other waterfront projects to life. We must move forward.

From: jim gordon <j_gordon65@yahoo.com>
Sent: Wednesday, April 08, 2015 3:54 PM
To: PlanComm
Subject: Robinson Terminal South project, development special use permit (DSUP)

To Members of the Planning Commission:

I am writing to express my support of the Robinson Terminal South Project. This residential building also includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront. A vibrant waterfront is vital to Alexandria's future economic development and the revitalization of this area is long overdue. The necessary special use permits should be approved as recommended by city staff.

Below are some key reasons why I support the Robinson Terminal South Project:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review, and use a mix of modern design with historic context that is fitting for this location
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, bringing much needed life and connectivity to the waterfront.

The carefully planned design and the developer's agreement to use barges rather than trucks in removing mass fill reflects a spirit of community and compromise that exemplifies Alexandria. I appreciate the opportunity to offer my support for this important project.

Sincerely,

James Gordon
507 Fontaine Street

April 7, 2015

Mary Lyman, Chair and Members
Alexandria Planning Commission
301 King Street
Alexandria, VA 22314

Re: DSUP #2014-0006 Robinson Terminal South

Dear Chair Lyman and Members of the Commission,

I am writing on behalf of the applicant, RT South Associates, LLC, to request changes to the staff recommended conditions for the Robinson Terminal South DSUP and related applications.

Requested revisions:

1. The Final Site Plan shall be in substantial conformance with the following: the preliminary plan dated December 23, 2014; the supplemental information received January 30, 2015 and March 9, 2015; the scale, mass and general architectural character endorsed by the Old and Historic Alexandria District Board of Architectural Review (BAR) during five work sessions; the Certificate(s) of Appropriateness to be approved at a later date; and comply with the following conditions of approval. Wherever these conditions require the Applicant to maintain facilities, the Applicant may assign its obligations to its successors or the property owners association.

Comment – This clarifies that RT South Associates, LLC may assign its maintenance obligations to its successors, etc.

7. Work with staff to identify opportunities to activate the on-site publicly accessible open spaces and The Strand with art, which may include festivals or temporary exhibits and other programming through local art and cultural organizations. The applicant shall sponsor and fund ~~a minimum of seven on-site activities and/or exhibits per year to the greatest extent possible~~ for five years following the release of the final Certificate of Occupancy. ~~The on-site activities and/or exhibits shall total a minimum of~~ The Applicant need not spend more than \$15,000 per year on such activities. In the event \$15,000 is not spent due to unforeseen circumstances, the balance shall be credited to the applicant for use during subsequent years to the satisfaction of the Director of RP&CA. The applicant or its assigned successors shall not preclude the continuation of these activities following the initial five year period by the City or a future governance structure, in the event such a structure is established. (RP&CA)(P&Z)

Comment – The Applicant should have flexibility in planning the arts and cultural activities within the overall budget cap. Spending the money on fewer more substantial events may be more effective.

30. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures, except showerheads. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

Comment – EYA has encountered substantial resistance from purchasers to the low flow showerheads. Overall water efficiency will be assured by the requirement for LEED rating in condition 27.

31. The structural integrity of the pier shall be evaluated by a licensed professional structural engineer registered in the Commonwealth of Virginia, and a pier condition survey shall be submitted to the satisfaction of the Director of T&ES prior to release of the final site plan. The applicant will be responsible for the costs of a third party review by a structural engineer of the City's choosing. Any structural deficiencies identified in the survey that would prevent the pier from being used as contemplated in the DSUP application shall be repaired by the applicant to the satisfaction of the Directors of T&ES, RP&CA and General Services.* (T&ES)(RP&CA)(GS) *

Comment – analysis of structural deficiencies depends on the intended use of the pier.

37. The applicant, its successors or assigns, shall not preclude the future docking of ~~cruise ships~~, tall ships or similar vessels. (P&Z)(RP&CA)

Comment – The property and surrounding neighborhood does not have sufficient facilities, including parking, to accommodate cruise ship docking.

38. ~~A portion of the first floor space designated as "amenity" in Building 2 shall be made available to local community and non-profit organizations in addition to Alexandria City government agencies at least 24 times per year to the satisfaction of the Director of P&Z. The space shall be made available during the hours of 8:00 a.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays on a space-available basis, upon request. This space shall also be made available to uses complying with section 5-502(H) (i.e. uses which foster art, history and cultural awareness) and open for the enjoyment of the larger community a minimum of 4 times per year. (P&Z) Condition Deleted.~~

Comment – The proposed intensity of public uses is incompatible with the need for a private indoor amenity space for the condominium.

44. The parking garage shall be served by an attendant ~~beginning at 7:00 a.m. daily~~ during the hours determined in the parking management plan. The attendant will collect keys from drivers utilizing tandem parking spaces to maximize use of all available spaces and to ensure cars can be moved as necessary within the tandem area. The parking garage shall ~~be served by valet services~~ actively managed when the commercial uses on the site are open in accordance with the parking management plan. The hours of attended and valet parking may be adjusted administratively with the approval of the Directors of T&ES and P&Z if warranted. (T&ES)(P&Z)

Comment – The details of the garage operation will depend on the specific tenants for the commercial spaces. The Directors of T&ES and P&Z will have the authority to adjust the operation of the garage as needed through the parking management plan.

46. The valet parking zone shall occur on-site. The loading and unloading of passengers and the temporary staging of passenger vehicles is not permitted to occur within the public right-of-way. The

main valet station for drop off and pick up must be located on site (~~on internal private streets~~).
(P&Z)(T&ES)

Comment – the valet station is proposed inside the garage to avoid blocking traffic on The Strand extension.

58. The total number of units shall not exceed 96. In the event the number of units increases from 92, as shown in the preliminary plan dated December 23, 2014 to 96, the applicant shall comply with all applicable Zoning Ordinance requirements, including but not limited to parking, lot size, open space and the provisions of Section 11-600. If the number of units is greater than 92 units, the Applicant shall provide the two parking spaces per unit by adding 3 new spaces in the parking garage (193 total) and by converting up to 5 parking spaces from commercial to residential. (P&Z)

Comment – The dimensions of the garage cannot accommodate 8 more spaces, therefore a small additional parking reduction will be necessary.

76. Provide a Building Monitoring Plan, to include a plan for addressing damage to adjacent property, for adjacent and nearby structures that is approved by the Director of T&ES to detect building movement, settlement, and/or damage directly or indirectly attributed to the excavation or construction activities. The Building Monitoring Plan shall include a baseline survey prior to commencement of construction and a post-construction survey, if requested by the building owner. All properties within 200 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre- and post-construction surveys. ~~Adjacent property owners shall be named as additional insured.~~ (T&ES)

Comment - The owners will be covered by a preconstruction survey. However, there will be no way of determining which construction project (e.g. RTS or Carr) construction activity/traffic caused the homeowner damage, therefore our insurance carrier will not allow this additional insured language. EYA has done business in Old Town for 22 years and has always stood by its commitments to neighboring property owners and we will commit to doing the same here.

134. Pursuant to the Waterfront Plan, provide a monetary or in kind contribution of ~~\$2,525,904~~ \$2,406,087 to be used for off-site improvements that contribute to the implementation of the Waterfront Plan. These contributions shall be due prior to the issuance of the final certificate of occupancy for the final waterfront building.

- a. The applicant shall make the following contribution which shall be ~~credited towards~~ deemed to equal the total monetary contribution:
 - i. Demolish the Alexandria Marine building (226 The Strand), remove all trash and debris on the site, and provide an interim condition to stabilize the property. Provide routine maintenance of the site (mowing, trash removal, etc.) for a period of no more than 3 years or until the commencement of construction of The Strand flood mitigation / park project by the City. Standard construction management requirements will apply to the demolition. Prior to demolition, the Applicant is required to:
 - a. Work with staff to request a Permit to Demolish from the Old and Historic Alexandria District Board of Architectural Review.
 - i. Perform the historic analysis required for the Permit to Demolish application and submit the analysis, as well as any other required documentation to the Department of Planning and Zoning. The City will prepare the Permit to Demolish application.

- b. Complete a Phase I Environmental Site Analysis (ESA) and, if indicated, a Phase II site analysis, and provide associated documentation to the City.
- ii. Dedicate the Alexandria Marine property, Parcel "E" and Parcel "M" (226 The Strand), to the City for the purpose of expanding Point Lumley Park consistent with the Waterfront Plan. (P&Z)(RP&CA)(T&ES)

Comment - The staff calculated the \$2,525,904 by multiplying \$9 times 280,656 GSF. The Waterfront Plan used FAR, i.e. net floor area, to calculate the \$9/sf and expressly applies to new construction. This reduces the floor area to 267,343 and the contribution to \$2,406,087. The Applicant has provided cost estimates to confirm the value of the in-kind contribution.

135. ~~The applicant shall contribute \$60,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. (T&ES) Condition Deleted.~~

Comment – As noted in the staff report, an existing bike-share facility is located one block away at Union and Prince.

136. The applicant, and/or its successors and assigns shall provide an annual contribution of ~~\$10050,000.00~~ to be adjusted annually by the Consumers Price Index (CPI) dedicated to the construction, operations, maintenance and programming of public improvements and activities within the Waterfront Plan area, or portion thereof, including the pier. The first annual contribution shall be provided to the City in a designated fund for Waterfront management and maintenance prior to approval of the final certificate of occupancy. The annual contribution will continue for five years from the date of the first certificate of occupancy. (P&Z)

Comment – The proposed annual contribution is too great a burden on the homeowners for a facility that is open to all the public.

138. ~~The annual contribution rate to the City shall be reevaluated, with the funds from the contribution amount established in the condition #136 above credited toward the special service district, business improvement district or similar governance structure. If the City adopts a special service district, business improvement district or similar assessment, the annual contribution required by condition #136 shall be replaced by such assessment. The annual contribution rate to the special service district, business improvement district or similar governance structure~~ Such assessment shall not be less than the annual contribution rate as determined by condition #136. (P&Z)

Comment – If a city assessment is adopted, the annual contribution should automatically end.

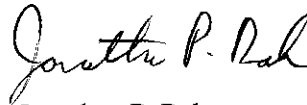
BOAT FACILITY - SPECIAL USE PERMIT #2015-0012

11. When dedicated to the City, the applicant shall install or shall provide funding as identified by the City for ~~electrical service to the floating pier and~~ marine application cleats to accommodate 38' vessels 10' on center. (T&ES)(RP&CA)(DPI)(P&Z)

Comment – Neither electrical service nor water service to the pier was planned for this facility. If services are provided, it will encourage overnight and longer-term docking. Because no parking is provided for the boat slips, their purpose is limited to short-term stays.

We appreciate your consideration of the proposed changes and look forward to discussing these with you at the public hearing.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jonathan P. Rak".

Jonathan P. Rak

cc: Robert Youngentob
Brian Allen Jackson
Karl Moritz
Robert Kerns

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 8, 2015

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, PLANNING AND ZONING

SUBJECT: ROBINSON TERMINAL SOUTH

The purpose of this memorandum is to provide a response to the letter dated April 7, 2015 in which the representative for RT South Associates, LLC requested changes to the staff recommendations of approval for the Robinson Terminal South Development Special Use Permit and associated applications. Staff has reviewed the applicant's requested changes and offers a summary of the changes to which staff agrees, as well as the conditions that staff recommends remain as worded in the staff report published on April 3, 2015.

Staff concurs with the requested revisions to conditions 1, 31, 46, 76 and 134 as stated in the April 7th letter. However, staff does not support the requested revisions to conditions 7, 30, 37, 38, 44, 58, 135, and 136 of DSUP #2014-0006 or condition 11 of SUP#2015-0012. Staff concurs with the requested revisions to condition 138, only if the language in condition 136 remains as recommended by staff. The following paragraphs provide additional information to clarify the reasons that staff does not support the requested revisions.

Development Special Use Permit#2014-0006

Condition 1

Staff agrees with the requested revision. The condition, with the amended text underlined, is included below for reference:

The Final Site Plan shall be in substantial conformance with the following: the preliminary plan dated December 23, 2014; the supplemental information received January 30, 2015 and March 9, 2015; the scale, mass and general architectural character endorsed by the Old and Historic Alexandria District Board of Architectural Review (BAR) during five work sessions; the Certificate(s) of Appropriateness to be approved at a later date; and comply with the following conditions of approval. Wherever these conditions require the Applicant to maintain facilities, the Applicant may assign its obligations to its successors or the property owners association.

Condition 7

Staff does not support the requested revision to condition 7.

In the development review process, the applicant expressed a desire to ensure activity within both the adjacent City-owned parks and open spaces, as well as The Strand extension and the on-site open spaces to create an expectation amongst the future residents of an active, urban waterfront lifestyle that included live music performances, movies on the lawn, small events, markets and other localized programs. Staff shared this desire to foster the expectation of an active waterfront.

To maintain the level of activation envisioned by both the applicant and the staff, staff believes that it is critical to establish an expectation of the frequency and amount of programming and continues to recommend the minimum of seven events (which allows for an average of one program per month from April through October). Staff also continues to recommend a minimum of \$15,000 per year (based on the cost of the mobile art lab program) to provide the level of activity envisioned, as well as allow for increased production or opportunity costs over the five years.

Condition 30

Staff does not support the requested revision to condition 30.

As a policy, staff includes the requirement of low flow fixtures, including showerheads in requests for new construction to promote the City's sustainability goals. Staff does not support deviation from this requirement.

Condition 31

Staff agrees with the requested revision. The condition, with the amended text underlined, is included below for reference:

The structural integrity of the pier shall be evaluated by a licensed professional structural engineer registered in the Commonwealth of Virginia, and a pier condition survey shall be submitted to the satisfaction of the Director of T&ES prior to release of the final site plan. The applicant will be responsible for the costs of a third party review by a structural engineer of the City's choosing. Any structural deficiencies identified in the survey that would prevent the pier from being used as contemplated in the DSUP application shall be repaired by the applicant to the satisfaction of the Directors of T&ES, RP&CA and General Services.

Condition 37

Staff does not support the requested revision to condition 37.

The docking of small cruise ships, tall ships and similar vessels provide opportunities for residents and visitors to experience the Potomac River and the waterfront. Staff does not support the requested revision to preclude the future docking of cruise ships. The pier will be dedicated to the City, and staff does not believe that the City should limit the possibilities for docking vessels at the pier, both as a means to activate the waterfront as well as an opportunity to earn additional revenue to support the ongoing operation and maintenance of the waterfront. Based on past experience the cruise ships that dock at Annapolis have 100 or fewer passengers which are smaller than the Dandy with seating for 150 and Nina's Dandy with seating for up to 250 passengers.

Condition 38

Staff does not support the elimination of condition 38.

Prior to the applicant's first submission of a concept plan, staff stressed the importance of commercial development along the length of the waterfront, with the exception of one ground-floor residential unit with access from Wolfe Street. The first several submissions included commercial space along the waterfront frontage, in both Buildings 1 and 2, with the exception of the residential unit at the southern end of Building 2. However, prior to the preliminary plan submission, the applicant removed the commercial square footage from the majority of the Building 2 frontage, stating the limited viability of retail in this location due to ceiling height limitations and lack of visibility.

Staff consulted with the Alexandria Economic Development Partnership (AEDP), who shared the applicant's concerns. Rather than building an undesirable commercial storefront, staff concurred with the placement of the residential amenity, but had concerns with the ultimate privatization of the waterfront open space immediately adjacent to Building 2. To address this concern, and provide an additional public amenity, staff recommended that the space be made available to local community and non-profit organizations several times per year. Staff continues to support this recommendation, and believes that it provides an opportunity to create a more publicly accessible, active waterfront.

Condition 44

Staff does not support the requested revision to condition 44.

The applicant has used the provision of valet parking as a means to support their commercial parking space reduction. The use of tandem spaces requires that an attendant be present to ensure that retail patrons and residential visitors can retrieve their cars at all times. Staff points out that as currently written, this condition allows flexibility in the hours of operation of the attended service. Specifically, the condition states, "the hours of attended and valet parking may be adjusted administratively with the approval of the Directors of T&ES and P&Z if warranted", which can be demonstrated during the initial six-month review of the valet operation, as well as

subsequent annual reviews.

Condition 46

Staff agrees with the requested revision. The condition, with the amended text, is included below for reference:

The valet parking zone shall occur on-site. The loading and unloading of passengers and the temporary staging of passenger vehicles is not permitted to occur within the public right-of-way. The main valet station for drop off and pick up must be located on site (~~on internal private streets~~).

Condition 58

Staff does not support the requested revision to condition 58.

While staff is supportive of the flexibility to achieve a total of 96 units, the applicant must comply with all applicable Zoning Ordinance requirements, including parking, to achieve the four additional units. Staff does not support the conversion of commercial and residential visitor parking spaces to residential spaces, as this would result in a greater reduction of the commercial and residential visitor spaces.

Condition 76

Staff agrees with the requested revision. The condition, with the amended text, is included below for reference:

Provide a Building Monitoring Plan, to include a plan for addressing damage to adjacent property, for adjacent and nearby structures that is approved by the Director of T&ES to detect building movement, settlement, and/or damage directly or indirectly attributed to the excavation or construction activities. The Building Monitoring Plan shall include a baseline survey prior to commencement of construction and a post-construction survey, if requested by the building owner. All properties within 200 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre- and post-construction surveys. ~~Adjacent property owners shall be named as additional insured.~~

Condition 134

Staff agrees with the requested revision. Upon reviewing the Waterfront Plan and considering the manner in which similar contributions are applied in other development applications, staff concurs that the monetary or in-kind contribution should be calculated based on net square footage, rather than gross square footage, exclusive of the existing historic structure at 2 Duke Street. The condition, with the amended text, is included below for reference.

Pursuant to the Waterfront Plan, provide a monetary or in kind contribution of ~~\$2,525,904~~ \$2,406,087 to be used for off-site improvements that contribute to the implementation of the Waterfront Plan. These contributions shall be due prior to the issuance of the final certificate of occupancy for the final waterfront building.

a. The applicant shall make the following contribution which shall be ~~credited towards~~ deemed to equal the total monetary contribution:

- i. Demolish the Alexandria Marine building (226 The Strand), remove all trash and debris on the site, and provide an interim condition to stabilize the property. Provide routine maintenance of the site (mowing, trash removal, etc.) for a period of no more than 3 years or until the commencement of construction of The Strand flood mitigation / park project by the City. Standard construction management requirements will apply to the demolition. Prior to demolition, the Applicant is required to:
 - a. Work with staff to request a Permit to Demolish from the Old and Historic Alexandria District Board of Architectural Review.
 - i. Perform the historic analysis required for the Permit to Demolish application and submit the analysis, as well as any other required documentation to the Department of Planning and Zoning. The City will prepare the Permit to Demolish application.
 - b. Complete a Phase I Environmental Site Analysis (ESA) and, if indicated, a Phase II site analysis, and provide associated documentation to the City.
- ii. Dedicate the Alexandria Marine property, Parcel "E" and Parcel "M" (226 The Strand), to the City for the purpose of expanding Point Lumley Park consistent with the Waterfront Plan.

Condition 135

Staff does not support the elimination of condition 135.

The project site is along a major bike route and the bikeshare system is part of the multi-modal approach that allows for a parking reduction. The contribution is consistent with other developments in the area to support system operation and infrastructure as well as to provide a comprehensive transportation strategy for the project.

Condition 136

Staff does not support the requested revision to condition 136.

Staff does not support the request to reduce the annual contribution of \$100,000 for the construction, operation, maintenance and programming of public improvements and activities within the Waterfront Plan area. Staff carefully evaluated the costs associated with both the structural maintenance of the pier, and the daily maintenance required to ensure a high level of maintenance throughout the Waterfront Plan area. Using cost estimates provided by AEDP through a white paper report entitled, *Business Improvement Districts: History, Organization &*

Applications, as well as the City's actual costs of maintaining similar spaces, such as Market Square, staff determined that an annual contribution of \$100,000 is essential for the structural maintenance of infrastructure, the annual operational maintenance and the reserve necessary to reinvest in the infrastructure to provide safe and attractive amenities along the Waterfront.

Condition 138

Staff agrees with the requested revision, ONLY if the language in condition 136 remains as recommended by staff. The condition, with the amended text, is included below for reference:

~~The annual contribution rate to the City shall be reevaluated, with the funds from the contribution amount established in the condition #136 above credited toward the special service district, business improvement district or similar governance structure. If the City adopts a special service district, business improvement district or similar assessment, the annual contribution required by condition #136 shall be replaced by such assessment. The annual contribution rate to the special service district, business improvement district or similar governance structure~~ Such assessment shall not be less than the annual contribution rate as determined by condition #136.

Boat Facility – Special Use Permit #2015-0012

Condition 11

Staff does not support the requested revision to condition 11.

Staff does not support the request to eliminate the installation of, or funding for, electrical service to the floating piers. As the floating piers will be owned, operated and maintained by the City upon dedication, staff firmly believes that this infrastructure is essential for the future operation, maintenance and programming of the floating piers. To clarify, the condition is requesting the installation of the electrical service to the floating docks, but does not request electrical pedestals. In the event that applicant does not want to install the service, the condition provides flexibility to provide the funding to the City for installation of the service line at a later date.