

8
4-18-15

Jackie Henderson

From: Maria Ciarrocchi <MCiarrocchi@alexchamber.com>
Sent: Thursday, April 09, 2015 12:04 PM
To: William Euille
Cc: Allison Silberberg; Paul Smedberg; John Chapman; Justin Wilson; Timothy Lovain; Del Pepper; mslyman@verizon.net; Jackie Henderson; chall@potomacriverboatco.com; Mark Jinks; Emily Baker; Karl Moritz; Yon Lambert; Clarke, Walter C.; John Long; Dak Hardwick
Subject: Alexandria Chamber of Commerce Letter Regarding Robinson Terminal South
Attachments: Robinson Terminal South - Chamber Letter Approved 4.8.2015.pdf

Good afternoon,

Please see the attached letter from the Alexandria Chamber of Commerce regarding Robinson Terminal South.

Ms. Henderson could you please forward on to members of the Planning Commission?

Thank you,
Maria Ciarrocchi

Maria Ciarrocchi
Vice President, Public Policy & Programing



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April 9, 2015

The Honorable William D. Euille
Mayor, City of Alexandria
301 King Street
Alexandria, VA 22314

Re: Alexandria Chamber of Commerce Consideration of Robinson Terminal South Development

Dear Mayor Euille:

On behalf of the Alexandria Chamber of Commerce, the Chamber's Government Relations Committee has examined the proposed development of the Robinson Terminal South site along Alexandria's waterfront. The scope of our examination is within the Chamber's Legislative Agenda for 2014-2015 and is reflective of the Chamber's general positions regarding redevelopment of Alexandria's Potomac River waterfront.

We would like to note that Alexandria has a rich history of commercial activity along the waterfront. Historic Captain's Row would not have been built were it not for the commercial activity along the waterfront. Our waterfront has been the commercial center of our city for centuries, and we should honor that history by providing the opportunity to see commercial activity thrive for centuries to come.

We reiterate the Chamber's strong position regarding the Waterfront Small Area Plan adopted by the City Council in 2011. The Chamber has continually endorsed full implementation of the Waterfront Small Area Plan, including development at both Robinson Terminal North and South sites. The Chamber remains committed to the development of Alexandria's waterfront into a world-class venue through broader uses, vibrant amenities and increased public access, while generating sustainable revenue sources that will maintain the operation of the new waterfront and fund critical City services.

Regarding the specific Robinson Terminal South project currently proposed by developer EYA, we conclude that EYA's proposed project is in general conformance with the approved Waterfront Small Area Plan. However, the density levels for this project are lower than those permitted under the approved plan and, due to the restrictions imposed by Council during the plan deliberations, notably the removal of a hotel from the plan, the developer was unable to fully utilize the plan's approved density. As a result, we consider this a missed opportunity by the City to fully use waterfront-related revenues to help fund critical waterfront-centered

improvements. Nevertheless, as a matter of economic stability and consistency for doing business, the City should proceed swiftly with approval and implementation.

While we expect that you support the Robinson Terminal South project, we highlight three particular areas of concern that the Chamber will monitor throughout the remainder of this project: 1) commitment to public access along the Waterfront, 2) public access to the Robinson Terminal South pier, and 3) barging access during construction.

Public Access along the Waterfront. Given the hotel limitations directed by City Council in the approved Waterfront Plan, it is our understanding that EYA is committed to a dynamic mixed-use development that includes residential with some limited retail space, most likely to be utilized as restaurants. On previous occasions, the Chamber has raised concerns about majority residential uses along the waterfront, which can create limited public access to the river and a perceived privatization of public areas. Unfortunately, the Council's reduction of commercial use on this site is not only reflected in the inability to economically support higher density permitted under the Waterfront Small Area Plan, but encourages continued privatization of the waterfront through new residential uses. Consequently, as you consider the Robinson Terminal South project as proposed by EYA, we would ask you to remain vigilant that public access to the waterfront remain a core objective of any development along the waterfront.

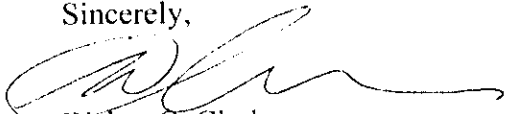
Operation of the Public Pier. Consistent with the theme of public access to the water, the Chamber supports public operation of the Robinson Terminal South pier and strongly discourages any privatization of pier operations. Public access and commercial activity go hand-in-hand. Private operation of the pier may limit public access to the waterfront, which is not in keeping with the overall stated goals of the Waterfront Small Area Plan. Moreover, the size of the pier is too small to expect a private operator to maintain a viable operation. Plainly, the City must undertake the operation and maintenance of the Robinson Terminal South pier, along with the rest of the City marinas along the waterfront. Anything less will result in a half-hearted and dreary effort driven by a governmental decision to significantly limit the scope of this venture without meeting its obligation to operate and maintain the pier.

Barging Access to the Construction Site. The Chamber has been monitoring the City's implementation strategy regarding access to the Robinson Terminal South site for construction vehicles. We understand a preliminary agreement has been reached between EYA and the City regarding barging of materials to and from the site.

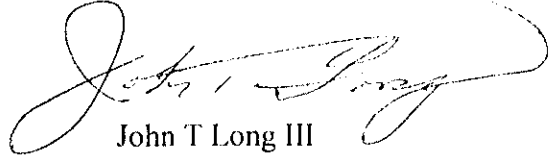
Although barging will likely be used for the building of this site, the Chamber continues to have concerns regarding barging for construction access and the limiting of vehicles along Alexandria's public streets. Since barging will not be required for the building of the Carr hotel property, we consider the barging agreement between EYA and the City as a single instance situation and do not presuppose that barging will be the method of choice for construction access for other projects along Alexandria's waterfront. For future projects along the waterfront, we call your attention to the City's haul route plan used during the construction of the Woodrow Wilson Bridge project and strongly recommend that a construction material hauling plan similar to that project be considered.

Thank you for the opportunity to provide input regarding the development of the Robinson Terminal South site. We look forward to working with each of you and the variety of boards and commissions that will be part of the consideration of this, and other waterfront implementation projects.

Sincerely,



Walter C. Clarke
2015 Chamber Board Chairman
Alexandria Chamber of Commerce



John T Long III
President & CEO
Alexandria Chamber of Commerce

CC:

Members of the Alexandria City Council
Mary Lyman, Chair, Alexandria Planning Commission
Members of the Alexandria Planning Commission
Charlotte Hall, Chair, Alexandria Waterfront Commission
Mark Jinks, Acting City Manager
Emily Baker, Acting Deputy City Manager
Karl Moritz, Director, Department of Planning & Zoning
Yon Lambert, Director, Department of Transportation & Environmental Services

Jackie Henderson

From: mpeter2008@hotmail.com
Sent: Wednesday, April 08, 2015 8:54 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #69882: Mayor, Vice Mayor, City Council Dear Mayor and Members of Council: w

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 69882.

Request Details:

- Name: Michael Peter
- Approximate Address: No Address Specified
- Phone Number: 7032175815
- Email: mpeter2008@hotmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Mayor and Members of Council:

write to express my support of the Robinson Terminal South Project. While this project is a residential building, 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 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.

Sincerely,
Michael R. Peter
49 West Reed Avenue

- Expected Response Date: Wednesday, April 15

Please take the necessary actions in responding, handling and/or updating this request at [the *Call.Click.Connect.* staff interface.](#)

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a *Call.Click.Connect.* request. Please do not reply to this email.

Jackie Henderson

From: j_gordon65@yahoo.com
Sent: Wednesday, April 08, 2015 4:01 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #69874: Mayor, Vice Mayor, City Council To Members Alexandria City Council:I a

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 69874.

Request Details:

- Name: James Gordon
- Approximate Address: No Address Specified
- Phone Number: 7035497240
- Email: j_gordon65@yahoo.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: To Members Alexandria City Council:
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

- Expected Response Date: Wednesday, April 15

Please take the necessary actions in responding, handling and/or updating this request at the [Call.Click.Connect. staff interface.](#)

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a *Call.Click.Connect.* request. Please do not reply to this email.

Jackie Henderson

From: rlmst26@mail.rmu.edu
Sent: Sunday, March 29, 2015 2:50 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #69150: Mayor, Vice Mayor, City Council I would like to express my sincere thank

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 69150.

Request Details:

- Name: Richard Metzger
- Approximate Address: No Address Specified
- Phone Number: 703-549-5780
- Email: rlmst26@mail.rmu.edu
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I would like to express my sincere thanks to all of you, your staff, and EYA for not only providing a forum for citizens to express concerns about the use of trucks for the hauling of soil and debris associated with the Robinson Terminal South redevelopment but also for listening to and considering our viewpoints. I, for one, believe the preliminary agreement will serve all stakeholders best.

Rick Metzger
728 S Lee St

- Expected Response Date: Monday, April 6

Please take the necessary actions in responding, handling and/or updating this request at the [Call.Click.Connect. staff interface](#).

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This is an automated email notification of a *Call.Click.Connect.* request. Please do not reply to this email.

Jackie Henderson

From: whendrick@aol.com
Sent: Friday, March 20, 2015 5:18 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #68520: Mayor, Vice Mayor, City Council Dear Mayor Euille and City Council membe

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 68520.

Request Details:

- Name: Bill Hendrickson
- Approximate Address: No Address Specified
- Phone Number: 703-519-9410
- Email: whendrick@aol.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Mayor Euille and City Council members:

At its March 17 meeting, the Historic Alexandria Resources Commission (HARC) discussed the planned removal of large amounts of contaminated soil from the Robinson Terminal South redevelopment site. Members expressed a great deal of concern that hauling this soil in heavy trucks through the streets of Old Town could damage historic buildings.

Citizens do not yet have access to the technical data and analysis needed to make the decision as to which of several possible alternatives would be best for dealing with this situation. However, HARC members expressed a strong preference for hauling the soil by barge.

HARC expects that the city will make all of the relevant data available and allow a full discussion of this issue before any decision is made.

This is an important issue for HARC given our key mission of "the preservation of historic sites and buildings, artifacts, and records from loss or deterioration." When relevant information is available, we intend to explore the issue further.

Thank you for your consideration.

Bill Hendrickson
Chair, HARC

- Expected Response Date: Friday, March 27

Please take the necessary actions in responding, handling and/or updating this request at the [Call.Click.Connect. staff interface](#).

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a *Call.Click.Connect.* request. Please do not reply to this email.

Jackie Henderson

From: Jack Browand
Sent: Friday, February 20, 2015 2:09 PM
To: City Council; City Council Aides
Cc: Mark Jinks; Emily Baker; James Spengler; Karl Moritz; Mitchell Bernstein; Robert Kerns; Jessica McVary; Dirk Geratz; Al Cox; Charlotte Hall
Subject: Robinson Terminal South Development Proposal Letter from the Waterfront Commission
Attachments: Alexandria Waterfront Commission re RTS 2-19-15.pdf

Mayor and members of City Council,

Please find attached a letter from the Alexandria Waterfront Commission regarding the proposed development project at Robinson Terminal South.

Sincerely,
Jack

Jack Browand, Division Chief
Public Relations, Special Events & Waterfront Operations
Recreation, Parks & Cultural Activities
1108 Jefferson St.
Alexandria VA 22314
703.746.5504 (O)
202.497.7452 (C)
www.alexandriava.gov/recreation
<http://alexandriava.gov/SocialMedia>



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

February 19, 2015

Mayor William D. Euille
Vice Mayor Allison Silberberg
Councilman John Taylor Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin M. Wilson

Re: Robinson Terminal South Development Proposal

Honorable Mayor and members of City Council:

At the Alexandria Waterfront Commission's December 16 meeting, The Commission established an ad hoc subcommittee to review the development proposal for the Robinson Terminal South Plan. The subcommittee was tasked with drafting a position to be forwarded to the full Commission at its next regular meeting. Following is the report submitted to the Commission on, February 19, 2015.

The Committee reviewed the proposal in light of the eight Development Goals and fourteen Development Guidelines set forth for that area in the Alexandria Waterfront Small Area Plan (see attached document stating those goals and guidelines). In comparing the proposal to the plan, we encountered the following problem: The goals and guidelines for the Robinson Terminal South site were drawn up with the expectation that the site's major tenants would include a hotel, which would by its very nature invite and encourage public use and activity on the site and its adjacent public spaces. In its final vote on the Waterfront Plan, the Council approved two hotels for the waterfront rather than the three originally envisioned, ultimately resulting in the elimination of any hotel on the RTS site. Thus, an exact comparison is inherently impossible, because the goals and guidelines were not rewritten subsequent to the approval of the plan and the decision not to locate a hotel on RTS.

Finding that there is currently little market for additional office space in that part of Alexandria, the developer proceeded with a plan for predominantly residential development. Because predominantly residential use was not envisioned, and in fact was specifically discouraged by the plan for the RTS site, some of the goals and guidelines of the Waterfront Plan for this site are not in line with the uses proposed by the developer.

The proposal meets the goals and guidelines of the plan in many respects. The following points are areas where the committee found significant disparities with regard to meeting the goals:

1. Goal 1 clearly states that the site should employ mixed land use and a design that invites the public and encourages activity within the proposed development and in the adjacent public spaces. While the proposal is for mixed use, including plans for a ground level restaurant in the large building facing the water and for lifestyle retail or a specialty food market in the preserved and renovated 2 Duke Street Building, the remainder of the “public” uses of the buildings will be as residential lobbies, which the committee did not believe qualify as “inviting to the public” in the same way that hotel lobbies, for example, would. The plan specifically said the site should not be primarily residential, yet the elimination of the hotel left little in the way of economically feasible alternatives for the site in the current economy. Some members believe there could be more planned commercial use of first floor spaces, perhaps including useful small retail or professional offices. Other members pointed out these spaces would be largely dead at night.
2. Whether Goal 6, maintaining a building scale compatible with the existing fabric across South Union Street and Wolfe Street, was attained was controversial. The mass and density, as well as the height of the buildings, are below or at the limits set in the Waterfront Plan, so the proposal is in compliance in that respect. However, some members of the committee and of the neighborhood residents in attendance at the meeting said they believed there needed to be more setbacks of upper stories on the corners adjacent to existing homes and more modulations to the rooflines. Several said the modern designs and heavy use of glass have little relationship to the historic context. The committee believes that architectural design and details are the province of the Board of Architectural Review, and leaves further consideration of such matters to that body. In addition, the proposed building designs do not adequately meet the plan’s broader guidance for building styles that refer to 18th century warehouse style architecture.
3. With regard to whether Goal 7, maximizing water views from buildings, streets and rooftop open spaces, has been achieved, there will be public views from the restaurant and the outdoor public spaces. However, the only usable rooftop space is for the private use of townhouse owners and is internal, not on the water.
4. Goal 8, the inclusion of a public marina, was found to be infeasible by the developer, who instead has included floating piers where transient boaters may tie up during visits to the City. Staff said this decision would avoid providing such marina services as fueling, parking, waste removal, and security. Some commission members believe that it is not feasible to have transient tie-ups without providing those services, which would come at a cost to the City or the new site’s governing association. Day use, however, is provided at other locations like Georgetown and Washington’s Southwest waterfront and our own current marina without offering full marina services such as fueling. The proposal also suggests providing space at the existing piers for visiting tall ships to dock. Committee members pointed out tall ships generally stay more than a day, so questioned the feasibility of their using this pier.

We found that the goals of improving water access, providing public amenities, extending streets and providing an additional east-west alley have been met. Pedestrian connectivity is much improved over current conditions.

Meeting the guidelines:

- Guidelines 1 and 2 regarding the encouragement of active public spaces are, as discussed above with regard to Goal 1, impacted by the major change of use resulting from the decision not to build a hotel on the site. Further, Guideline 2, which refers to an emphasis on arts, history and culture, including a museum, as well as “vibrant commercial uses,” is essentially moot in this proposal for largely residential uses, except that it meets the requirement to facilitate the vision for the Strand.
- Guideline 3: Residential use is only partly away from the water and while the developer says the lobbies of the multifamily building will be open to the public, we do not believe this access genuinely encourages public use.
- Guideline 4 is not met, as the town house portion of the complex does have ground floor residential use.
- Guidelines 5, 6, and 7 are met.
- Guideline 8, encouraging historic interpretation consistent with the recommendations of the History Plan, is partially met. However, there is little reference in the architectural design or proposed uses to Alexandria’s maritime history. Several participants said that the tall poles in the designs do not really suggest ships’ masts to most viewers. The developer team said it would continue to work with relevant City bodies, including the History, Art, and Archaeology Commissions, to develop necessary additions and detail. The committee did not find that the design adequately reflects the maritime heritage of the City and the site. Height requirements were met.
- Guideline 9 was met.
- Guideline 10 with regard to parking: City staff said the proposal meets the guidelines for residential parking spaces. They have not yet determined whether the proposal meets the requirements for commercial parking spaces. Again, the guidelines have been superseded by the deletion of the hotel from the Plan.
- Guideline 11 is met.
- Guideline 12 is moot, the developer having determined a marina is not feasible as part of their plan.

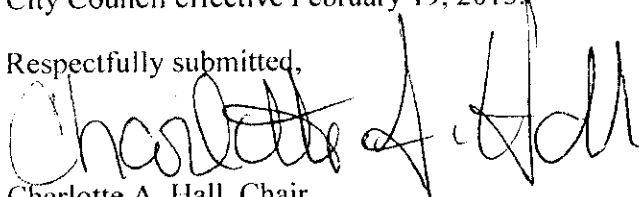
- Guideline 13 for public amenities has been met in the sense that public art, with historical interpretive information, is planned for the site. The open space requirements and improvements to street end green spaces have been met. The intended kayak launch will not be included at this site. The pier will be retained and improved for public gathering space, tall ship docking, and to provide access to floating piers for transient use. Environmental amenities beyond the minimum are included.
- Guideline 14 is met.

We note that there remains significant public concern over adequate parking provisions and we recommend that the City consider revisiting that issue with affected neighborhood residents.

Lastly, we are concerned that the Olin Plan for the public areas should promptly come up with Second Phase designs that address the common elements of the Plan. As private development proceeds apace, and the developers construct the portions of public space that they have committed to, it is only sensible that they know what materials and designs will be used for common areas along the full length of the waterfront. These are what Olin earlier referred to as the common language of design elements such as pavers, lamps, benches, historic markers, etc. We strongly recommend that such a unified design be finalized soon, and that it incorporate best environmental practices.

The Alexandria Waterfront Commission voted to accept the above report and is forwarding it to City Council effective February 19, 2015.

Respectfully submitted,



Charlotte A. Hall, Chair
Alexandria Waterfront Commission

Attached: Robinson Terminal South Development Goals and Guidelines

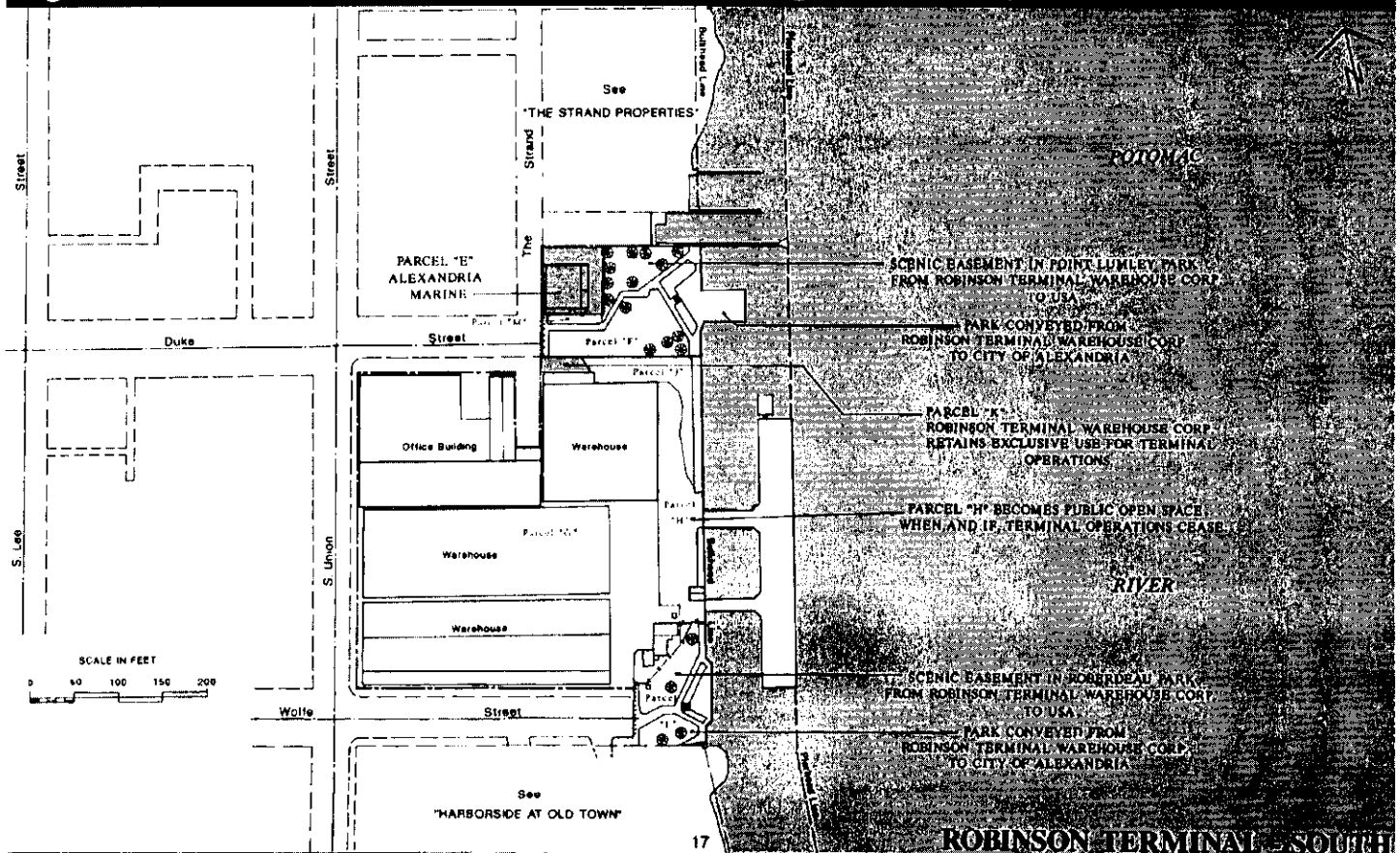
cc: Planning Commission
Board of Architectural Review
Waterfront Commission members
Mark Jinks, Acting City Manager
Emily Baker, Acting Deputy City Manager
James Spengler, Director, Department of Recreation, Parks and Cultural Activities
Karl Moritz, Director, Department of Planning and Zoning
Mitchell Bernstein, Acting Director, Department of Project Implementation
Jack Browand, Division Chief, Staff Liaison to the Waterfront Commission

Robinson Terminal South

Like Robinson Terminal North, the Plan envisions redevelopment in the same general scale as outlined in the settlement agreement, with height not to exceed fifty feet, which is the existing limit. The two primary parcels, between Duke and Wolfe Streets, consist of 134,158 square feet. Adjacent to the primary parcels is 226 The Strand, a 6,258 square foot parcel which currently contains the Alexandria Marine building. This parcel is also considered part of the Robinson Terminal South site under the settlement agreement.

Under the settlement agreement, a total of 380,529 square feet is allocated across the three parcels. The City's W-1 zone allows a total of 327,293 square feet at a maximum of 2.0 FAR across the three parcels; the Plan's recommendations to move to the settlement agreement allowances would increase the maximum permitted density by 53,136 square feet. Under the 1992 Zoning Ordinance, the allowable height is 30 feet above the average finished grade, which can be increased to a maximum of 50 feet with the approval of a Special Use Permit.

Figure 32: Robinson Terminal South settlement agreement Map

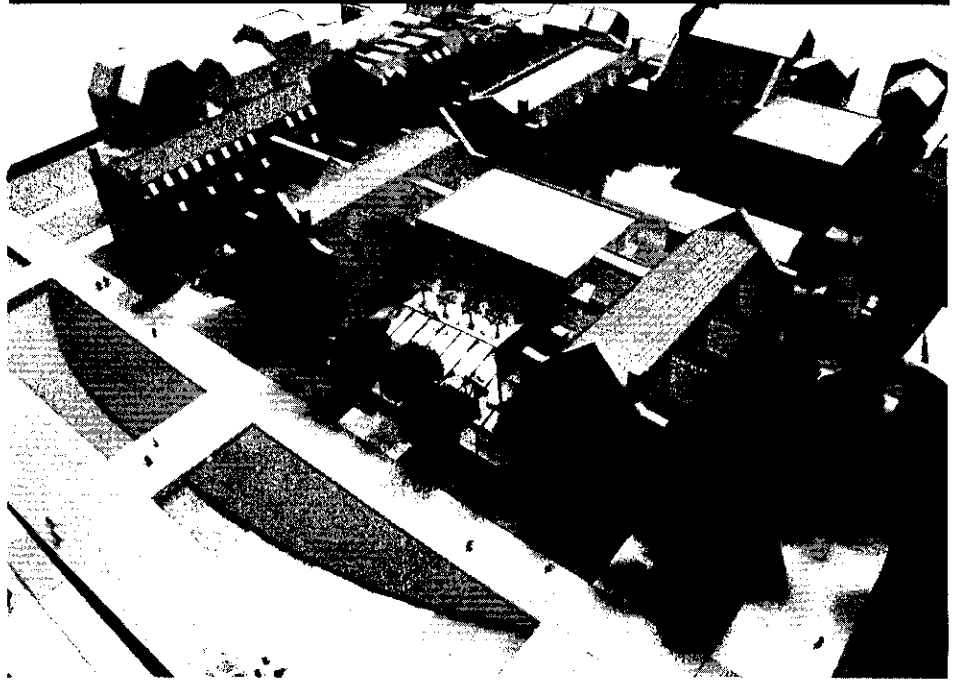


Robinson Terminal South

DEVELOPMENT GOALS:

1. Employ a land use mix and design which invites the public and encourages activity within the proposed development and in the adjacent public spaces.
2. Provide extensive public amenities and free access to and along the water's edge.
3. Improve access by extending neighboring streets and creating new east-west alleys.
4. Create improved pedestrian connections to an improved and expanded public pier.
5. Pay homage to historic Point Lumley through public space design and interpretive features.
6. Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.
7. Maximize water views from buildings, streets and rooftop open spaces.
8. Redevelopment that includes a new pleasure boat marina is encouraged.

Figure 33: Robinson Terminal South Conceptual Massing Model



Robinson Terminal South

DEVELOPMENT GUIDELINES:

1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses. There shall be adequate and reasonable buffering of the existing residential uses facing the site on Wolfe Street and South Union from the active uses in the new development.
2. The preferred use on the site is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel). In particular, facilitate the vision for The Strand and its uses.
3. Residential use and design should be compatible with a high level of public activity and located away from the water.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.
5. The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and design should enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways.
6. A new east west connection north of Wolfe Street between South Union Street and the pier is strongly encouraged.
7. An extension of The Strand from Duke Street is strongly encouraged, with a pedestrian-only connection at the The Strand/Wolfe Street intersection to buffer the Harborside community.
8. Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, including recognition of the southern point of the original shoreline.
 - Buildings and open space should reflect Alexandria's maritime history.
 - The Plan encourages modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations.
 - Architecture should reflect historic east-west orientation of buildings, alleys and wharves.
 - The historic 2 Duke Street warehouse shall be preserved and adaptively reused.
9. Curb cuts should not be located on any building and/or block frontages facing the water or South Union Street, and should be minimized if facing residences along Wolfe Street.

DEVELOPMENT GUIDELINES CONTINUED:

10. Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
11. Shoreline treatment at Robinson Terminal South should include native plantings and naturalization where possible.
12. Robinson Terminal South is a potential location for a new and expanded pleasure boat marina. The proposed marina is conceived to be financially self-supporting as either a publicly or privately built and operated marina, and may be developed and operated in conjunction with the landside redevelopment of Robinson Terminal South. If the developer of the Robinson Terminal South development site does not develop the marina, it shall cooperate with the City and others to allow its development by others.
13. As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include:
 - Public art as a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the greatest extent possible, in the design for the redeveloped warehouses, pier, and public spaces.
 - Open spaces with public access easements and/or dedications, provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. The Plan encourages the use of Parcel E for park, civic, or cultural activities. Riverside open space widths of less than 100 feet are acceptable only if it is found that an alternative site design better meets the objectives of this Plan.
 - Significant improvements shall be designed for Duke, Wolfe and additional street ends with green, pedestrian areas extending from The Strand to the water to expand the waterfront open space area.
 - A new kayak launching area at the foot of Duke.
 - Retention of the Robinson Terminal pier, repaired and expanded to be used as a public space and incorporated into the public space/pedestrian concept for the Plan as a whole. The Plan recommends that connections be provided at both the northern and southern ends of the pier, and improvements made to ensure the safety of users. Examples of potential uses on the pier area include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Until or unless a pleasure boat marina is constructed adjacent to the Robinson Terminal South pier, the use of the pier as a docking location for larger vessels should be maintained.
 - Environmental amenities, above and beyond the minimum required.
14. The maximum FAR and floor area allowed is included on the chart at page 105.

Jackie Henderson

From: spettey@verizon.net
Sent: Thursday, February 05, 2015 3:36 PM
To: Jackie Henderson; Gloria Sitton
Subject: Call.Click.Connect. #65668: City Clerk and Clerk of Council Susan Pettey220 N. Royal St.Alexandr

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 65668.

Request Details:

- Name: Susan Pettey
- Approximate Address: No Address Specified
- Phone Number: 7035488209
- Email: spettey@verizon.net
- Service Type: City Clerk and Clerk of Council
- Request Description: Susan Pettey
220 N. Royal St.
Alexandria, VA 22314
February 5, 2015

Alexandria City Council

Dear Council members,

I urge you to require significant revisions to the current plans for Robinson Terminal South (EYA) on the basis that the plans do not meet the requirements of Alexandria's Waterfront Plan.

The Waterfront Small Area Plan states that new uses on the limited number of redevelopment sites should include the following: "(B)e of a scale, type, and character compatible with, and evocative of Old Town Alexandria", and "reflect through design the history and nature of the place on which redevelopment occurs".

The scale, type and character of the EYA plan is not compatible with the character of the neighborhood, nor is it evocative of Old Town. The street side of the complex may be brick, but that is the only thing it has in common with the neighborhood. And the glass wall facing the river has no relation to the neighborhood, is not evocative of Old Town, and gives no clue as to the history of the site.

In addition to not complying with the Small Area Plan, the EYA proposal is ugly and common. Planners have talked of having a "world class" waterfront in Alexandria, but this development plan would not meet that objective. It would detract from the historic ambience that brings people to Old Town (see recent Visit Alexandria survey on what brings tourists to Old Town, citing historic architecture and ambience among the top reasons for coming here). It does not relate to Alexandria or the history of the waterfront and that site. Instead it is common---a building that one could find in any city in the world, from New York City to Sydney Australia.

There will be other development opportunities in Alexandria for a large complex such as this, if that is what the citizens, developers, city planners and BAR want (e.g. the former Mirant plant). But the Robinson Terminal South side should not be that site.

Please send EYA back to the drawing board to create a design that enhances the waterfront rather than one that would destroy the character of that historic neighborhood.

Sincerely,
Susan Pettey

- Expected Response Date: Thursday, February 12

Please take the necessary actions in responding, handling and/or updating this request at the **Call.Click.Connect.** staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

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8
4-18-15

Jackie Henderson

From: hjrosenbaum@comcast.net
Sent: Wednesday, April 15, 2015 12:31 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #70393: Mayor, Vice Mayor, City Council My wife and I are bequeathing several mi

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 70393.

Request Details:

- Name: Jon Rosenbaum
- Approximate Address: No Address Specified
- Phone Number: 703-836-7877
- Email: hjrosenbaum@comcast.net
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: My wife and I are bequeathing several million dollars for waterfront beautification, and we strongly support the EYA development. The developers have hired one of the best architectural firms in the country, and this project demonstrates their skills. EYA has made several compromises to the opponents, many of whom just oppose the Waterfront Plan and each individual project, except the boat club, to which many of them belong.

I am concerned that, despite the public's concern that greedy developers get overly generous deals from the city, we are getting to the point that the required "contributions" are so numerous and expensive that developers will no longer be interested in Alexandria. This project is indicative of the situation.

Finally, we wish the waterfront plan opponents would put their money into beautifying the waterfront rather than into law suits. We think that the creation of a "Waterfront Conservancy" modeled after the Central Park Conservancy in New York City should be examined.

Sincerely,

Jon and Betsey Rosenbaum
421 North Saint Asaph Street

- Expected Response Date: Wednesday, April 22

Please take the necessary actions in responding, handling and/or updating this request at the *Call.Click.Connect.* staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

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Jackie Henderson

8
4-18-15

From: mstensrud@gmail.com
Sent: Friday, April 17, 2015 11:31 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #70592: Mayor, Vice Mayor, City Council Mayor, Vice Mayor, and Members of City C

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 70592.

Request Details:

- Name: Matthew Stensrud
- Approximate Address: No Address Specified
- Phone Number: 5137038012
- Email: mstensrud@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Mayor, Vice Mayor, and Members of City Council,

Please find attached a letter from the Commission for the Arts Executive Committee and our Waterfront Commission Representative in support of recommendations regarding the arts included in the proposed Robinson Terminal South project you are considering tomorrow.

Thank you for your continued support of the arts in Alexandria.

I look forward to seeing you Sunday evening at Port City!

Sincerely,

Matthew Stensrud
Chair, Alexandria Commission for the Arts

- Attachment: [RobinsonSouthLetter.docx](#)
- Expected Response Date: Friday, April 24

Please take the necessary actions in responding, handling and/or updating this request at the *Call.Click.Connect.* staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a *Call.Click.Connect.* request. Please do not reply to this email.

April 17th 2015

FROM: Matthew Stensrud
Chair, Alexandria Commission for the Arts

TO: Mayor, Vice Mayor and Members of City Council,

City Council is reviewing the DSUP for Robinson Terminal South advanced by EYA, the developer of this waterfront property, and will make its final decisions about the project this Saturday. The Executive Committee of the Commission and our Waterfront Representative are pleased with the recommendations regarding public art and recommend approval of the plan.

As you are aware, when the initial Waterfront Plan was approved the provisions dealing with art and history were some of the most popular parts of the plan. Whether one is a local Waterfront resident, lives in another part of Alexandria, or is a tourist, the artistic, historic and cultural experience of this part of the city is beloved and appreciated by all. Working to preserve, enhance, and expand these elements is a primary objective in implementing the development of the Waterfront.

The Executive Committee of the Commission is particularly satisfied with the recommendations by City Staff regarding the incorporation of public art elements on site (item 6), EYA's efforts to activate public spaces (item 7), the integration of artist designed manhole covers (item 8) and the "amenity" meeting room space in Building 2 that will be made available on occasion to local community and non-profit organizations and City agencies (item 38). Each of these will foster art, history and cultural awareness for both residents and the larger community. The details of these items can be found at the end of this letter.

We look forward to the approval of this project and working with EYA to make the Waterfront a destination for the arts.

Sincerely,

Matthew Stensrud
Chair, Alexandria Commission for the Arts

Shirley Downs
Waterfront Representative, ACA

Michael Detomo
Vice Chair, ACA

Allison Nance
Vice Chair, ACA

Amber Gordon
Secretary, ACA

#6. City Staff will work with the applicant to determine ways to incorporate public arts elements on-site or provide an equivalent monetary value for PA within the Waterfront Plan planning area. The in-lieu contribution is \$.30 per square foot. This amounts to \$84,000 dollars on a per square foot basis. (RP&CA)(P&Z)

#7. The applicant, EYA, will fund a minimum of 5 on-site activities and or exhibits per year to the greatest extent possible for three years following the release of the Certificate of Occupancy. These activities and/or exhibits shall total a minimum of \$25,000 per year. In the event the \$25,000 is not spent, due to unforeseen circumstances, the balance shall be credited to the applicant to be expended in the subsequent years to the satisfactions of the Director of RP&CA. The applicant or its assigned successors shall not preclude the continuation of these activities following the initial three year period by the City or a future governance structure, in the event that such a structure is established. (RP&CA) (P&Z) (PC)

#8. The applicant will work with staff to integrate the City's artist designed manhole covers into the manhole covers used on site. (RP&CA) (P&Z) (T&ES)

#38. No Less than 600 square feet in Building 2 shall be made available to the local community and non-profit organizations, in addition to the Alexandria government agencies at least 12 times a year for a minimum of 48 hours. During the hours of 8:00 AM and 10:00 PM on weekdays and 8:00 AM and 6:00 PM on Saturdays, on a space available basis. This space may also be made available to uses which foster art, history, and cultural awareness and are open for the enjoyment of the larger community consistent with the art programming requested in condition 7. The condominium association has the authority to require a refundable security deposit or institute alternative requirements for non-City government agencies, with the exception of user fees, to protect against damage. (P&Z)(PC)

8
4-18-15

Jackie Henderson

From: jane@weberdesign.com
Sent: Friday, April 17, 2015 3:23 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #70641: Mayor, Vice Mayor, City Council Please see attached PDF for the Robinson

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 70641.

Request Details:

- Name: Jane Weber
- Approximate Address: No Address Specified
- Phone Number: 703 549 7999
- Email: jane@weberdesign.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Please see attached PDF for the Robinson Terminal South item on tomorrow's docket. Thank you.
- Attachment: [Robinson Terminal South.pdf](#)
- Expected Response Date: Friday, April 24

Please take the necessary actions in responding, handling and/or updating this request at the *Call.Click.Connect.* staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

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Mayor William D. Euille
Vice Mayor Allison Silberberg
Councilman John T. Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin Wilson

310 King Street
Alexandria, VA 22314

17 April 2015

RE: Robinson Terminal South

Dear Mayor Euille and Members of the City Council:

Alexandria had the vision and inspiration for Michael Graves to design the Beatley Library. The architect understood the history of Alexandria and created a stunning postmodernist interpretation of the historical architecture. Now the development of the very special waterfront properties are to be determined. EYA has presented very mediocre designs distilled from their other projects. Their tag line, *The Newest EYA Neighborhood for the Alexandria Waterfront*, sums up their attitude. But the old and historic district is already a neighborhood, and given the right development it can be greatly enhanced. Doesn't this location deserve stunning, memorable iconic design? Please vote to send this project back to the drawing board. Please look beyond the anticipated tax revenues and demand design worthy of this unique location. Please don't rush to allow a substandard, inappropriate development. There are only a few parcels that can be developed on the waterfront, so please be patient and accept only excellence.

Sincerely,
Charles and Jane Weber
407 South Saint Asaph Street
Alexandria, VA

Jackie Henderson

8
4-18-15

From: gcrothrock@gmail.com
Sent: Friday, April 17, 2015 12:43 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #70606: Mayor, Vice Mayor, City Council April 18 Hearing on Robinson Terminal So

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 70606.

Request Details:

- Name: Gail Rothrock
- Approximate Address: No Address Specified
- Phone Number: (703) 549-5176
- Email: gcrothrock@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: April 18 Hearing on Robinson Terminal South DSUP

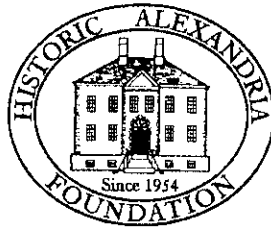
Historic Alexandria Foundation Comments for your consideration attached

- Expected Response Date: Friday, April 24

Please take the necessary actions in responding, handling and/or updating this request at the *Call.Click.Connect.* staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

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Historic Alexandria Foundation

218 North Lee Street, Suite 310 • Alexandria, Virginia 22314
(703) 549-5811 • FAX (703) 548-4399
Email: h.a.f@erols.com • Website: HistoricAlexandriaFoundation.org

April 16, 2015

The Honorable William Euille and
Members of the City Council
City Hall
Alexandria VA 22314

Re: Robinson Terminal South DSUP

Dear Mayor Euille and Council Members,

The Historic Alexandria Foundation is concerned about the impact of this large development project on the quality and character of the Old and Historic Alexandria District. We have several issues for your consideration.

I. Whether this project meets the Goals and Guidelines of the Waterfront Small Area Plan.

The crux of your decision is whether the proposal meets the goals and guidelines of the Waterfront Small Area Plan. As noted in the staff report and the comments of the Waterfront Commission, the goals and guidelines were developed under the assumption that a hotel would be located on this site and were not revisited when the possibility for a third hotel was eliminated from the plan. Accordingly, some of the major goals, in particular the preference for active, public uses will not be fully realized. Indeed, the guidelines expressly state that residential use should not be the primary use of the site and ground floor residential units are not permitted. HAF endorses the Waterfront Commission comments on this proposal, which clearly state where the development plan is consistent with the Waterfront Plan and where it falls short.

Given this context, the only way to reconcile the changed circumstances and achieve as much as possible of the overall intent of the Waterfront Plan is to maximize the public amenities and accessibility of the site. Numerous elements are agreed upon that advance these goals, such as

the dedication of the waterfront promenade, the pier, and Point Lumley property to the City and the extension of the Strand into the property. We are pleased that the plan provides pedestrian paths through the property and especially that a view of the waterfront from Union Street has been preserved. It is crucial that these public spaces and passageways be designed and maintained in a way that is appealing and attractive to the public and avoid giving the sense that they are private alleys or just for garage access. The conditions proposed by the staff for the further refinement of these spaces are appropriate. HAF also supports the adaptive reuse of the historic structure at 2 Duke Street.

The applicant requested numerous reductions to the staff's recommendations for public amenities. The Planning Commission concurred in reducing the frequency of public events to take place on the site and limiting public access to the ground floor of Building 2 facing the waterfront. The Commission deferred the applicant's request to reduce its obligation to make an annual contribution to the City to support waterfront improvements and activities, including the pier, as set forth in Condition 136. HAF urges you to reject this request. Many compromises have already been made to the goals and guidelines set forth in the Waterfront Plan. This project will result in substantial "privatization" of the waterfront, which the Waterfront Plan was designed to avoid. In order for this project to meet its potential to be a benefit to the public and enhance the waterfront the applicant and its successors should be required to make the full contribution specified in Condition 136.

The Waterfront Plan states that "historic interpretation, consistent with the recommendations of the History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces". Condition 14 of the staff report references this requirement and requires the applicant to work with staff to refine the interpretation plan. HAF is concerned that very few details of the interpretation plan have been developed or made public. Although there are references to the design of the buildings being "inspired" by Alexandria's maritime history we do not find this to be well-represented in the materials we have seen. We would like to see greater assurances that robust interpretation plan will be funded and executed by the developer. No specific commitment of funding has been given, as is the case for the public art component, nor are there any means of assurance that the plan that may be approved will be implemented, such as the performance bond required for the pier improvements.

II. General Mass, Scale, and Architectural Character

The Waterfront Plan also provides that the redevelopment of this site shall have "modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District" regulations. The development is also subject to the requirements applicable to all properties in the Old and Historic District. The BAR has reviewed

and endorsed the overall mass, scale, and general architectural character of the development, and further refinement will require approval of the BAR. HAF participated in the BAR review and, while we appreciate that the design was substantially improved through that process, we still have concerns about the compatibility of the design with the overall character of the historic district and the Potomac River Vicinity regulations.

Large, multi-family apartment buildings are unprecedented, and inappropriate, on the waterfront in the historic district. Although this project may be within the density permitted under the Waterfront Plan, the multi-family buildings loom over and detract from the surrounding structures and streetscapes. The design, especially the mostly glass-fronted buildings on the waterfront, does not reflect "existing or traditional building character suitable to the waterfront" as required by the Potomac River Vicinity ordinance. HAF recommends that the general mass, scale, and architectural character of the project should be reconsidered by the BAR.

III. Construction Impact on Historic Resources

We finally wish to address the potential impacts on historic properties during construction activities. Condition 76 in the Planning Commission's staff report requires a building monitoring plan to include a plan for addressing damage to adjacent and nearby structures attributed to excavation or construction activities. HAF is concerned that the 200-foot limit on monitoring area is inadequate. As you may be aware, the Historic Alexandria Foundation sponsors a historic plaque program, for which property owners can apply, if their building is 100 years old and maintains architectural integrity. There are 7 properties with HAF plaques in the 100 block of Duke Street, and another 7 plaqued properties in the 100 block of Wolfe Street. These are not necessarily all of the historic buildings on these adjacent streets, but there are certainly some that are beyond the 200 foot monitoring area. Staff noted in the Planning Commission hearing that there is evidence that vibrations from construction activities such as this project can extend up to 250 feet. We believe that historic properties require a higher level of vigilance to protect them from damage and may be more vulnerable to vibration damage. We request that the monitoring area be extended to all properties on the 100 blocks of Duke and Wolfe Streets. We also suggest consideration should be given to whether the 300 block of South Lee should be included in the monitoring area. Although not directly contiguous to the site it is in close proximity and contains 12 plaqued houses.

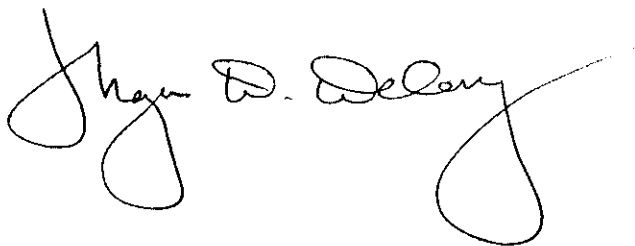
In its response to the staff report the applicant requested the removal of the requirement in Condition 76 to name property owners as additional insured and states that "it has always stood by its commitment to neighboring property owners and we will commit to doing the same here." The Planning Commission concurred with the proposed change regarding insurance, but no language has been added to specify this commitment. We suggest that language be added to Condition 76, such as that in Condition 96 relating to damage to City property: the applicant

shall be responsible to provide for the repair and restoration of private property that may be damaged as a result of its development activities.

HAF is pleased that an agreement has been reached to transport the fill material by barge. There will still be a high level of heavy equipment traffic for hauling construction material and debris. We remain greatly concerned about the haul route. We believe that Franklin Street to Union Street would harm the fewest historic structures and provides a direct path to the beltway and Route 1. A haul route on Duke Street has the potential to cause vibration damage to many historic buildings. The HAF Inventory of Plaqued Buildings contains 62 buildings on Duke Street, from the 100 block to the 1300 block, whereas there are four plaqued houses on Franklin Street (in the 200 block to the 400 block). If Gibbon Street is used to access the beltway, there are eight plaqued houses between the 200 block and the 700 block. (And for your information only one building has a historic plaque on Union Street, and that property is north of the construction project.) We therefore recommend that a condition be added to require any haul route to be Franklin/Gibbon to and from Union and that language similar to Condition #96 be added to address damage to historic properties during the hauling of debris and construction materials.

Thank you for your time and attention to these important and complex issues. The redevelopment of this site will have a tremendous impact on the quality of life in Alexandria and we look to you to act in the best interest of the public and our historic and natural resources.

Sincerely,

A handwritten signature in black ink, reading "Morgan D. Delaney". The signature is fluid and cursive, with a large loop at the end of the last name.

Morgan D. Delaney, President
Historic Alexandria Foundation Board of Trustees

ROBINSON TERMINAL SOUTH DSUP 2014-0006

WATERFORD PLACE HOA - REQUESTED MODIFICATIONS AND ACTIONS

Tim
Morgan
8
4-18-15

MASS AND SCALE - BUILDING #3

- Increase the setbacks on the 4th and 5th floors of Building #3 along Union Street consistent with the setbacks along the Wolfe Street façade

PARKING

- Require dedicated residential visitor parking to meet the policy requirement of 15%
- Require free valet parking for restaurant patrons to encourage usage
- Limit total restaurant seating occupancy at any one time, both indoors and outdoors, to the number of seats which the parking can support under current parking regulations
- Require a contract for extra off-site valet parking spaces to make up for shortfalls in the spaces provided
- Limit RTS residents, guests and visitors 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.

CONSTRUCTION MANAGEMENT

- Limit pile driving, jack hammers, and other noisy construction activities, as well as hauling, to weekdays

8
4-18-15

**A statement by Bert Ely to City Council on behalf of
Friends of the Alexandria Waterfront regarding the
DSUP application for Robinson Terminal South**

April 18, 2015

Mr. Mayor and members of Council I am Bert Ely, a co-chair of the Friends of the Alexandria Waterfront (FAW). Mr. Mayor, I want to thank you for granting me five minutes to speak on behalf of FAW to express our concerns about the proposed development of the Robinson Terminal South (RTS) property, as that development is reflected in the DSUP application before you today. FAW numbers its supporters in the hundreds, including many Alexandrians who do not live in Old Town but who are concerned about the impact of this development on our community.

There are many problems with EYA's development plan for the RTS – the mass, height, and scale of the buildings is excessive relative to its surrounding community and it is architecturally incompatible with the Old & Historic District. Many in the room believe that EYA needs to go back to the drawing board to design a project truly compatible with Old Town.

I will focus my comments on an extremely important issue to Old Town, and especially to those residents living within a few blocks of the RTS – parking, or rather insufficient parking within the RTS development for residents and their visitors as well as employees and customers of the restaurants and other retail establishments within the development.

As you know, on-street parking is at a premium in Old Town, especially near the waterfront. At peak times, especially during warmer weather, garages are full. And the situation will only get worse as, one, increased development brings more people, and cars, to the waterfront; two, as more people live near the waterfront, such as at RTS; and three as the supply of parking shrinks due to the closure of the parking lot on Strand across from Chadwicks. The granting of a parking reduction to Carr's hotel, should it ever be built, will further increase peak parking demand in the immediate vicinity of RTS that valet parking will not solve!

There is only one viable solution to this looming problem – each new development in Old Town, and specifically RTS, must provide sufficient on-site parking to meet peak parking demand generated by that project, regardless of whatever drives that demand. One way to incentivize EYA to meet that need is to bar RTS residents – whether in townhouses or condominium apartments – from obtaining District One parking permits.

I realize staff objects to a bar on district parking permits, but just 17 months ago, on November 16, 2013, when you could have barred such a restriction, Council instead

unanimously amended the Zoning Ordinance to permit the continuation of such restrictions for DSUPs when it authorized residents of the developments with such a restriction to obtain guest parking permits – please see the attached ordinance language. Council should not abdicate to staff policy decisions as to when parking-permit bans should be imposed on new developments – that decision must lie solely with Council!

It also is important to note, as shown by the red cross-hatched areas on the attached map, that there are numerous places – I counted eighteen – in and near Old Town where parking restrictions have been imposed on new developments so that residents moving into those developments cannot further exacerbate the demand for on-street parking in areas already overloaded with on-street parking demand.

Barring District One permits for SRT residents will force residents with more than two vehicles to arrange for garage parking or sell vehicles in excess of two. However, as you will see from the attached table provided by the City to the OTAPS group, of which I am a member, while a minority of households in parking districts 1 and 2 own more than two cars, the average number of cars owned by these households is about 1.5. Given the likely demographics of the SRT residents, I suspect that the average vehicle ownership of the SRT residents will fall in the 1.5 range of vehicles per household.

The proposed DSUP Condition 145h should therefore be modified to provide that no less than one space shall be assigned to a specific condominium unit. As it is now written, each condominium unit must be assigned two parking spaces. However, as staff noted on page 39 of its report, “it is possible that these spaces will not be fully utilized.” Such a limit also would give EYA an incentive to provide more efficient utilization of the residential portion of its underground garage.

This change would enable EYA to provide just one space for each condo unit and let the condo association lease the remaining 66 spaces to townhouse and condo residents who own additional cars while reserving other spaces for visitor parking. This change would enable those residents who own or have a parking need for two, three, four, or more cars to lease parking spaces for them, ensuring that those extra vehicles will be parked within the SRT complex and not on nearby streets.

Through a combination of selling and leasing garage parking spaces, I believe the project could meet all resident parking needs on-site with this approach.\

Finally, if staff believes that the on-site parking is sufficient, then staff should have no objection to barring SRT residents from obtaining District 1 parking permits.

Thank you for your time today – I welcome your questions.

11-514 - City Code residential permit parking program restrictions.

A development special use permit approval that includes a condition prohibiting residents from obtaining parking permits pursuant to the residential permit parking program in the City Code shall not prohibit those residents from obtaining visitor, guest or business/contractor permits/passes pursuant to the rules of section 5-8-74(2), (3) and (4) of the City Code.
[emphasis supplied]

(Ord. No. 3675, § 1, 10-16-93; Ord. No. 3711, §§ 1, 2, 3-19-94; Ord. No. 3712, § 1, 3-19-94; Ord. No. 3774, § 2, 1-21-95; Ord. No. 3800, §§ 3, 4, 5-13-95; Ord. No. 3923, § 7, 4-12-97; Ord. No. 4040, §§ 1, 2, 4-17-99; Ord. No. 4356, §§ 1, 2, 6-12-04; Ord. No. 4373, §§ 1, 2, 1-25-05; Ord. No. 4588, § 4, 4-28-09; Ord. No. 4573, § 1, 12-13-08; Ord. No. 4634, § 1, 11-21-09; Ord. No. 4677, § 7, 6-22-10; Ord. No. 4791, § 2, 2-23-13; Ord. No. 4844, § 1, 11-16-13)

Residential Parking Permits Issued by Household

Residential Permits Issued by Household in 2011

District #	Number of Housholds with that obtained a permit in 2011						Total # of HH with permits	Total # of cars with permits	AVG. #
	1 Permit Per HH	2 Permits Per HH	3 Permit Per HH	4 Permit Per HH	5 Permit Per HH	6 Permit Per HH			
1	1,031	553	147	36	8	2	1,777	2,774	1.56
2	489	257	40	19	2	0	807	1,209	1.50
3	347	146	30	7	1	0	531	762	
4	620	255	45	10	0	0	930	1,305	
5	549	190	45	8	2	0	794	1,106	
Total	3,036	1,401	307	80	13	2	4,839	7,156	

Residential Permits Issued by Household in 2014

District #	Number of Housholds with that obtained a permit in 2014						Total # of HH with permits	Total # of cars with permits	
	1 Permit Per HH	2 Permits Per HH	3 Permit Per HH	4 Permit Per HH	5 Permit Per HH	6 Permit Per HH			
1	1,096	529	112	22	1	0	1,760	2,583	1.47
2	491	229	47	11	1	0	779	1,139	1.46
3	364	148	32	4	0	0	548	772	
4	620	213	35	3	1	0	872	1,168	
5	517	182	31	3	2	1	736	1,002	
Total	3,088	1,301	257	43	5	1	4,695	6,664	

8
4-18-15

**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

