

City of Alexandria, Virginia

MEMORANDUM

DATE: October 7, 2015

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: ROBERT M. KERNS, CHIEF OF DEVELOPMENT
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: STAFF REPORT CORRECTIONS FOR DSUP #2014-0007
ROBINSON TERMINAL NORTH

Subsequent to the completion of the staff report and mailing to the Planning Commission, City staff identified several minor typographical errors including numerical figures that have since been corrected. Additionally, staff is recommending revisions to two conditions. Many of these changes are the result of design changes to the project that continued to evolve over the last few weeks. The numerical edits and recommended updates to the conditions are identified as follows:

COVER PAGE

- ✓ Under Special Use Permits and Modifications Requested 1(b): changed the Zoning Code Section reference from 6-403(B) to 6-404(A).

BUILDING HEIGHT

- ✓ Page 7, Under West Building: the number of stories has been corrected from five to six.

ZONING TABLE

- ✓ Page 9 and 10:
- ✓ Under proposed open space: Amenity (rooftop open space) is corrected from 3,98 to 2,168 square feet.
- ✓ Under proposed parking for residential use correction made from 110 spaces to 116 spaces

DEVELOPMENT GOALS

- ✓ Page 10, Under Development Goal #1. Unit count corrected for the two buildings from 27 to 25 for the West building and from 39 to 41 for the East building. The total number of units does not change.

PIER INVESTMENT

- ✓ Page 16, 5th paragraph under Structural Condition and Proposed Improvements: The applicant's investment in stabilizing the pier is \$2.9 million instead of \$2 million.

PUBLIC MEETINGS

- ✓ Page 24, Immediately under Old Town North Urban Design Committee (UDAC): The number of meetings should be six instead of five.

PARKING NUMBERS

- ✓ Pages 27, 33, and 36: The reference to the number of restaurant seats for parking calculations purposes should be 360 seats, not 396 seats.
- ✓ Page 33, 3rd paragraph under Commercial Parking: 501 N. Union St. (east building): The number of required parking spaces should be 60, not 66.
- ✓ Page 34, Table 2: The provided parking for multi-family should be 116, not 110; the required parking for restaurant should be 90, not 99 and the provided restaurant spaces should be 60, not 66.

TRANSPORATION MANAGEMENT PLAN

- ✓ Page 104, 3a: In the table the number of hotel rooms should be 132, not 134.

CONDITIONS

- ✓ Condition #148: Staff recommends the following amendment to be consistent with the identical condition, except for the numerical values) as approved by City Council.

At the time of acceptance of the ~~open space and~~ pier, the applicant, and/or its successors and assigns shall provide an annual contribution of \$175,000.00, \$87,500 for the west building and \$87,500 for the east building, 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 on the pier and open space on Parcel A. 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 for each building~~ acceptance of the pier pursuant to Condition #39. (P&Z)

- ✓ Condition #150: The reference to condition #144 should now be #148.

Howard Bergman
101 Quay Street
Alexandria, VA 22314
October 5, 2015

Subject: Docket Item #2, Planning Commission, October 8, 2015

Dear Members of the Planning Commission,

I am a resident of 101 Quay Street. I am president of Founders Park Community Association, a member of the Waterfront Commission and represented the Waterfront Commission on the 2015 OTAPS Working Group. However, I am writing to express my personal views regarding the proposal before the Commission regarding 500 & 501 North Union Street (Robinson Terminal North).

I am writing specifically about the proposals to increase garage parking spaces for residents, grant on-street parking permits to residents, and reduce garage spaces for restaurant guests. In particular, I would like the Planning Commission to

1. Grant the request to increase the number of residential parking spaces in the garage.
2. Rezone 500 & 501 North Union to Parking Zone 3, or deny the request that residents be permitted to purchase parking permits.
3. Deny the request to reduce the number of garage spaces required by the restaurants.
4. Request City Staff to provide a long overdue plan for managing the traffic and parking congestion that will inevitably occur when 500 & 501 North Union is developed.

Background

The new development at 500 & 501 North Union will include a 132 room hotel, 66 condominiums (103 bedrooms), and four restaurants with seating for about 500 guests. This development will approximately double the density of the neighborhood bounded by Queen and Pendleton and by North Union and Lee.

The proposal includes the provision of 110 parking spaces for residents (compared to 93 required by City policy), 78 parking spaces seats for restaurant guests (compared to 90 required by policy), and about 65 spaces for the hotel (0.5 parking spaces for each room compared to 90 spaces required by policy, 0.7 spaces for each room).

The neighborhood around 500 & 501 North Union has very limited on street parking. Based on the graphics on page 42 of the Staff report, there will be no on-street parking adjacent to the development, which means the currently available on-street parking spaces will be eliminated (including the tour bus parking on the east

side of North Union). There is very limited on-street parking nearby on Lee, Pendleton, Oronoco and east to King Street.

The 2012 OTAPS report did not extend beyond Princess Street, but it found that the weekend evening parking occupancy exceeded 80%, and in some cases 90%, on streets bounded by King and Princess and by North Union and Fairfax. (Page 15, OTAPS Working Group Presentation). OTAPS does not mention of how many on-street parking spaces formed the base of the percentage occupancy, but it is clear to anyone driving on the east-west streets and on Lee from Pendleton to King that on-street parking is very limited, and that the east side of Union has close to 100% occupancy during peak hours.

According to the 2012 OTAPS report, if overall on-street and off-street parking occupancy reaches 85% during the peak hour then additional recommendations would be implemented to manage parking. (Page 14, OTAPS Working Group Presentation). The neighborhood south of 500 & 501 North Union is already at that level. But there is no plan to manage it.

1. Residential Garage Parking

The proposal to provide more parking spaces than required for residents at 500 & 501 North Union is greatly appreciated. It is also critical. There will be no on-street parking spaces adjacent to the development and only a limited number on nearby streets. Residents of the development will generally be unable to find on-street parking within three blocks of their homes. And they will simply be in competition with the other residents and visitors for the same spaces.

Residential On-Street Permits

City Staff recommends that residents of 500 & 501 North Union be permitted to purchase on-street parking permits. I appreciate the argument put forward by the majority of the OTAPS Working Group, that equity requires that all Alexandria residents be permitted to purchase parking permits, though I was in the minority that did not accept that argument. I understand

There is no equity where there is no consideration of the impact the additional vehicles will have on the current residents, and there is no plan to manage it. The current residents of the adjoining neighborhood did not request that the City permit a doubling of the density in their neighborhood, but they are being asked to pay a cost of the congestion. There is no equity in that.

At this point, there will be adequate garage parking for all of the residents of 500 & 501 North Union and virtually no on-street parking near their homes. Without any plan to manage the parking congestion, the City should not permit these residents to purchase on-street parking permits. My understanding is that the residents of the

development at Robinson Terminal South will not be permitted to purchase parking permits, possibly for the same reasons.

I would be happy to reconsider my opposition to permitting these residents to purchase permits if 500 & 501 North Union were placed in Parking Zone 3, instead of Zone 2. Since the site is technically part of North Old Town, and not in the Historic District, and since it looks more like North Old Town than the Historic District, this would be a very fair rezoning.

Restaurant Parking

The current policy is that restaurants (not part of a hotel) require a space for every four seats. There is no explanation why that requirement should be waived for three restaurants at this site or why one parking space for every six guests at restaurant is adequate. There is disturbing lack of discussion as to how the City plans to manage parking for four restaurants with seating for 500 in a residential neighborhood generally lacking in other parking resources.

However, there is a bigger issue than the lack of adequate garage parking for restaurant guests. The neighborhood adjacent to the development is residential with free on-street parking (though generally limited to two hours for visitors from outside of Zone 2). Any visitors coming to eat at one of these restaurants will first look for free on-street parking. They will only attempt to find garage parking after they are unable to find a place on the street.

While on-street parking will relieve congestion in the restaurant garages, it will simply make on-street parking that much more impossible for residents of the neighborhood.

OTAPS Working Group.

The biggest traffic and parking issues facing the Waterfront will occur when the developments at 500 & 501 North Union , 2 Duke Street (Robinson Terminal South) and the Indigo Hotel are completed. The Waterfront will suddenly add about 160 residential units, 250 hotel rooms and five restaurants with seating for 750.

The congestion that will inevitably develop as a result of these developments, unfortunately, were not in the scope of the OTAPS Working Group. As a result, the Working Group failed to consider the most important traffic and parking issues facing Old Town along the Waterfront. As I mentioned at a Working Group meeting, we were solving last year's problems with last year's data.

I requested Staff several times that we consider how traffic is likely to flow to and from these new developments and how we would like to manage that flow, as well as how we will manage additional parking in neighborhoods that already reach

greater than 90% parking occupancy on a regular basis. However, our scope was too narrow to add these considerations to our discussion.

It seems obvious that we should be planning now for the additional congestion in terms of traffic and parking that we will inevitably see when these projects are completed.

For this reason, I ask the Planning Commission to request Staff to develop a five year plan for the management of traffic and parking along the Waterfront.

Sincerely,

Howard Bergman

Robinson Terminal North
Additional Materials
10/5/2015

From: m doyle [<mailto:mednovahill@gmail.com>]
Sent: Monday, October 05, 2015 8:20 PM
To: PlanComm
Subject: Parking around Robinson Terminal North

I agree totally with Howard Bergman's letter to you, per that attached. Please respect our opinions regarding parking on the street for residents of the new condo. it would be a disaster for street that are already difficult to find parking on for residents. thank you.

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Mike Doyle
124 Princess Street
Alexandria, VA 22314
cell: 703 946-8401

Robinson Terminal North
Additional Materials
10/5/2015

From: Cathleen Curtin [<mailto:ccurtin1@comcast.net>]
Sent: Tuesday, October 06, 2015 7:23 AM
To: PlanComm
Subject: RTN

Commissioners,

Please see my comments regarding the proposals before the Commission on 500 & 501 North Union (Robinson Terminal North). In particular, I request that Commission -

1. Grant the request to increase the number of residential parking spaces in the garage.
2. Rezone 500 & 501 North Union to Parking Zone 3, or deny the request that residents be permitted to purchase parking permits.
3. Deny the request to reduce the number of garage spaces required by the restaurants.
4. Request City Staff to provide a long overdue plan for managing the traffic and parking congestion that will inevitably occur when 500 & 501 North Union is developed.

Respectfully

Cathleen Curtin RA AIA

703 930 9322 M

www.cathleencurtinarchitects.com