



Development Special Use Permit #2014-0007
Transportation Management Plan #2014-0117
Special Use Permit #2015-0039
Special Use Permit #2015-0041
Special Use Permit #2015-0052

Application	General Data	
Project Name: 501 N. Union Street	PC Hearing:	October 8, 2015
	CC Hearing:	October 17, 2015
	If approved, DSUP Expiration:	October 17, 2020
	Plan Acreage:	3.32 acres
Location: 500 and 501 N. Union Street	Zone:	W- 1, Waterfront Mixed-Use
	Proposed Use:	Mixed-Use
	Dwelling Units:	Maximum of 66
	Gross Floor Area:	262,162 square feet
Applicant: Alexandria North Terminal, LLC, represented by Kenneth Wire, Attorney	Small Area Plan:	Old Town North & Waterfront Overlay Plan
	Historic District:	Not Applicable
	Green Building:	Compliance with Green Building Policy

Purpose of Application
A development special use permit with site plan and modifications to construct two buildings containing 66 multi-family units, a 132- room hotel and 25,000 square feet of commercial space.
Special Use Permits and Modifications Requested:
1. Development special use permit with site plan (DSUP) and modifications to / for: <ol style="list-style-type: none"> Increase the Floor Area Ratio (FAR) per Section 5-504(D); Increase in height from 30 feet to 45 feet per Section 6-404(A); Parking reduction; and, Valet parking 2. Special use permit for a facility for docking boats per Section 5-503(C); 3. Special use permit for a restaurant use per Section 5-503(J); 4. Special use permit for a hotel use per Section 5-503(O); 5. Special use permit for a transportation management plan (TMP); 6. Modifications to: Side yard setback per Section 5-506(B)(2)
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert M. Kerns, AICP, Development Division Chief (robert.kerns@alexandriava.gov) Dirk H. Geratz, AICP, Principal Planner (dirk.geratz@alexandriava.gov) Maya Contreras, Urban Planner (maya.contreras@alexandriava.gov)

PLANNING COMMISSION ACTION, OCTOBER 8, 2015: On a motion by Commissioner Lyle, seconded by Vice Chairman Dunn, the Planning Commission voted to recommend approval of DSUP #2014-0007, SUP #2015-0039, SUP #2015-0041, SUP #2015-0052 and TMP SUP #2014-0117, subject to compliance with all applicable codes, ordinances and staff recommendations, with the addition of Condition 18a, and amendments to Conditions 148 and 150. The motion carried on a vote of 6-0, with Commissioner Macek absent.

Reason: The Planning Commission agreed with the staff analysis and recommendation that the proposal complied with the Waterfront Plan, and supported the proposed architecture and open space plan. The Commissioners discussed at length the adequacy of the proposed parking, with particular emphasis on the question of the ability of new residents to obtain on-street parking permits. While the final decision was to not include a condition prohibiting residential parking permits, the Commission did recognize the concerns of the neighbors, and asked that Council take consider them as well.

The Planning Commission supported the staff recommendation, with the addition of Condition 18a, and amendments to Conditions 148 and 150. The staff discussed flexibility for use of the annual maintenance contribution, which is reflected in their amendment to Condition 148. It should be noted that the applicant's request to amend Condition 39 was withdrawn by the applicant.

18a. **CONDITION ADDED BY PLANNING COMMISSION:** All at-grade open space on the private property, other than the outdoor restaurant seating, shall be open to the public at all times that the public open space adjacent to the site is open except temporary closures required for maintenance of the site.

148. **CONDITION AMENDED BY THE PLANNING COMMISSION:** 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 with particular emphasis for the maintenance of the pier and open space prior to approval of the final certificate of occupancy for each building ~~acceptance of the pier pursuant to Condition #39.~~ (P&Z)(PC)

150. **CONDITION AMENDED BY THE PLANNING COMMISSION:** If the City adopts a special service district, business improvement district or similar assessment, the annual contribution required by Condition ~~#148~~ 144 shall be replaced by such assessment. (P&Z)(PC)

Speakers:

Kenneth Wire, attorney representing the applicant, spoke on behalf of the project.

Joan Bondareff, 102 Princess Street, requested that Planning Commission and Council consider delaying the approval until the effects of construction and traffic on the projects to the south could be determined, and noted that transportation was her primary concern. She requested that residential parking permits not be issued to residents of the project, and asked that the developer assume additional responsibility for potential parking impacts. She also expressed concern that the proposed project was not consistent with the Waterfront Plan, as she felt the arts components were not being adequately met.

Frank Craighill, 601 N. Fairfax Street, expressed support for the project, the improved connectivity along the waterfront, new restaurants, and the benefits of luxury residential for adjacent property values.

Yvonne D. Callahan, 735 S. Lee Street, She requested that residential parking permits not be issued to residents of the project. She did not believe the OTAPS recommendations were not being followed, and that staff should not make the final determination on residential parking permits for this project. She believes it is inequitable for a resident to park on the street if they have a garage space available. She also did not believe this project should use the new multi-family parking standards. She asked that the grading be reviewed with particular care and was concerned the new buildings would be higher than anticipated. Finally, she requested that N. Union Street not be closed during construction.

John Bordner, representing the Ad Hoc Monitoring Group for Waterfront Construction, noted that Carr Hotel had received a number of citations for violations of haul routes, whereby penalties are applied to individual drivers. He requested that a top-down approach be implemented where fines would go to developers.

Randy Randall, 3 Franklin Street, stated that there were significant problems with the data used by OTAPS, the tracking of parking issues and the baseline data. He noted issues on pages 17 and 18 of the OTAPS final report with the numbers of spaces lost with redevelopment. He expressed a belief that the Robinson Terminal North site was short 125-165 spaces, particularly for staff parking spaces, and that there was a gap between the amount of parking needed and what is being provided.

Howard Bergman, 101 Quay Street, requested that the increased amount of residential parking at the site be supported, that on-street parking permits be denied for new residents, or that the site be rezoned to Parking District 3. He did not believe the buildings fit the context of Old Town. As an OTAPS member, he expressed concern that an overall management plan for Waterfront Growth, and that a study of the impacts of new residential projects on residential neighborhoods was not being done. Finally, he requested that City staff develop a plan to manage traffic and parking in the neighborhood.

Scott Collins, 509 Tobacco Quay, requested additional parking, particularly given that on-street parking would be lost with redevelopment of the Oronoco Street end. He noted that trucking, construction worker parking, and trash were all neighborhood problems when the Oronoco was being constructed. He requested that more parking be considered, that construction sites be more heavily policed, with penalties, and that a plan for construction management be implemented.

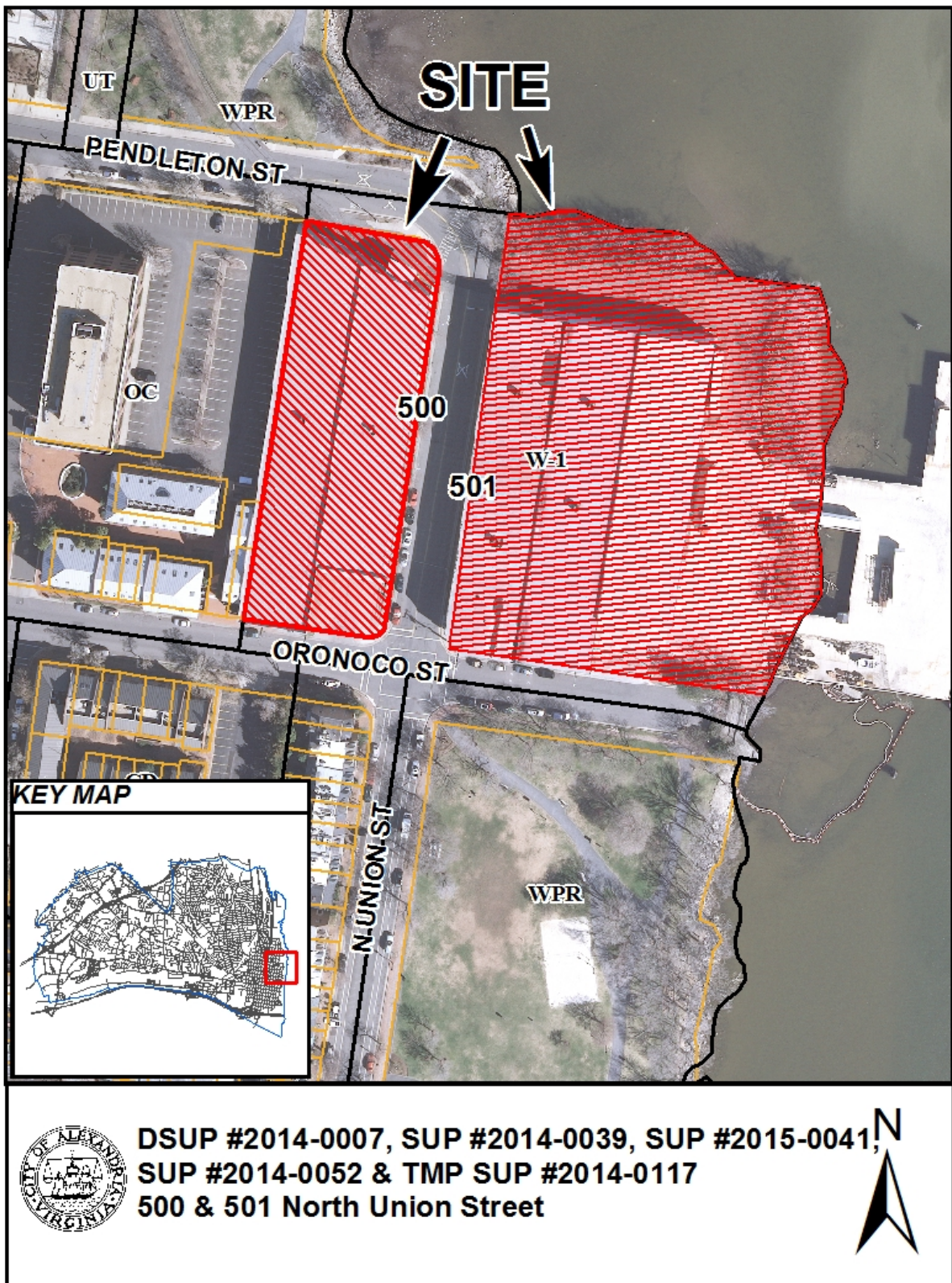
Hal Hardaway, 311 S. Union Street, expressed concern with the architectural style of the buildings, a loss of the charisma of the historic district, with proposed parking ratios, with the granting of parking reductions for Waterfront developments, and with City staff's belief that new residents would use bikes in lieu of cars for trips.

Kyle Suoboba, 113 Princess Street, expressed concern with floodplain issues, the referenced parking study, with the ability for the developers to finance their project, and with potential environmental issues at the site.

Engin Artemel, 120 Madison Place, noted that the site was visible from his home. He requested that a shuttle be implemented, as is done at Canal Center, as visitors are currently parking on Madison Street and walking to Old Town. He asked what the true height of the buildings would be, once the sites are filled. Finally, he requested that the parking and delivery entrances be screened or camouflaged to mitigate their visual effect. He stated the redevelopment would be an improvement over the current facilities.

Bert Ely, 200 S. Pitt Street, representing the Friends of the Alexandria Waterfront, stated that the current designs disrespected the character of Old Town. He noted that Tract 1 cannot have a hotel on it, and therefore the proposal is in conflict with the requirements. He requested that all contaminated soil be barged at the developers cost, given the increase in assessed value, and that future waterfront development should be barged as well. He noted traffic as a concern and requested the developer pay for police to enforce trucking and construction worker parking.

Ann Shack, representing the Tobacco Quay Homeowners Association, expressed concern with the proposed architecture and the impacts of the existing on-site environmental issues, particularly during construction.



I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends approval of the request for a development special use permit with site plan and modifications, and associated special use permits to construct 66 multi-family units, a 132 room hotel and approximately 25,000 square feet of commercial use, subject to compliance with the staff recommendations. The proposal provides a number of public benefits that address impacts of the development, including:

- Improved access to the Potomac River with:
 - Dedication of approximately .95 acres of open space, creating a key public connection between Founders Park and Oronoco Bay Park, at an improved value of approximately \$3 million;
 - The dedication of an 18,000 square foot rehabilitated pier, including a new floating dock and gangway, to accommodate active uses, such as a seasonal outdoor retail opportunity, space for programmed events and passive seating areas, along with docking opportunities for day boaters, potential water taxis and river cruise ships, at a total investment of approximately \$2.9 million;
- Compliance with the Public Art Policy through a contribution of \$78,317;
- Compliance with the Affordable Housing Policy through a contribution of \$585,617;
- Compliance with the City's Green Building Policy;
- On-site design features highlighting the history of West's Point through signage, historical markers and other interpretative elements, to be developed in coordination with City staff;
- An annual contribution of \$175,000 in perpetuity dedicated to the long-term operation and maintenance of the Waterfront Plan area, including the pier and floating dock;
- Enhanced streetscapes on N. Union and Oronoco streets, including undergrounding utilities, new sidewalks, street lights, street trees, conversion of Oronoco Street to a street end garden between N. Union Street and the Potomac River; and,
- A \$60,000 contribution towards installation or maintenance for Capital Bikeshare.

B. General Project Description

The applicant, CityInterests, LLC and Rooney Properties, requests approval of a development special use permit with site plan and modifications, and associated special use permits to construct two buildings on a 3.32-acre development site, bisected by N. Union Street. The applicant proposes a 132-room hotel with an associated restaurant and 25 residential units for the building on the west side of N. Union Street. The east building is anticipated to contain 41 residential units, and approximately 16,500 sf of commercial space. This building also has a pavilion structure, proposed to contain a commercial/retail use on the ground floor and two residential units on the second level. The pavilion is located on a separate tract, but physically connected to the east building and accessed through the building. In total, the project will have

66 residential units and approximately 25,000 square feet of leasable commercial space, in addition to the anticipated hotel.

Parking for the proposed uses is located within one level of below-grade parking, beneath each of the two buildings. Open space is provided through residential balconies, ground-level publicly accessible plaza areas at each building, and a broad public promenade wrapping three sides of the east building. The hotel in the west building also includes a publicly accessible roof terrace, and the east building has an interior residential courtyard that is open to the sky. The applicant plans a substantial renovation to the existing pier and will construct a floating dock to increase public access to the Potomac River.

To construct the project, the applicant requests approval of the following:

- Development special use permit with site plan and modifications to / for:
 - Increase the Floor Area Ratio (FAR) per section 5-504(D);
 - Increase the height of the east building, exclusive of the pavilion, from 30 feet to 45 feet, pursuant to section 6-404(A);
 - Parking reduction;
 - Valet parking;
- Special use permit for a transportation management plan;
- Special use permit for a facility for docking boats per section 5-503(C);
- Special use permit for a hotel per section 5-503(O);
- Special use permit for restaurant per section 5-503(J);
- Modifications to:
 - Side yard setback per section 5-506(B).

Key issues considered with this proposal, which are discussed in further detail within the report, include:

- Compliance with the Waterfront Plan;
- Compliance with the Floodplain Ordinance;
- Compliance with the Potomac River Vicinity Height District;
- General mass, scale and architectural character;
- Parking;
- Ownership of open space amenities, including the existing pier; and
- Construction management, including hauling options.

II. BACKGROUND

A. Site Context

The subject redevelopment site is identified in the Waterfront Plan as the Robinson Terminal North site. The site is located in the southeast corner of the Old Town North neighborhood, adjacent to the Potomac River, and bisected by N. Union Street. The portion of the site located on the western side of N. Union Street is bordered by Pendleton Street and Oronoco Bay Park to

the north, Oronoco Street and townhomes to the south, N. Union Street to the east, and the Dalton Wharf office complex to the west. The portion of the site on the eastern side of N. Union Street is bordered by Oronoco Bay and the Potomac River to the north and east, Oronoco Street and Founder's Park to the south and North Union Street to the west.

The western side of the site slopes relatively steeply from west to east, with a change in grade of ten feet, while the eastern side is generally flat. Due to the proximity of the site to the Potomac River, a significant portion of the entire site is located within the 100-year floodplain and a Resource Protection Area.

Situated at West's Point, the east side of the site is one of the City's most historically important locations. Named for Hugh West, of the City's prominent West family, it is the earliest continuously occupied site in the city. The early 18th century wharf, no longer standing, was the likely location of Alexandria's original tobacco warehouses, and the arrival port for Major General Edward Braddock's forces in March 1755. Numerous changes to the river shoreline have landlocked the original "point" on the northeast side of the intersection of Oronoco and N. Union Streets. As part of the 1983 Settlement Agreements, the Robinson Terminal Warehouse Corporation constructed an overlook and park area at the foot of Oronoco Street, on City land, as West's Point Park. This location has served as the historic reminder of West's Point for a generation.

The project sites are approximately one-half mile east of N. Washington Street, within one-third of a mile from nine DASH and Metrobus lines, and one mile from the Braddock Metrorail station. The site is well served by existing pedestrian and bicycle infrastructure.

B. Procedural Background and Project Evolution

The Robinson Terminal North site is subject to compliance with the 1983 settlement agreement between the Robinson Terminal Warehouse Corporation and the United States of America (Settlement Agreement), which resulted from a 1973 lawsuit by the federal government regarding ownership of the edge of the property along the Potomac River. The Settlement Agreement guides the use of the subject sites and establishes restrictions on land use, building height and floor area ratio. The Settlement Agreement specific to Robinson Terminal North permits a mixture of uses on the sites, including residential and commercial, and a maximum floor area ratio of 3.0. It also establishes a range of maximum building heights, from 66 feet for the west side of N. Union Street (Tract 1), 45 feet for Parcel D on the east side of N. Union Street, and 30 feet for Parcel C, located to the east side of Parcel D. In addition, the Settlement Agreement requires the remaining three parcels (Parcels A, B-1 and B-2) to serve as publicly accessible open space. Parcels B-1 and B-2 have some additional flexibility and may be used for "*open air shops or restaurants (with or without canopies), entrance ways ...plantings...patio areas, sun decks, lighting and security devices*" per the terms of the Settlement Agreements.

The site is also located within the Waterfront Plan area and is one of three redevelopment sites identified in the Plan approved by City Council in January 2012. The City Council adopted the Plan with five specific amendments, one of which limited the number of hotels within the Plan

area to a maximum of two. One hotel was approved in December, 2013, on the Cummings-Turner block, located at the foot of Duke Street. The applicant proposes the second hotel on Tract 1, on the west side of N. Union Street.

Several important design determinations were requested early in the process regarding the location of the hotel and the location of the parking entrance for the west building. While a hotel was anticipated as part of the redevelopment of Robinson Terminal North, the Waterfront Plan had recommended it on the east side of the site. The intention was to encourage uses on the riverfront that would be publicly accessible and both amenable to and compatible with the level of activity anticipated by the Plan. Additionally, the Plan Guidelines recommend limiting any new curb cuts on N. Union Street. During the Concept review, the applicant proposed changing the location of the hotel to the west side of N. Union Street, as well as introducing a curb cut on N. Union Street to access parking and loading at the east building.

After initial review, staff supported the proposed change in the curb cut location, given the limitations on the site and the adjacency to Founders Park. The curb cut and associated garage entrance were initially proposed for the north side of the site, on the portion known as Parcel A. Upon further investigation and discussion with the National Park Service, it was determined that vehicular traffic would not be permitted on Parcel A, with the exception of occasional maintenance vehicles. If N. Union Street was not considered, the only other potential location was the end of Oronoco Street, facing Founders Park.

While this location was shown in the Waterfront Plan (Figure 31), it had not anticipated the possibility of updating Oronoco Street as a street-end garden. Staff determined that the potential drawback of a curb cut on N. Union Street was outweighed by the opportunity to create a stronger visual and pedestrian connection from the end of Founders Park to the proposed pier and promenade, and, in essence, gaining the entire street width of 66 feet in additional functional open space. Moreover, the Council-approved Waterfront Landscape Architecture and Flood Mitigation Plan sometimes referred to as the “OLIN Plan”, which refines and implements the Waterfront Plan, shows a street-end garden in this location.

Of greater concern were the potential conflicts associated with residential uses on the Potomac River side, especially given the level of programming and activity anticipated by the Waterfront Plan. While the main portion of the east building was set back from the pier and promenade, the three proposed residential units on the second floor of the pavilion were seen as by staff as potentially problematic, given their maximum height of 30 feet above grade and resulting adjacency to active space.

Staff and the applicant had ongoing discussions through the fall and winter, which were not concluded until the current design for the pavilion was introduced in early 2015. The applicant reduced the number of units from three to two, and proposed a design that wraps the units, and the associated balconies, within glass curtain walls of varying heights. The building appears as a single structure, while the residential units are visually and effectively screened from the elements. Finally, removal of the center unit left the remaining units with balconies that face

north and south, rather than directly towards the pier, thus reducing the potential for noise and site impacts.

C. Detailed Project Description

The applicant, North Terminal, LLC, requests approval of a development special use permit with site plan and modifications, and associated special use permits, to construct two buildings on the Robinson Terminal North site, which is made up of two tracts, bisected by N. Union Street. Tract I, Lot 601, is located on the west side of N. Union Street, and is limited by the NPS Settlement agreement to 66 feet in height. The East building is located on Tract II, which is comprised of five lettered parcels (A, B-1, B-2, C and D). A 45 foot tall building is permitted on Parcel D and a 30 foot building is permitted on Parcel C. One mechanical penthouse is permitted for each of the buildings, limited to a maximum of 15 feet in height, per City Code. The remaining parcels cannot have any permanent structures, under the Settlement agreement.

West Building

The proposal includes two mixed-use buildings, identified as the West and East Buildings, based on their locations in relation to N. Union Street. The west building is proposed at six stories in height, with a 132 room hotel within the central section of the building. The top level will include a 10 foot tall mechanical penthouse, with a central section at 14 feet to provide the elevator overrun for public access to the rooftop. The hotel use is flanked to the north and south by five levels of residential condominiums, with 12 units on the north end, and 13 units on the south end. Consistent with the Waterfront Plan, ground floor uses will be active. This includes the hotel lobby and a 4,000 sf restaurant with outdoor seating facing N. Union and Pendleton Streets. Smaller residential lobbies front on Pendleton and Oronoco Streets.

East Building

The building on the east side of N. Union Street is comprised of a four-story building fronting N. Union and Oronoco Streets and a two-story waterfront pavilion facing the water. Commercial uses and residential lobby space are proposed for N. Union Street, and restaurant space with outdoor seating is located on the southern end, facing Founders Park. The north end of the building contains the parking garage entrance and loading dock. In order to activate this end of the site, the applicant proposes a landscaped seating and walkway area with artistic and historic elements. Staff asked the applicant to study the feasibility of introducing an active commercial use along this face of the building. The applicant was concerned about the viability of this frontage. As a result, staff emphasized that the treatment of this area would be critical in terms of design, landscape treatment, and strategies to encourage activity.

Pavilion

The pavilion building faces the Potomac River to the east. The entire ground floor of this seemingly free-standing structure is proposed to be an active restaurant or other commercial use, with two residential units on the upper level. The upper levels of the east building include a total

of 39 residential units, with three levels of units facing N. Union Street, two levels over residential amenity space on the east side, and two units within the second floor of the pavilion.

Parking

Both buildings are served by a single level of below-grade parking. Each building has a single parking entrance, which accommodates both the residential and commercial uses for that building. Neither building has a traditional “back of house” side, so these garage entrances have been strategically placed to minimize disruption of pedestrian connections and visibility from the adjacent City parks. The west building parking entrance is located at the north end of that building, on Pendleton Street. The east building parking entrance is located on N. Union Street, on the northwest side of the building. Loading docks for each building are accessed through the same single opening as the parking, and have been designed to accommodate all necessary turning movements within the building.

Open Space

The applicant proposes significant open space amenities adjacent and leading to the waterfront. Opening this site creates the vital pedestrian link between Founders Park and Oronoco Bay Park. Each building is surrounded by wide sidewalks, open plaza areas with outdoor seating, and hardscape with high quality landscaped areas to establish strong relationships between the ground floor commercial uses and adjacent open space. The buildings are deliberately angled to open up views and create pathways that lead pedestrians towards the water and the improved pier, which is the site’s prime gathering space.

Floodplain

As the site is located within the floodplain, the applicant proposes to re-grade the property by adding approximately 16,600 cubic yards of material to officially remove the site from the floodplain, a process administered by the Federal Emergency Management Agency (FEMA). The applicant is considering other means to raise the grade that may reduce or eliminate the need to bring in new fill material. This may include using debris from the demolition of the existing buildings and shifting soil between the two sites.

Following the raising of the grade, the applicant proposes to excavate approximately 85,000 cubic yards of material, including the fill noted above, to complete the improvements proposed in the preliminary plan. Because of the slope of land towards the river, the southern end, at the N. Union Street intersection with Oronoco Street, requires the greatest amount of grade change. However, the existing townhomes on the southwest corner of the site are a fixed point, where the grade cannot be altered. This has resulted in the introduction of low landscape walls and wider terrace areas for both buildings, turning a site constraint into a design opportunity.

In order to accommodate the underground parking garages while maintaining the existing grade at this location, the garages must be raised out of the ground at this portion of the site. This creates opportunities for the plaza areas to be placed above the adjacent sidewalks, extending up

to approximately 36 inches at the intersection of N. Union and Oronoco Streets, and tapering to grade by the midblock on N. Union Street.

Public Improvements

The end of Oronoco Street will be updated into a broad pedestrian promenade, approximately 65 feet wide, which continues around the east and north sides of the site. This will allow pedestrians the option of strolling along the waterfront or maintaining a more direct route via N. Union Street. The existing bio-sparging remediation shed located near the foot of Oronoco Street will remain but will be clad with new materials. Beyond the promenade, the applicant proposes to rehabilitate the existing pier and construct a floating dock to accommodate transient day-use boats, and potentially water taxis and other mid-sized vessels.

Project Phasing

The applicants may break the project into two phases with the East building as one phase and the West building as another phase. Staff recommended conditions which would allow such a phasing plan to be determined during the final site plan process. Conditions are designed to allow all demolition work to occur first, followed by two building construction phases.

III. ZONING

Property Address:	500 and 501 North Union Street	
Total Site Area:	3.32 acres (144,618 sq.ft.)	
Zone:	W-1, Waterfront Mixed-Use	
Current Use:	Warehouses	
Proposed Use:	Mixed Use	
	Permitted/Required	Proposed
FAR	3.0 w/ SUP	3.0 West Building / .99 East Building
Density	30 units / acre	22 units/acre
Open Space		
Total	Minimum of 19,800 sf (300' per residential unit)	74,403 (Ground Level) 2,168 (Amenity) 76,571 (1.76 acres)
Setbacks		
Front	None required, per W-1 Zone	11'-40' (West); 12'-25' (East)
Side	33' (West); 23' (East)	0', 14' *(West); 56', 50' (East)
Rear	NA; corner lot	NA; corner lot

Parking Table	Required	Proposed
Hotel Use:	.70 spaces / room	.50 spaces / room*
Residential Use:	93 spaces**	116 spaces
Restaurant (hotel)	1 space/8 seats	145 seats / 18 spaces

Restaurant (non-hotel)	1 space/4 seats	1 space/6 seats 360 seats at 60 spaces***
Total:	303 spaces	260 spaces total
Loading spaces:		
West building	1 space	2 spaces
East building	1 space	2 spaces
* Waterfront Plan allows for a request for parking reduction, as consistent with industry standards ** Calculated per bedroom, using the new multifamily parking requirements ** Modification requested ***Parking reduction special use permit and valet parking special use permit requested.		

IV. STAFF ANALYSIS

A. Compliance with City's Plans and Policies

Waterfront Small Area Plan

The Waterfront Plan includes several goals and guidelines to guide the redevelopment of the Robinson Terminal North site. The following paragraphs outline the proposal's compliance with the development goals, while compliance with the development guidelines is provided at the end of the report. The Waterfront Commission also evaluated the proposal's compliance with the Waterfront Plan and documented their findings in a letter to the City Council dated November 18, 2014 and in agreement with the applicant's letter provided for the May 15, 2015, meeting. Copies of the letters are included as Attachments. In general, the Commission found that the proposal generally complied with the Plan's goals and guidelines.

The City Council adopted the Waterfront Small Area Plan in January 2012. The Waterfront Plans includes several goals and guidelines to guide the redevelopment of the Robinson Terminal Site. The following paragraphs outline the proposal's compliance with the development goals, while compliance with the development guidelines is provided within Attachment #1.

Development Goals

Goal #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.

When complete, the two sides of the site will provide a variety of activities and amenities to the public. The west side of the site includes the proposed hotel with a 2,168 sf publicly accessible rooftop terrace, 25 residential units, a new restaurant and a 13,260 sf courtyard along the front of the building. The east side of the site has an additional 41 residential units, and up to three potential restaurant sites, along with a pedestrian promenade and renovated pier, creating over an acre of new, high-quality, public open space. The Waterfront Plan, as well as the Phase I Schematic Design for the Waterfront Landscape and Flood Mitigation Design Project ("Phase I

Schematic Design”), envisions the pier as an active, pedestrian-oriented gathering place that connects the adjacent parks. The proposed site design extends this activity throughout the Robinson Terminal North site. This will generate site activity through the movements of guests of the hotel, restaurant visitors, residents and pedestrians using the link as a direct connection between Oronoco Bay and Founders Parks.

It should be highlighted that the inclusion of a hotel in this project proposal is a high priority for the Waterfront Plan. The site plan and development conditions have been crafted based on the anticipated hotel at this location.

Goal #2: Provide extensive public amenities and free access to and along the water’s edge.

In addition to the restaurants and hotel noted above, the development also provides public amenities including significant publicly accessible open space on N. Union Street and the promenade, areas for outdoor seating, an improved public pier with a floating dock to accommodate transient boats, and a substantial history and archaeology overview for the site. .

The applicant has also worked with staff over the last year to incorporate extensive public amenities into the proposal. The primary public amenities are described in greater detail below:

- Almost an acre (.95 +/- acres) of publicly accessible open space on the promenade, with an additional 18,000 square foot pier, designed to accommodate significant plantings, seating areas, shade structures, a potential seasonal retail opportunity, and an extensive plan for historical interpretation of West’s Point, and the history of the site.
- Use of high-quality materials in streetscapes and open spaces consistent with the materials, patterns and fixtures proposed within the Phase I Schematic Design and the Common Elements palette to create a cohesive design for all portions of the site.
- Enhanced streetscapes on North Union, Pendleton and Oronoco Streets, which include underground utilities, new sidewalks, street lights, and street trees.
- Contributions for affordable housing, Capital Bikeshare, public art and the long-term operation and maintenance of the waterfront plan area, including the pier and floating docks.
- Coordination with staff to activate the on-site publicly accessible open spaces with up to six annual events, which may include festivals, temporary exhibits and other programming, such as the City’s Mobile Art Lab, and to fund these activities for an initial five-year period, exclusive of the contribution for public art.

Likewise, the proposal also provides free access to and along the water’s edge with the following improvements:

- The construction of an improved shoreline and pedestrian promenade connecting Founders Park and Oronoco Bay Park.
- The dedication of a rehabilitated and improved pier, designed to accommodate active uses such as a seasonal retail opportunity, programmed events and passive seating areas.
- The dedication of a new floating dock and gangway designed to accommodate transient boats, and potentially water taxis and other mid-sized craft.

Goal #3: Improve access by extending Pendleton Street as a pedestrian connection to an improved pier.

The north side of the site connects Oronoco Bay Park and Pendleton Street to N. Union Street and the pier, which is an important linkage between the parks. The applicant proposes a fifty-six foot wide promenade with lighting, plantings, and interpretative elements to establish this area as both a connection and a destination. The northern end of the building at grade is the wall of the parking entrance and loading dock, so extensive work has been done to ensure this space is as active and appealing as the rest of the site. To mitigate the potential impact of a blank and unrelieved wall, the applicant proposes a landscaped edge that rises up the wall and incorporates wood bench-style seating, reminiscent of railroad ties. This would provide seating for large groups or for individuals who want to view the water away from the most active portions of the pier.

Staff had asked the applicant to study the feasibility of introducing an active use along this face of the building, but was told it was not feasible, given the constraints of the adjacent parking garage entry and remove from the other commercial areas of the site. In light of this, staff emphasizes that the treatment of this area is critical in terms of design, landscape treatment, and strategies will need to be implemented to encourage activity.

Goal #4: Pay homage to historic West's Point through public space design and interpretive features.

The applicant worked closely with staff, various committees and members of the community to develop a preliminary interpretive packet which broadly identifies key points in the site's history, including the history of West's Point, and how it will be tied into the site. While the final site design, elements, themes and locations of signage and markers will be determined during final site plan review, general themes and designs have been proposed. Some of these include the buildings and pathways, which have been deliberately angled to draw visitors to the end of Oronoco Street, and to the pier beyond. Wayside panels discussing West's Point and the history of the site are proposed along the walkway. Wharf-inspired wooden paving pieces are proposed on Oronoco Street. Finally, a commemoration of the changes to West's Point via the City's changing shoreline is proposed, possibly through metal banding or markers set in the ground.

Goal #5: Maintain a building scale compatible with the existing fabric to the south and west.

The applicant and their architect have worked closely with staff and the Old and Historic Alexandria District BAR to develop two distinct buildings with a shared vocabulary, which are also compatible with the neighboring buildings. The mass, scale and general architectural character are discussed in greater detail in the building design section of the report, but the project's conformance to these goals was affirmed by the BAR. In addition, the BAR has found that the proposed building scale for the east building complies with the Potomac River Vicinity Height District.

Goal #6: Maximize water views from buildings, streets and rooftop open spaces.

The two proposed buildings and the site plan have been carefully designed to take advantage of the Potomac River views and the varied characters of the neighborhoods to the north and south of the site. While residential rooftop amenity space is not proposed within any of the buildings, the residential units have large terraces or balconies, currently designed with glass railings to enable unobstructed views.

Publicly accessible water views will be available in a number of spaces throughout the sites. One option includes the 2,000 sf rooftop terrace proposed for the top floor of the west building at the hotel. At 66 feet, this is the highest point on the site, and will provide sweeping views of the water, the District to the north and the City and Woodrow Wilson Bridge to the south. The hotel rooms on the east side of the building have a sawtooth window glass pattern, which serves as a distinctive architectural feature and provides views facing to both the north and south.

Water views will also be key assets for three of the four potential restaurant locations. The west building restaurant is located at the southern end of the building, overlooking the intersection with Oronoco Street with an unobstructed view across Founders Park to the river. The east building has two restaurant locations with water views, within the southeast corner of the main building, and in the first floor of the pavilion. All of these restaurants propose outdoor dining on generous patio areas, providing additional opportunities to see and experience the water from the site.

The most dramatic views for the public will be obtained from the open space facing the Potomac River. The street end garden at Oronoco Street has been carefully designed to frame the water views and invite the public to walk out towards the pier. As the elevation decreases from west to east, the river will be clearly visible from North Union Street. The promenade, which is nearly an acre, wraps around the east and north side of the site, providing views of the water, and the adjacent City parks, from a variety of vantage points. Finally, access to the pier will provide a unique opportunity for unobstructed views of the entire waterfront, from the District to the Wilson Bridge.

B. Pier and Promenade Dedication

Existing Pier

The eastern tract of the project includes a large industrial pier that is part of the conveyance to the applicant with the purchase of the property. The existing pier is approximately 33,000 square feet in area and extends approximately 150 feet into the Potomac River. The pier is constructed of a combination of wood pilings and concrete pilings. The wood pilings are in poor condition and are recommended for removal.

The Waterfront Plan recommends that the pier become an attractive amenity that is open to the public to enjoy. As envisioned by the Plan, the pier is intended to be an extension of the waterfront open space that consists of a series of parks and plazas connected by a pedestrian promenade and walkway.

Pier Improvements*

The applicant proposes a \$2.9 million investment for improvements to the pier. This work includes removing the sections of the pier over wood pilings, some of which are currently unstable and all of which have a shorter replacement requirement than the original concrete portion. The remainder of the pier will be reinforced and stabilized as part of an overall refurbishment of the pier. The final result will be a smaller, but substantial 18,000 square foot pier with a longer lifespan.

The opening in the center of the pier will remain. The intention is to allow this area to return to a natural marsh area with native plants. A seasonal shade structure will be provided on the pier, and may include an opportunity for retail or snack service. Staff and the applicant will continue to refine the pier proposal during the final site plan review, including measures to minimize the river debris that collects at the site, and plans for regular removal of whatever does collect.

A floating pier is proposed for the purpose of accommodating smaller transient boat tie ups while allowing access to the deep water channel. The floating pier is designed to rest at a height just above the water level that will be easily accessible to pleasure boaters and small river cruise ships, as well as enabling pedestrians to engage more closely with the water. Other pier improvements that are part of the rehabilitation of the pier include landscaping, new hardscape improvements to the pier surface, decorative railings, furniture and a possible shade structure at the outer part of the pier.

**Please note that the pier design has been updated. A colored copy of the new pier design has been attached to the drawing set. The pier design in the drawing set has not been updated and reflects an earlier design solution. The description above refers to the new pier design.*

Proposed Promenade

As part of this project, the applicant will create a significant portion of the promenade along the waters' edge envisioned as part of the Waterfront Plan. This section of the proposed promenade will extend from Founders Park at the end of Oronoco Street north, following the Potomac River, approximately to the intersection of N. Union Street and Pendleton Street. This will complete a critical missing link and create a continuous waterfront walkway from King Street to the Arlington County line, with an attractive design that includes seating areas, landscaping and historical interpretation of the site.

Dedication

The applicant intends to dedicate the promenade and the pier to the City. In the recently approved Robinson Terminal South project, the City agreed to accept ownership of the pier and a small part of the promenade that was not already under City ownership. As in the Robinson South case, City staff carefully evaluated the pros and cons of City ownership and determined that public ownership would be in the best interest of the residents of Alexandria. Public ownership allows for the following:

- Opportunity to create extensive amenities and free access to and along the water's edge for pedestrians and boaters;
- Provides the City with full control over scheduling events and activities on the pier and associated promenade;
- Provides opportunity to generate income from renting out the space for social events, small businesses and tie-ups/slip spaces for transient boaters; and
- Allows for a consistent level of maintenance, policing and daily management operations across the entire waterfront including the pier.

As an alternative to public ownership, staff did consider private ownership of the pier and promenade with a public access easement. This approach creates a number of concerns including the ability of 66 homeowners to fund the maintenance of a large area associated with the pier and promenade for the long term, as well as management of daily maintenance. Additionally, though public access easements would allow the public to use the pier and promenade, these amenities would remain in private hands and be subject to restricted use with regard to hours, use and activities, as governed by the homeowners.

In arriving at the recommendation to support public ownership, City staff also carefully evaluated the structural condition of the pier, daily and long term maintenance costs and potential revenue sources.

Structural Condition and Proposed Improvements

The existing pier extends approximately 150 feet into the Potomac River and has a docking face of approximately 300 feet. The pier appears to have been constructed at two different times as two different types of construction are evident. The southern and easternmost portions of the pier, creating an "L-shape" and equaling about 11,800 square feet in size, is constructed with

timber piles supporting timber and steel framing supporting the concrete deck surface. The concrete surface is constructed of plainly-reinforced precast planks of four inch depth with a four inch cast-in-place topping slab. The remainder 20,000 square feet of the pier consists of steel piles supporting steel pile caps and joists with a concrete deck above. The steel piles are Monotube piles which are filled with concrete. The concrete deck in this area has a greater overall depth designed for a much heavier load. This portion of the deck also consists of concrete planks, but is constructed of pre-stressed / precast concrete with a depth of eight inches and topped a layer of three-inch cast-in-place concrete.

An inspection and report concerning the condition of the pier was conducted by Moffatt & Nichol for the applicant. This inspection was conducted for all components of the pier located above and below the water level. The steel Monotube piles were found to be in fair condition with some signs of minor to moderate corrosion. The timber piers on the other hand were found to be in poor to serious condition with several of the piles found to be split or hollowed out from rot. Additionally, some of the timber piles are leaning or are not appropriately bearing the weight of the deck structure above.

The inspection also reviewed the framing of the concrete deck, including the underdeck and the surface of the deck. The inspection found that the timber piles portion of the framing and underdeck areas was in poor to serious condition. The framing and underdeck areas associated with the steel piles were found to be in fair to satisfactory condition.

The general outcome of the inspection found that the core portions of the pier with concrete and steel piles are in fair condition. The outer sections of the pier to the south and east with timber piles are in very poor condition.

To address the structural issues the applicant plans to invest over \$2.9 million in stabilizing and upgrading the pier before dedicating it to the City. This work will include, among other repairs, the following:

- Install sacrificial zinc anodes to prevent further corrosion of the steel piles;
- Repainting of the steel framing with a protective coating to protect against further corrosion;
- Repair several small areas in both the topside and underside of the concrete deck;
- Repair damaged curbs, slab edges and other concrete on the top of the deck; and
- Complete demolition of the portions of the pier that were constructed with the timber piles and exhibited the worst overall condition of the pier.

City staff is recommending a number of conditions to ensure that these improvements will result in a structurally sound pier. These include a recommendation that the applicant submit an as-built plan of the pier improvements, certified by a licensed professional engineer, to the City for review and approval. After City approval of the as-built plans, the applicant shall maintain the pier for five years, including but not limited to, structural and operational maintenance. At the end of the five year period, the applicant will dedicate the pier to the City. A related condition recommended by staff calls for an independent structural engineering analysis to be performed

by an engineer to verify that all structural improvements have been made to the satisfaction of the City, prior to dedication.

Financial Considerations of Pier Ownership

Staff has also researched and analyzed the cost associated with the long term structural maintenance of the pier. Information provided by the applicant indicates that annual structural maintenance of the pier, including the floating dock, would equal approximately \$32,000. This would include preventative maintenance work, such as concrete patching and painting work of the main pier, repairs to the pilings, maintenance of the on-pier or surface elements, and general maintenance of the floating pier. An additional amount of approximately \$48,000 would be required annually to provide daily operational maintenance of the pier. This would include, among other tasks, emptying trash cans, replacing light fixtures, and power-washing the pier surface. Staff determined this fee based on the \$3.00 per square foot operational costs associated with the yearly maintenance of Market Square. This public space is similar in the type of anticipated public activities, such as concerts and a farmer's market, and is maintained at a higher quality level, as will be expected for the pier.

Similarly, daily operational expenses for the three quarter acre promenade land proposed to be dedicated to the City will also be necessary. Using the same calculation of \$3.00 per square foot as noted above, approximately \$100,000 would be required to maintain the extensive promenade area and associated amenities. As depicted in the table below, the maintenance of the pier and promenade would easily cost the City \$180,000 each year.

Table 1: Maintenance Costs for Pier and Promenade

Pier & Promenade Maintenance	Estimated Costs Each Year in Current Dollars
Pier	
Structural Maintenance	\$32,000
Daily Operations & Maintenance	\$48,000
Promenade	
Daily Operations & Maintenance	\$100,000
Total	\$180,000/year

A separate revenue stream would need to be considered to pay for the eventual replacement costs of the pier structure. Again, the applicant has provided information to the City indicating the amount of funding recommended for long term repairs and replacement reserves for the pier. The applicant maintains that, with regular maintenance, total replacement will not be necessary, but an investment similar to the proposed scope will be required in twenty to twenty-five years. The applicant estimates that the replacement cost in today's dollars would be approximately \$4.8 million.

To support both the daily operational costs along with the long term maintenance and reserve costs staff is recommending a condition that would require the future residential and commercial

property owners to make an annual contribution of \$175,000 into a City fund targeted for waterfront maintenance and operations. This figure would assist in supporting the overall operations and maintenance of the entire waterfront from north to south. This contribution would be made beginning five years after the pier has been completed and functional.

Potential Revenue

Staff researched activities that could potentially generate income for the City. These included charging fees for transient boat tie-ups, as well as the potential for visits from river-going cruise ships. These river cruisers accommodate, on average, 150-200 passengers, which is roughly comparable to three (3) 55-passenger motor coaches, and provide an additional way for tourists to access the City. The City could collect lease fees from future operators of mobile or fixed vendors. Fees could also be collected for special events including weddings, corporate functions and from vendors participating in fairs and festivals.

To create a successful waterfront it will be critical to establish a structure by which the waterfront can be maintained, managed and programmed by a single entity. The following section describes how this could be accomplished.

Governance

The Waterfront Plan identified the importance of establishing an effective model to finance, operate and maintain the amenities proposed within the Plan area, and stressed the establishment of this model as an early step in the Plan implementation. With the submission of development proposals for the Cummings / Turner Block, Old Dominion Boat Club, Robinson Terminal South and Robinson Terminal North, staff has recognized the need to advance the research and realization of this model in order to evaluate decisions related to the ownership, operation and long-term programming of spaces such as the promenade and the piers.

As a result, the City hired BAE Urban Economics in late 2014 to prepare background research on waterfront governance models and revenue generation options. The Governance Models Analysis, prepared by BAE Urban Economics was shared with the Planning Commission and City Council in a memorandum dated March 11, 2015. While the Analysis did not recommend a specific governance model or revenue strategy, it defined and described several models for the City to evaluate. As the relevant development proposals are proceeding in advance of a selected governance model, staff has included recommendations which require the Robinson Terminal North applicant or future owners to be included in the governance structure if so directed by the City if any such structure is established in the future.

C. Compliance with City's Floodplain Ordinance

As previously noted in this report, Robinson Terminal North is located within the 100-year floodplain. Although this project proposes a mix of commercial and residential uses, it is regulated as a residential development in the administration of the floodplain requirements. The following sections provide additional detail on the floodplain requirements, as well as the

process required to remove the site from the floodplain and permit residential construction in this location.

Floodplain Compliance Process

The City of Alexandria's Floodplain Ordinance (Section 6-300 - FLOODPLAIN DISTRICT of Article VI -SPECIAL AND OVERLAY ZONES) requires all new development in the Special Flood Hazard Area (SFHA) to set the lowest floor of each building to a minimum of 1-ft above the Base Flood Elevation (BFE) established by the Flood Insurance Study (FIS) and Flood Insurance Rate Maps (FIRMs) that became effective on June 16, 2011. For new nonresidential development, flood proofing is permitted where the lowest floor is below the BFE (6-306(B)). Flood proofing is not permitted for new or substantially improved residential development. The Robinson Terminal North development, considered mixed-use for planning purposes, does not meet the requirements for mixed-use as defined in the Floodplain Ordinance (6-306(K)). For the purposes of administering these regulations, the Robinson Terminal North development is regulated as residential development.

In order for this development proposal to comply with the City's Floodplain Ordinance, the development must be removed from the floodplain which requires a Letter of Map Revision based on Fill (LOMR-F) for each development site, issued by the Federal Emergency Management Agency (FEMA). To accomplish this, the site must be re-graded by adding fill material to an elevation above the BFE. The sequence of events to bring the developments in compliance with the City's Floodplain Ordinance is as follows:

- The developer applies for a Conditional Letter of Map Revision based on Fill (CLOMR-F) through FEMA using their proposed grading plans;
- FEMA reviews the applications for compliance with NFIP minimum standards and any higher community standards and any higher community standards. If found compliant, FEMA issues the conditional letter, but does not remove the property from the floodplain;
- The applicant imports the fill to re-grade the site and completes an as-built topographic survey to demonstrate compliance the CLOMR-F;
- The applicant files a second application sent to FEMA, which includes the as-built topographic survey, for the official determination of map revision (LOMR-F);
- FEMA issues the final LOMR-F and removes the site from the floodplain.

Once the site is officially removed by FEMA from the floodplain and meets the City's Floodplain Ordinance, the project can proceed as proposed. At this time, Robinson North has applied for the CLOMR-F review and has been reviewed by FEMA. The City has received the CLOMR-F letter from FEMA.

Re-grading Process

The applicant anticipates that the LOMR-F process will require approximately one year for completion. During this time the applicant will submit a grading plan and demolition permit to the City for review prior to release of the final site plan. The initial grading plan allows staff to

review the demolition of the existing warehouses, proposed grading, erosion and sediment control and stormwater management to ensure compliance with the development special use permit conditions of approval, as well as all applicable codes and ordinances. The applicant then proposes to disconnect all utilities, demolish the buildings and prepare the site for the import of fill operation. Approximately 16,600 cubic yards of fill will be brought to the site to raise the grade an approximate average of 3 feet to an elevation of approximately 11.2 feet. Upon completion of the fill work, the applicant will complete the as-built survey to FEMA for review. During the FEMA review process, the applicant plans to carry out the extensive archaeological investigations anticipated for this property.

D. Construction Management

Hauling

As discussed above, approximately 16,600 cubic yards of fill will be required to raise the two sites out of the flood plain. A total of 68,000 cubic yards of earth material will be required to be removed following the remapping of the flood plain by FEMA. This 68,000 cubic yards of material includes the over 51,500 cubic yards being removed to build the two below grade parking garages.

While larger construction sites in the City often involve a certain amount of hauling of earth and building materials, the hauling proposed with the redevelopment of Robinson Terminal North is unique due to the import of fill as well as the ultimate excavation of the imported fill and existing soil for the below grade garage. Typically, earth is removed from a site as a result of digging a deep hole either for a basement or below grade garage. This process occurs at the beginning of the project and creates the foundation for the construction above grade. The extracted soil is hauled by dump trucks which can carry up to 11 cubic yards of soil. In instances where soil is being hauled from a construction site, the City requires the designation of a haul route as part of a construction management plan. In addition to establishing the haul route, the construction management plan includes a plan for temporary pedestrian and vehicular circulation, an analysis as to whether temporary street lighting is needed on the site, how the lighting will be installed and an overall schedule for construction.

This haul route is approved by the City in consultation with the developer or contractor. A series of factors are used to evaluate the haul route prior to approval in order to establish a route that is safe, efficient and is least disruptive to traffic and neighboring properties. Factors in this evaluation include:

- Current paving conditions and material of existing streets;
- Whether the street is a one-way or a non-through street;
- Proximity to schools;
- Presence of any construction, underway or planned, within the roadway.

The need to import fill material and excavate both the imported fill, as well as the existing soil to construct the below-grade garage results in close to 85,000 cubic yards which must be ultimately

hailed from the site prior to construction of the below-grade garage. While the import of fill is anticipated to occur approximately one year prior to the excavation, the overall quantity of soil proposed for hauling is significant for a project of this size. As a result, concerns have been raised by nearby residents with regard to the potential impacts hauling by trucks may have on their properties. Proximity of the Robinson Terminal North site to the Potomac River, and access to an existing industrial sized pier, as well as the existence of a rail spur to the site, has prompted residents and City staff to request that the applicant explore alternative hauling options including the use of barges or rail cars. For a detailed analysis of these hauling options, refer to the attachments.

Additional Materials for Removal or Delivery

In addition to the soil being imported and the soil being exported, other materials will also need to be moved to or from the site, not unlike other large construction projects that have recently occurred in and around Old Town and Old Town North. The debris created by the demolition of the existing warehouses will need to be removed from the site. The applicant has indicated that much of the demolition debris includes metal which will be separated and taken away to a recycling facility. Brick and concrete from the warehouse foundations will also be removed. The amount of recycling material and other debris is approximately 770 cubic yards, which the applicant has stated is infeasible to fill a barge.

Similarly, the construction materials being brought to the site is best done by trucks. Building materials will be provided by multiple vendors originating from disparate locations which make barging or rail impractical. Trucks offer a much more efficient and flexible way of delivery materials door to door.

Street Closure

Due to the extensive site work required to change the grade, N. Union Street will have to be closed for several weeks, at a minimum, to raise the street in line with the newly raised sites. As part of the hauling and barging discussion, the applicant raised the possibility of closing the street for a more extended period of time. This would allow them to utilize the street for truck queuing, to move fill from one site to another, and generally reduce the overall amount of construction time. Staff has reviewed this request and is generally in agreement. Final details, including timing, and associated costs for the street closure will be determined during the Final Site Plan review.

Recommendation

After reviewing the benefits and challenges associated with the use of trains, trucks and barging, the City requested that the applicant barge all mass fill and mass excavation. The applicant did not agree with this condition and after lengthy negotiations with the City, the two sides came to another agreement. Both parties agreed with a staff recommendation that would require all fill material, specifically associated with the FEMA (flood plain) requirement, be conveyed to and

from the site by barge. In arriving at this decision the City took into account the following factors:

1. Determine whether there is a connection between the requirement to fill the site to meet FEMA standards and the recommendation to barge this fill;
2. The overall number of trucks trips is reduced by nearly 40%;
3. Additional construction management conditions were added to this development to address any impacts associated with the overall haulage operation throughout the construction process;
4. The length of construction is reduced thereby reducing impacts to the surrounding community.

It is important to note that demolition debris, construction materials and mass excavation materials will be permitted to depart and arrive at the site by truck, which is typical of development projects in the City where FEMA compliance is not applicable.

In conclusion the City has included recommendations which require the applicant to convey all mass fill material to and from the site by barge, subject to specifically created conditions to address concerns related to the haulage process in addition to the City's standard construction management conditions.

E. Building Design

This project is located within the Old Town North Small Area Plan and the Waterfront Plan overlay, and shares a border with the Old and Historic District Alexandria. The east building is also within the Potomac River Height Vicinity District. Finally, as previously noted, all structures are subject to height and floor area ratio restrictions based on the 1983 NPS Settlement agreements, which were further updated within the Waterfront Plan. Therefore, all the proposed architecture was subject to a significant level of review from a number of groups with a variety of associated goals and guidelines.

Staff feels the final product has succeeded in providing buildings that meet the various architectural and site restrictions while responding to their context and both buildings employ classic building materials in innovative ways. Several key design features help to create distinctive buildings with recognizable "Alexandria" elements of local architectural merit.

These include the dramatic angle of the hotel with the glassy sawtooth central façade flanked by more solid brick elements, echoing the now-demolished Ford Plant designed by Albert Kahn in the 1930's. The N. Union Street frontage of the east building interprets the familiar townhouse rhythm in a modern way. The general focus provides more traditionally inspired architecture on the southern and western portion of the site and more contemporary facades facing the waterfront. Each of these aspects is discussed in greater detail below.

500 N Union Street (west building)

The west building, located at 500 N Union Street, mirrors the shape of the site with a generally rectilinear footprint. Per the Settlement Agreement, it is limited to 66 feet in height, with six stories and a mechanical penthouse for rooftop access. To provide site interest, water views and enhanced light and air to the block, the structure is angled away from N. Union Street, opening up views to and from Founders Park to the south and Oronoco Bay to the north. The building is a contemporary design which employs classic materials (brick, stone, glass and metal) and consists of three separate but interlocking building masses that reflect the three distinct sections within the building.

The middle of the building is proposed as a hotel, and the primary focal element for the building is the central saw-toothed glass wall that extends four stories, above a glassy storefront hotel entrance, anchored on either side by large-scale slate blocks. The angled glass, combined with the slightly canted geometry of the front wall, opens up a dramatic view to both the north (Oronoco Bay and DC) and the south (Potomac River, Founders Park and the Woodrow Wilson Bridge). The ends of the building are multi-family residential units, finished in traditional red brick with glass insets; the forms erode at the corners, opening up views to the north and south. The heights vary, stepping down to three and four stories to better relate to the existing townhouse development across Oronoco Street. The building ends have punched windows, regular bay widths, and recessed bays and balconies, reflecting the scale of townhouses. The rear elevation is primarily red brick and also angled, above the first floor. The variety of angles and depths, as well as the introduction of metal panels, provides a great variety of form and expression within a disciplined palette of materials that are compatible with Alexandria, and offer a welcome to the red brick office buildings frequently seen in Old Town North.

The residential lobbies are located at the north and south ends of the site, with the proposed hotel lobby and associated restaurant facing N. Union Street. The angling of the main façade away from N. Union Street as it approaches the Oronoco/Union Street intersection not only helps to resolve the grading issues related to the flood plain, but also creates a large outdoor terrace with southeast exposure, ideal for outdoor dining.

501 N Union Street (east building) & Pavilion

The proposed building for 501 N. Union Street is a four-story masonry and glass structure with an irregular, rectilinear footprint and a connected two-story pavilion to the east that consists of glass and aluminum walls with a sculpted green roof. The footprint and materials are designed to create a dialogue with both the west building and the waterfront, and the pattern of solid-to-void evolves and, appropriately, becomes more transparent as one travels from the west to the waterfront façade. In sharp contrast to the red brick suggested for the west building, the proposed materials on the east building are a light gray brick with a slate base. The building is decidedly contemporary, with stylistic cues taken from both the mid-twentieth century and today. The same stone will be used for base and trim elements on both the east and west buildings, giving a subtle cue that they form a single composition, focused on N. Union Street.

Each façade of the building is designed to reflect the scale and context of neighboring buildings. The Union Street façade is broken into smaller components, intended to reflect the scale of the townhouses located along the west side of N. Union Street to the south. The use of simple three-story brick forms with bay windows and punched openings also evokes the scale and character of more traditional townhouses. The south façade transitions from the townhouse scale and components to a façade with more extensive glazing and recessed balconies. The north façade, in turn, is nearly all glass, reflecting the more contemporary buildings located to the north of this, including the Oronoco Condominiums, United Way and the YMCA buildings.

The pavilion which projects towards the open space and reaches out toward the river from the east building is designed as a signature piece of architecture. It is a two story building with a large first floor space designed to accommodate a destination restaurant, with two large residential dwellings located above on the second level. The nearly all glass façade is designed with large, gentle curves in both plan and elevation, intended to evoke waves on the Potomac River, or the elegant curves of sails. These undulating forms are arranged so as to almost completely conceal the presence of the residential units behind them, and to read more as a large, single-story pavilion. The roof of this portion of the east building will be completely vegetated, since there are two additional floors of apartments that will look down on it from the main portion of the east building. It is the intent for the pavilion to serve as a focal point both day and night: during daylight, the constantly changing but nuanced reflections off its curved surfaces will animate the public open space; at night, seen from the promenade, the pier, or from boats on the river, it will become a key landmark along Alexandria's riverfront, as it casts a soft glow to demarcate the rebirth of West's Point.

Old and Historic Alexandria District & the Potomac River Height Vicinity District

The proposal was discussed during five work sessions of the Old and Historic Alexandria District Board of Architectural Review (BAR). Because the project falls outside of the boundaries of the Old & Historic Alexandria District, the buildings do not require a Certificate of Appropriateness. However, the Alexandria Waterfront Small Area Plan required that the Board review redevelopment proposals on these two parcels on an advisory basis. Each of the work sessions, held May 7, 2014; July 16, 2014; November 19, 2014; January 7, 2015; and February 18th, 2015, were public meetings with public testimony.

The BAR had an extensive dialogue about what was appropriate contemporary architecture for Alexandria. They clearly noted that good contemporary architecture was not replicative of historic styles but that it should be rooted in the design and materials traditionally found in Alexandria's buildings of genuine architectural merit.

After the November 19, 2014, concept review worksession, the OHAD BAR found the proposed design for the west building was appropriate to its context, subject to limited specific refinements, but recommended a complete restudy of both the east building and the pavilion on its east side. At the meeting on January 7, 2015, the applicant has submitted the requested design refinements for the west elevation of the west building, a substantially revised east building design concept, and three different pavilion design concepts for discussion.

After review at the February 18, 2015, meeting, the Board endorsed the proposed scale, mass and general architectural character for the east building, with site and building details to be reviewed in detail by staff during the Final Site Plan process. They also determined that the east building met the requirements of the Potomac River Height Vicinity District.

Old Town North Urban Design Advisory Committee (UDAC)

The proposal was discussed during six meetings of the Old Town North Urban Design Advisory Committee (UDAC), on April 25, 2014; July 16, 2014; December 4, 2014; April 23, 2015; May 20, 2015, and September 9, 2015. The group was established by ordinance to review development plans for compliance with the Urban Design Guidelines of Old Town North. While the project is within the overlay of the Waterfront Plan, the underlying Small Area Plan is Old Town North, and therefore, the group reviewed the project on an advisory basis.

The Committee watched the project evolve and provided feedback throughout the process. After the December meeting, they endorsed the proposed design direction of site plan, and agreed that the design of the West Building met the Waterfront Plan guideline “*to encourage modern design inspired by historic precedent...*” and that the West Building design was acceptable, subject to a final resolution of the western elevation of this building. They also supported the idea that the conceptual design for the East Building should be modern in direction in order to respond the site’s location in Old Town North, as well as its associated conditions, and context.

At the May meeting, the committee unanimously voted to endorse the conceptual design of the building and architectural components of the project, as well as the open space, landscape design and historical/cultural aspects of the project. They requested some refinements and additional information about the site plan and proposed pier, and the applicant agreed to return to the group during the final site plan review.

After the May meeting, the applicant requested to delay the project until fall. The applicant returned to the group on September 9th for a final presentation of the changes to the proposed pier. The group unanimously endorsed the project and provided a letter of support.

Green Building and Sustainable Site Design

The applicant proposes to comply with the City’s Green Building Policy, adopted in April 2009, for the new construction. One of the most striking features of the project is the proposal to use extensive green roofs on both buildings.

The policy outlines the City standard to have newly constructed residential buildings achieve Certification in Leadership in Energy and Environmental Design (LEED) and non-residential buildings achieve LEED Silver Certification from the United States Green Building Council (USGBC), or equivalent.

F. Special Use Permit Requests

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits, several of which are required with this application. The following outlines each of the requests and the rationale for approval.

Hotel Use

The applicant requests approval of a special use permit to provide a hotel in the west building. The proposal for a hotel at Robinson Terminal North is consistent with the Waterfront Small Area Plan. This is the second of the two permitted hotels to be reviewed under the Plan, and at 132-rooms, it falls below the 150-room per hotel cap established by the Plan. An operator for the hotel has not yet been identified.

Staff supports the request to provide the second waterfront hotel at this strategic location, subject to compliance with the staff recommendations included at the end of the development special use permit conditions. Staff finds the use achieves compliance with the goals and guidelines of the Waterfront Plan, which emphasize the importance of active uses in the redevelopment of the site.

Facility Used for Docking Boats

The Waterfront Plan proposed the Robinson Terminal North pier as a public amenity, but did not specifically call for inclusion of a marina at this location. It had been noted, however, that this location had access to a deeper water channel at the outermost pier edge. In an effort to achieve the waterfront activity desired by the Plan, the applicant proposed to construct a floating dock that would extend from the end of the concrete portion of the existing pier to accommodate day slips for short-term docking for pleasure vessels. While this type of infrastructure was envisioned in the Plan, the W-1 / Waterfront Mixed-Use Zone requires approval of a special use permit for “facilities used for docking or berthing of boats or ships, including public or private marinas and/or boat docks with related facilities limited to water and electricity connections” (Section 5-503(C)).

The applicant proposes to construct a single floating dock of approximately 150 feet adjacent to the eastern side of the pier, accessed by a single gangway. This would create a linear length of dock for transient boat tie-ups, rather than individual slips. It is anticipated the floating dock would accommodate between 10 and 13 visitors at a time, depending upon the size of the vessel.

The docks are proposed to accommodate short-term pleasure vessels for daily visits to the Waterfront. As a result, pump-out services are not proposed, and no overnight docking is currently proposed. The applicant proposes to dedicate the floating docks to the City, and staff anticipates that these docks will be operated and managed by the City’s Dockmaster through the Department of Recreation, Parks and Cultural Activities.

Staff supports the special use permit request, subject to compliance with the staff recommendations included at the end of the development special use permit conditions.

Restaurant Use(s)

The applicant is requesting a restaurant Special Use Permit that could be utilized for up to four restaurant uses on the site: one in the west building, associated with the hotel, and up to three in the east building. Staff supports these potential restaurant locations due to the ability of the use to serve visitors as well as existing and future residents, to create a sense of identity for the site, and to activate the area, as envisioned by the Waterfront Plan. The applicant has submitted the applications for a Restaurant Special Use Permit and identified the parameters of the restaurant based on their vision for creating a vibrant, pedestrian-oriented environment at the site.

As specific tenants have not been identified, staff has reviewed the special use permit application and prepared recommendations which limit the hours of operation, number of seats, sale of alcohol, and entertainment, amongst other issues. These recommendations, included at the end of the development special use permit conditions, are based on the application as submitted by the applicant. The future restaurant tenants will be required to obtain approval of a change of ownership special use permit and agree to the conditions of approval. In the event the restaurateur(s) propose to amend any of the conditions which constitute an intensification of the restaurant use, they shall be required to apply for a separate special use permit.

The Waterfront Plan includes a policy for restaurants, hotels and commercial uses, similar to the Old Town Restaurant Policy within the Old Town Small Area Plan. The Policy, included within Chapter 3 of the Waterfront Plan, notes that commercial uses along the Waterfront provide destinations for residents and visitors, but stresses that the uses must ensure that the following goals of the Waterfront Plan are achieved:

- Enhancing enjoyment of the waterfront for residents and visitors alike;
- Appropriately locating uses consonant with public open spaces, development sites and the Potomac River; and
- Maintaining compatibility with both the historical and residential character of the adjacent neighborhood.

In addition, the Policy establishes specific guidelines to evaluate the proposed commercial uses. Each of the guidelines, as well as an analysis of the proposal's compliance with the Waterfront Plan Policy for Restaurants, Hotels and Commercial Uses, included at the end of the report.

Hotel Restaurant

The proposed hotel restaurant occupies approximately 4,000 square feet on N. Union Street, with up to 145 proposed seats. The space is adjacent to the hotel and the broad pedestrian plaza, and will have views of Founders Park, and the Potomac River beyond. The applicant anticipates this restaurant will be run by, or in tandem with, the ultimate operator of the hotel. Staff supports this restaurant location as an amenity for the hotel guests and an active use on the west side of the site.

East Building Restaurant(s)

The east building has up to three potential restaurant locations: approximately 2,000 square feet facing N. Union Street; approximately 5,000 square feet on the southern end of the main building, facing Founders Park, and the ground floor of the pavilion building. This last space is generally considered the marquee location, with approximately 9,000 square feet and sweeping water views in three directions. The three restaurants will share a pool of 360 seats, based on the available on-site parking. If additional seats are required, they will coordinate with staff to develop the requested valet option.

The applicant anticipates the three spaces may be occupied by varying tiers of restaurants, ranging from fast casual to white tablecloth. While up to three restaurant SUP's are being requested for the east building, they may not all be utilized. The applicant has indicated they are in discussions about the possibility of a rent-paying cultural use or amenity that could function in coordination with a restaurant use. Staff finds that any of these potential uses would meet the general goals of the Waterfront Plan for activation of the site. Additionally, the applicant's plan to provide a variety of restaurants and price points on the site mitigate the possibility of a restaurant monoculture, which the Plan cautions against.

Other Potential Uses

As discussed more fully in the parking section, the applicant proposed all the commercial space as restaurant because it has the highest parking requirement and therefore, was the most potentially intense use for the site. As the project evolves and potential tenants are identified, they will make further determinations about the number of restaurant uses. Per the W-1 Zone, if the applicant decides to include retail or personal service establishments at the site, they will be required to apply for a separate special use permit at that time.

Increase in Height from 30 to 45 feet

The east side of the site is located within the Potomac River Vicinity Height District, defined in Section 6-404 of the Zoning Ordinance. Buildings within the Potomac River Vicinity Height District are not permitted to exceed 30 feet above the average finished grade, except that the height may be increased to 50 feet with the approval of a special use permit. The applicant requests approval of a special use permit to increase the height of the main portion of the east building, not inclusive of the pavilion, from 30 to 45 feet above the ultimate average finished grade.

The Potomac River Vicinity Height District includes several standards and guidelines to evaluate the special use permit request for increased height. The standards and guidelines, as well as an analysis of how the proposal complies with these requirements are provided at the end of the report. This section places an emphasis on the contextual nature that the new construction must have in order to "be in harmony with existing buildings of genuine architectural merit." Therefore, although new, contemporary design is encouraged, it must be designed within the greater context of the Alexandria waterfront and its range of buildings of genuine architectural

merit spanning almost three centuries. Staff believes that the current design direction is contextual and harmonious with buildings of genuine architectural merit.

Compliance with the Additional Standards for the Potomac River Vicinity Height District, codified in Section 10-105(A)(4) has been evaluated by the Old and Historic Alexandria District Board of Architectural Review during the review processes. As part of the BAR concept review, the BAR found that the proposal was generally consistent with the requirements of the Potomac River Vicinity Height District.

G. Open Space

A key feature of this development is the extensive open space that is proposed for public use. The W-1 zone requires open space based 300 square feet per dwelling unit. No open space is required for non-residential uses. Furthermore, this zone states that, in addition to providing ground level open space, open space may be located on landscaped roofs providing these areas are open to the sky and are accessible to all residents of the development. The W-1 zone also requires that developments adjacent to the Potomac River, regardless of use, provide an open space walkway adjacent to the river. Between the two building sites a total of 1.76 acres of open space is planned. Of this a total of 1.7 acres or 97% of the open space will be at ground level. A breakdown of the open space is provided in the table below:

Open Space Table:

	West Building Site	East Building Site	Total
Required	7,500 square feet	12,300 square feet	19,800
Proposed			
<i>Ground Level</i>	13,260 square feet	61,143 square feet	74,403
<i>Rooftop</i>	<u>2,168 square feet</u>	<u>0 square feet</u>	<u>2,168</u>
Total	15,428	61,143	76,571 (1.76 acres)

West Building

The 25 residential units proposed for the West building require a total 7,500 square feet of open space (25 x 300). The hotel use does not require the provision of open space. However, the West building is proposing a total of 13,260 square feet of open space which is being provided primarily through a large plaza / terrace area that stretches along N. Union Street and wraps at the north and south ends of the building. This space will serve as the front yard and main entry to the hotel and flanking residential wings. The plaza will include several raised planting beds designed for extensive plantings. An area for outdoor dining is planned for the southeast end of the plaza area which will take advantage of the views of Founders Park and the Potomac River beyond. This open space will be open to the public through public access easements. Though not required to meet the open space requirement, an additional 2,168 square feet of open space is proposed roof top terraces located on the roof of the hotel. This space will be accessible through the hotel elevator and will be open to hotel guests and the general public.

East Building

The East building requires a total of 12,300 square feet of open space based on a total of 41 dwelling units (41 x 300). At 61,143 square feet, the applicant is providing nearly five times as much open space than required by the Zoning Ordinance. The bulk of the open space is designed to be located adjacent to the waterfront and does not include the pier where it extends beyond the shoreline. All of the open space is provided at ground level and includes terrace areas immediately to the north and south of the pavilion building as well as extensive open space associated with the promenade. The terrace at the north end is designed to be used for outdoor dining associated with the future restaurant envisioned for the first floor of the pavilion. The southern terrace is designed with a grouping of four raised planters to provide space for 6 medium sized shade trees. This area is planned to be used for outdoor dining as well as create a refuge from summer sun and heat.

The open space associated with the promenade extends from Oronoco Street and wraps around the northern end of the site. The focus of this space is the promenade which will connect Founders Park with Oronoco Bay Park. The promenade will vary in width from approximately 8 feet to over 40 feet. Landscaping is proposed on both sides of the promenade and will include enhancements to the shoreline, including stepped area for seating and bio-engineered edge conditions to create stabilized natural shoreline. Several seating areas with benches are planned including an area at the north end with a wood trellis for additional shade. The history of the site will be interpreted throughout the open space through “wayside” panels at the southern end commemorating West’s Point, design elements evoking the rail history at the northern and recognition of the “hogshead” barrels that were rolled through the site to waiting ships. All of the open space will be fully accessible to the public through public access easements for the terraces spaces and areas closest to the building and through dedication to the City for the promenade and the land area associated with the promenade.

Final design details of all the open spaces associated with the West and East buildings will be determined during the final site plan review process.

Other Open Space Improvements

As part of this project, the applicants also plan to provide other improvements that will provide additional open space amenities. These include the reconstruction of the commercial pier and the conversion of end of Oronoco Street, from Union Street to the water, into green space. The existing concrete pier will be reduced in size, removing the portions that are in poor structural shape, and fully refurbished with new surface treatments and seating areas. The pier will also include floating piers to provide docking space for pleasure boats and allow closer interaction with the water. Public dedication of the pier to the City will make this space fully accessible to the public.

The applicant is also proposing to remove the asphalt paving from Oronoco Street and replace it with a wide pedestrian walkway connecting Union Street to the pier. This walkway is intended to direct pedestrians to the area of the waterfront where West’s Point will be recognized. Several

wharf-inspired boardwalk pathways will connect this walk to Founders Park. Landscaped areas will separate the boardwalk pathways and will include native shrubs, grasses and trees. This converted roadbed will create an attractive transition from the open lawn design of Founders Park to the more urbanized plaza style open space of the Robinson North. The former street will technically remain a public right-of-way and will thus be fully accessible for public use.

H. Pedestrian and Streetscape Improvements

Pedestrian Experience

Upon completion of the redevelopment, it is envisioned that N. Union Street block will be transformed from a location with few visitors to an active waterfront node, accessed by a variety of transportation options, and focused on the pedestrian experience. The west side of the street currently consists of a six foot sidewalk with a three foot planting strip, and the east side of the street has no sidewalk.

When complete, all three public street frontages will have new sidewalks. Both sides of N. Union Street will have sidewalks with a minimum width of twelve feet, supplemented for much of the building frontages with adjacent pedestrian plazas. New street trees in City-standard planters will be incorporated at the northern and southern ends of the block. Midblock pedestrian crossings will be incorporated to allow direct connections between the buildings and to access the parks and promenade. Oronoco Street will be upgraded from a street end into a pedestrian walkway that feeds directly into the promenade and provides a finished connection between the new development and Founders Park. The proposed improvements will not only improve pedestrian safety and connectivity but will greatly enhance the overall aesthetics of the streetscape environment.

A pedestrian promenade will be constructed adjacent to the waterfront, with a minimum width of 20-feet facing the Potomac River, in conformity with the Waterfront Plan and Zoning Ordinance. The promenade will connect the waterfront pathway from Founders Park to the south with Oronoco Bay Park to the north, creating the critical access point from these parks to the refurbished pier and the associated planned amenities.

Common Elements

Phase I of the Schematic Design for the Waterfront Landscape and Flood Mitigation project identified the need for “common elements” within the Waterfront Plan area to support the goal of creating a waterfront which is authentic, connected, inclusive, dynamic, variable, manageable and sustainable. Common elements include features such as paving materials, lighting, benches, waste receptacles, and planters, amongst other items. While the Schematic Design identified the need for common elements, the actual selection of these features was anticipated during Phase II of the Waterfront implementation process. However, in order to ensure coordination between the public infrastructure and the private development sites, including Robinson Terminal North, staff explored options for the paving and lighting in advance of Phase II.

Staff, with assistance from OLIN, reviewed several reference materials such as the Phase I Common Elements Narrative; existing City-standard paving materials and lighting fixtures; applicable design guidelines; and the City's Park Facilities Manual, as examples. The applicant has included these materials for the much of the anticipated design, and will continue to develop and refine the proposed elements during the final site plan process.

Staff notes that the selection of this preferred option for a paving and lighting palette is a preliminary step to help guide developers of private properties in preparing for their Development Special Use Permits and related public review and hearing processes. Phase II of the Waterfront implementation process will include a more comprehensive effort around Common Elements that will be broader in scope in terms of components. In that regard, the broader effort will include confirmation of the preliminary paving and lighting elements through a civic engagement process.

I. Parking

The applicant plans to accommodate parking for the hotel, the 66 multi-family residential units, and proposed restaurants within one garage level underneath each of the two buildings. Access to the garages is provided from Pendleton Street for the west building and from N. Union Street for the east building. Within these garages, the applicant proposes a total of 260 parking spaces, with a distribution as noted in the table below.

Table 1: Proposed Parking Spaces

	500 N. Union (west)	501 N. Union (east)	Total
Standard Spaces	28	109	137
Compact	22	18	40
Accessible	4	6	10
Tandem	0	1	1*
Valet	73	0	73
	127	134	261

* *Tandem spaces do not count towards required parking*

The parking garages are limited to a single level due to the location of the site and the size of the buildings. The proposed structures are not heavy enough to accommodate a second level of below-grade parking. To maximize the available space, the applicant proposes to excavate several additional feet in order to include double and triple level parking lifts within the garage of the west building. These lifts are proposed for valet operations for the hotel guests, and are discussed in greater detail in the valet section of this report.

Multi-Family Parking

As previously noted, the applicant proposes 66 multifamily units: 25 in the west building, 12 units in the north end and 13 units in the south end, and 41 units in the east building, including

two units on the second level of the pavilion space. Residents in each building would have free access to reserved self-park spaces, separated from the commercial uses.

Under the new multifamily parking requirements, as approved by the City Council in April 2015, 93 residential spaces would be required to accommodate 66 units. The standards are based on a per-bedroom ratio, with permitted reductions for proximity to transit and walkable amenity-rich neighborhoods. If the count of the bedroom types shifts during the final site plan process, the applicant will be required to adjust the parking requirements accordingly.

Based on the current proposed overall bedroom count of 103, this development was required to provide 103 on-site residential parking spaces. It received a 5% reduction from the base parking ratio because it is within a quarter ($\frac{1}{4}$) of a mile of four or more active bus routes and an additional 5% reduction because it had a Walkability index of 85. These reductions brought the required number of parking spaces to 93. Under the new standards, visitor parking is incorporated within the required base ratio.

The applicant has requested to provide additional residential spaces, based on their anticipated market demand. Staff has added recommendations allowing one parking space to be included in the initial unit conveyance, with an option to secure a second space, as they are available. Residential parking within both garages will be capped at 116 spaces. One potential exception under consideration by the developer may be an option for west building residents to purchase a parking lift for their personal use. Final determination of this option will be reviewed during final site plan process.

Residential Parking Permit Restriction

Following the determination of Robinson Terminal South in April 2015, City Council tasked the Old Town Area Parking Study (OTAPS) work group with making a universal recommendation on restricting the availability of residential parking permits in new residential developments in Residential Permit Parking District 1-5. The Work Group recommends that each DSUP continue to be considered on its own merits with respect to the issuance of residential parking permits. Given this recommendation from the Work Group, staff recommends that no restrictions on residential parking permits for residents of Robinson Terminal North.

Restricting new multi-family development from obtaining residential parking permits is a parking management tool the City has applied for approximately 20 projects. However, this parking management tool has not been applied for any new development since 2008. The experience of staff with the restriction on the availability of residential parking permits has resulted in the following issues: 1) Equity issues of which taxpayers have access to the public right of way; 2) Difficulties with Citywide enforcement since the issue of parking is context sensitive; 3) Not necessary if right amount of parking is provided; 4) Does not impact parking outside of restricted times; and 5) Impacted residents are not part of the decision. For these reasons, staff has made the aforementioned recommendation to not restrict the availability of residential parking permits for residents of Robinson Terminal North.

Commercial parking: 501 N. Union St (east building) – Restaurant(s)

As discussed in greater detail in the Restaurant Special Use Permit section of the report, the applicant is requesting one special use permit that could be separated into a maximum of four permits for restaurant use. Up to three restaurants may be located in the east building, with one located in the west building. Parking for the west building location is discussed below.

Access to parking for the commercial/restaurant uses in this garage is anticipated to be self-park, with parking attendants available for high-volume times. Spaces would also be available for public self-parking.

Restaurants in this location are parked at a ratio of one space per four seats. The applicant has requested a reduction to park at a ratio of one space per six seats. This provides 360 seats to be shared between the three restaurants in the east building, and would require 60 parking spaces. This is a reduction of 24 spaces from the Zoning Ordinance requirement of 90 spaces for 360 seats, at the ratio of one space per four seats. The spaces will be provided in the parking garage, unless an off-site location is approved by the Director of T&ES, in conjunction with the valet Special Use Permit, requested with this approval. All off-site parking spaces would be secured prior to the opening of the associated restaurant.

Commercial parking: 500 N. Union St (west building) – Hotel and Restaurant

The applicant is proposing to provide 84 valet-only parking spaces within the west building parking garage to accommodate hotel and restaurant patrons. While residents of the building would be able to access the garage, self-parking would not be allowed for hotel or restaurant patrons. Parking areas would be clearly separated for residents and valet. The proposed valet operation is consistent with several other hotel projects in the City, including the Cummings Warehouse Hotel, the Lorien Hotel and Hilton Garden Inn at 1620 Prince Street, all of which offer exclusively valet parking.

This site is located within Parking District 1, and the Zoning Ordinance requires a total of 93 spaces for a hotel with 132 rooms, based on a parking ratio of .70 spaces per room. The applicant has requested a reduction to park the hotel use at a ratio of .50, or 66 spaces. Parking for a restaurant associated with a hotel is parked at a ratio of one space per eight seats. The applicant has proposed 145 seats at this location, and therefore would provide 18 spaces. Parked to Code, these combined uses would require a total of 112 spaces. When combined with the restaurant parking being provided, this is a total of 84 spaces, or a 28 parking space reduction.

Parking Reduction

The provision and availability of parking in Old Town, and, to a lesser extent, in Old Town North, has been a matter of considerable discussion. While parking reduction requests are a regular feature of development requests, staff must review each request upon its individual merits in order to determine the level of parking that will best serve the site and, by extension, the neighborhood. As noted in the Guiding Document for the recently approved Parking

Standards for Multi-Family Residential Development Projects, it is important to “right-size” parking to ensure there are adequate spaces for the proposed uses, without requiring the provision of spaces that will be unused. The proposed parking reductions are detailed in the table below, and, when combined, are for a total of 34 spaces.

Table 2: Required and Provided Parking Spaces

	Required Spaces	Provided Spaces
Multifamily (66 units)	93*	116
Hotel (132 rooms)	93 (.70 ratio)	66** (.50 ratio)
Hotel Restaurant (1/8 ratio)	18	18
Restaurant	90 (1/4 ratio)	60 ** (1/6 ratio)
	294	260

* *Under the new multifamily parking requirement*

** *Parking reduction requested*

In the initial applications, the applicant requested a more significant parking reduction of 109 spaces. This reduction request was to permit a maximum of 666 total restaurant seats parked at a ratio of one space per eight seats, along with the requested hotel parking reduction to .50 spaces per unit. Gorove/Slade provided a parking study, dated October 31, 2014 and updated on January 21st and March 13th with a parking demand model that demonstrated that parking could be shared between the hotel and restaurant uses, and made more efficient by provision of the valet parking. The applicant also proposed to locate off-site valet spaces, as needed, to make up any additional demand.

While staff generally agreed with the principles of the argument, the 109 space parking reduction was a significant concern. While the one space per eight seats ratio is permitted by the Zoning Ordinance for a restaurant associated with a hotel, it represented a 50% parking reduction for all of the other restaurants. In consultation with staff, the applicant agreed to a smaller parking reduction for the non-hotel restaurants of one space per six seats. Additionally, it was agreed that the overall on-site seat request would be reduced by 125 seats, capping the on-site seats to 84 seats at the 1/8 ratio in the hotel restaurant in the west building and 360 seats in the east building, parked at the 1/6 ratio.

This allows the applicant to negotiate with potential tenants with a clear parking mandate. If a tenant wishes to provide additional seats, the applicant and/or tenant have the option to find off-site valet spaces to accommodate the additional need. There are several nearby parking lots with available spaces, and the applicant has begun preliminary discussions to assess willingness to provide parking at market-rates. Coordination for this use would be determined as part of the parking management plan, which is reviewed by staff. These spaces may also be required in the event that the site or any of the uses prove to have a greater parking need than originally anticipated, at certain times.

Finally, it is important to note that while the applicant requested for special use permits to allow all the commercial space to function as restaurant use, tenants have not yet been determined. Restaurant parking ratios are higher than other uses, so it is anticipated that if other uses replace some of the proposed restaurant spaces, additional on-site parking would be available for general use in the site.

Valet Parking

The applicant has applied for a special use permit for on-site and off-site valet parking. At this time, the valet operation is focused on an on-site valet parking operation for the hotel in the west building. Details for off-site valet parking will be determined once commercial tenants have been secured and their parking demand confirmed. A recent amendment to the Zoning Ordinance by City Council allows valet parking in the W-1 zone through an administrative Special Use Permit. Since this request is part of a larger DSUP request, the valet parking has been incorporated into this review.

As proposed, parking attendants would be available to park a car for any visitor arriving to stay in the hotel or patronizing the hotel restaurant within the west building. A staging area is set aside for the valet service in the taxi layby area proposed in front of the hotel on the west side of N. Union Street. From there, cars will be parked in the parking spaces set aside for the hotel. The majority of the 73 valet spaces provided in the west building will maximize the spaces through the use of lifts. These double and triple lift spaces accommodate up to two and three spaces in a single standard parking space, accordingly. While use of the lifts for valet operations is a new proposal in the City, they are being used by hotels and other parking garages in the region. Additionally, they have been in use for several years at some of the City's auto dealerships to maximize vehicle storage.

Pursuant to Section 11-513(N) of the Zoning Ordinance, valet parking may be approved, provided the valet operation is in compliance with the performance standards identified in this section. Specific performance standards include, among others, a prohibition on parking valet vehicles on public streets, a restriction on displacing required parking associated with other uses (unless it is determined those spaces are not needed during certain times of the day) and an initial six month limit on the approval after which the valet operation shall be reviewed for compliance with these standards. If, on review, the City determines the valet operation is operating in compliance with the standards, then the permit shall be extended indefinitely with a review required at the end of each one-year period going forward. If the City determines there is a problem with the valet operation in the future, the Directors of P&Z and T&ES can require changes to the operation or require the operator to apply for a special use permit to address operational impacts of the valet service.

The applicant is required to provide a parking management plan with the final site plan submission to be approved by the Departments of Planning and Zoning and Transportation and Environmental Services. This parking management plan will spell out the specifics of the valet parking operation. Additionally, specific conditions are recommended which include general hours of operation, including having an attendant on duty beginning at 7:00am daily. To

encourage guests of the hotel and restaurant uses to use the valet services, staff is recommending that incentives be provided, such as parking or meal discounts. Staff finds that the valet operation as presented complies with the Zoning Ordinance standards and recommends approval of the request.

J. Transportation

Vehicular Traffic

Gorove/Slade prepared a Traffic Impact Study to evaluate the adequacy of the existing transportation network to support the proposed development of the Robinson Terminal North site, as well as identify any necessary mitigation strategies. The following information summarizes the findings of the study, dated October 31, 2014. At that time, the project anticipated 79 residential units and a 113-room hotel. Subsequent to that study, the applicant has reduced the number of residential units to 66 and increased the number of hotel rooms to 132. As hotel uses generate a lower volume of trips than residential uses, staff did not require an update to the Traffic Impact Study with these changes.

The proposed mixtures of uses at Robinson Terminal North are projected to generate 80 AM peak hour trips, 186 PM peak hour trips and 2,344 weekday daily trips. Typical with development applications of this size, Gorove/Slade met with staff early in the development review process to discuss the traffic impact analysis and identify the applicable non-auto mode split for the proposed development. Based on census data and previously approved traffic studies in the area, a mode split reduction of 32 percent was applied for transit.

The Traffic Impact Analysis encompassed a study area bounded by N. Washington Street to the west, the Potomac River to the east, First Street to the north and Princess Street to the south. The analysis recommended signal timing modifications at the N. Washington Street intersections with Pendleton Street, Oronoco Street and Wythe Street for the PM Peak hour time period in order to continue to operate at consistent levels of service.

While no intersection improvements are required with this application, staff notes that the applicant is required to participate in the City's Transportation Demand Management (TDM) program and implement a Transportation Management Plan (TMP).

Transportation Management Plan

As noted in the staff recommendations, the applicant is required to participate in the Citywide Transportation Management Plan to mitigate traffic impacts through transportation demand management strategies such as utilizing public transportation, walking, biking, carpooling and teleworking. Prior to the issuance of a certificate of occupancy permit, the applicant is required to contribute to the Citywide TDM fund at an annual rate of \$82.42 per dwelling unit, \$41.21 per hotel room and \$0.26 per square foot of commercial (restaurant) space. This contribution, due to the City semi-annually and ultimately administered by an on-site TMP coordinator representing

the Master Owners Association, is used to reduce single occupancy vehicle use and encourage alternative means of transportation.

Transit

While not directly served by transit, the site is within walking distance of multiple bus routes. Within three blocks from the site, residents and visitors can access multiple DASH bus routes, including the AT2, AT3, AT4, AT5, and AT7 with service to the Braddock, King Street, Eisenhower, and Van Dorn Metrorail Stations. While Metrobus service is not provided immediately adjacent to the site, the 9A, 10A, 10B, 11Y, 29K and 29N are all located within six blocks along Washington Street, providing access to the Braddock, Pentagon, Ballston, Huntington and Vienna Metrorail Stations, as well as downtown Washington, D.C.

Pedestrian and Bicycle Infrastructure

In addition to the transit options located in close proximity to the site, the site is also well served by existing pedestrian and bicycle infrastructure. Sidewalks are present along both sides of North Union, Pendleton and Oronoco Streets. Crosswalks are provided at each of the stop-controlled approaches, and enhanced pedestrian crossings will be installed on N. Union Street and Pendleton Street, on either side of the curve.

While the site is well served by both pedestrian and bicycle infrastructure, the applicant proposes further streetscape improvements. N. Union Street is well-used by cyclists coming off the Mt. Vernon Trail and dedicated bicycle lanes will be provided on N. Union Street. The applicant will also provide a contribution for installation or maintenance of Capital Bikeshare facilities. The closest existing facility is a 15-dock station located four blocks away, at Pendleton and N. St. Asaph Streets, near the Trader Joe's.

The applicant proposes to construct new sidewalks on either side of the N. Union Street, Pendleton Street and Oronoco Street frontages. These are approximately 12 feet in width, with a minimum unobstructed width of 8 feet, a significant enhancement from the existing sidewalk conditions. These enhancements, along with the addition of street trees and pedestrian scale lighting will significantly improve the pedestrian environment in this portion of the City. In conformance with City requirements, the applicant will provide a minimum of 20 bicycle parking spaces at grade for the use of the general public. They will also provide a minimum of 19 bicycle parking spaces at secure storage rooms within the below grade garages for use by the residents.

K. Modifications

Section 11-416 allows the Planning Commission to approve modifications to the minimum requirements for the zone if they determine that such modifications are necessary or desirable for good site development, that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought, and that the

modification will not be detrimental to the neighboring property or the public. The applicant has requested approval of a modification for the west building, as discussed below.

Modification to side yard setbacks

The applicant requests approval of a modification to the side yard setbacks for the west building. Section 5-506 of the Zoning Ordinance requires two side yards based on a setback ratio of 1:2 or a minimum of 16 feet for multi-family residential buildings. Because the west building has street frontage on three sides, it is considered a corner lot, and therefore has two front yards, facing N. Union and Oronoco Streets, and two side yards, facing Pendleton Street and the Dalton Wharf office complex. Because the west building directly abuts the property line on the western side of the lot, the applicant requests approval of a 33-foot modification to the western side yard of the building. Similarly, they are requesting a 19-foot modification for the northern side yard.

Staff supports the modification requests and finds they comply with Section 11-416. While the modifications are for a substantial amount, staff finds the request is reasonable, given the unique nature of the project construction, and that the potential impacts are mitigated by the siting of the parcel and the building design.

The applicant has designed the parking structure to cover the entire site of the parcel, in order to maximize the amount of available on-site parking, as discussed in the Waterfront Plan. As noted in the open space and site design sections, the garage must come out of the ground for a portion of the site, particularly on the southern end, in order to accommodate the grade change without affecting the existing townhomes on the other side of the N. Union and Oronoco Street intersection. Therefore, the building must sit on the western property line.

In order to allow flexibility for future development on the neighboring Dalton Wharf property, the building has been designed to step back from the property line, above the first floor. At the northern and southern ends, the second floor and above are set back approximately five feet. For the central hotel portion, the building has been angled so that the setback ranges from nine to forty-five feet from the property line.

Similar variation is provided on the northern end of the site. The portion of the building closest to the property line on Pendleton Street is set back 14 feet, requiring the modification. However, as the building approaches the curve at N. Union Street, it angles to a maximum setback of 35 feet. At this particular location, the modification request is further ameliorated by the adjacent street and sidewalk width, and because the opposite side of Pendleton Street faces Oronoco Bay Park.

L. Contributions

In addition, initially the developer, and subsequently the owners of the residential and retail units, will provide an annual contribution of \$175,000 in perpetuity dedicated to the long-term operation and maintenance of the Waterfront Plan area, including the pier and floating dock.

The applicant has agreed to make a voluntary contribution of \$585,617, in accordance with the 2013 Developer Contribution Work Group Report recommendations. It will be provided to the Housing Trust Fund at Certificate of Occupancy, and the funds will be used for affordable housing in the City.

Per the City's Public Art Policy, the applicant will provide a contribution, as established by the formula in the Policy, of \$78,317, to be used towards public art within the Waterfront Small Area Plan. Additionally, the applicant will sponsor and fund a minimum of six activities and/or exhibits per year for five years, at a cost of \$10,000 per year. These activities will begin once both buildings have received their final Certificates of Occupancy.

The applicant is also providing a \$60,000 contribution to be used towards the installation of or maintenance for Capital Bikeshare stations in the vicinity of the project.

M. School Impacts

The applicant proposes to construct 66 mid-rise condominium units. The student generation rate for new mid-rise apartments is 0.02 students per unit, or approximately two students for the 66 market-rate units. This project is located in the Jefferson Houston elementary school and George Washington Middle School attendance areas. The proposed development project has been accounted for in school enrollment forecasts.

V. COMMUNITY

This application has gone through an extensive public review with three formal advisory groups, the Alexandria Waterfront Commission, the Old and Historic Alexandria BAR and the Old Town North Urban Design Advisory Committee, in addition to meetings with community groups and individual citizens. A brief overview of the outreach efforts is discussed below.

Waterfront Commission

The applicant regularly presented to the Waterfront Commission throughout the design process, beginning in February 2014 and most recently at the September 15th, 2015 meeting. The group was charged to determine whether the proposal complied with the goals and guidelines listed in the Waterfront Plan. At the Commission's October 21st meeting last year, an ad hoc subcommittee was established to review the applicant's presentation of the development proposal. The subcommittee documented their findings in a letter to the City Council, dated November 18th, 2014, which determined the project generally met with four of the six goals and ten of the fifteen guidelines.

The applicant provided an updated response, dated May 15, 2015, which was presented to the Commission on May 19th. At that meeting, the Commission found that the proposal generally complied with the goals and guidelines of the Waterfront Plan. These letters have been included as attachments within this document.

Old & Historic Alexandria District BAR

While the project falls outside of the boundaries of the Old & Historic Alexandria District, the Alexandria Waterfront Small Area Plan required that the Board review redevelopment proposals at this location on an advisory basis, and the applicant coordinated extensively with the Board and staff to develop the distinct designs for each parcel.

Over the course of five BAR work sessions, the Board endorsed the proposed scale, mass and general architectural character, with site and building details to be reviewed in detail by staff, during the Final Site Plan process. They also determined that the east building met the requirements of the Potomac River Height Vicinity District. The west building is outside the District, so was not required to meet the requirements.

Old Town North Urban Design Advisory Committee (UDAC)

The applicant met with the Old Town North Urban Design Advisory Committee (UDAC) throughout the project's evolution. As discussed in greater detail in the Building Design section of the report, the Committee endorsed the project proposal at the September 9th, 2015 meeting.

In addition to the BAR, UDAC and the Waterfront Commission, the applicant spoke to local residents, civic groups, including nearby Founder's Park and business associations. These outreach efforts included coordination with the Old Town Civic Association, and meetings with the residents of the Oronoco Condominiums, and the North Old Town Independent Citizens Civic Association (NOTICE).

VI. CONCLUSION

Staff recommends approval of the development special use permit with site plan and other associated applications, subject to compliance with all applicable codes and the following staff recommendations. Staff has included specific recommendations to improve compliance with the Waterfront Plan, guide the ownership and maintenance of open space amenities, including the existing pier, and oversee parking and construction management.

VII. GRAPHICS

Graphic 1: Illustrative Site Aerial



Graphic 2: View looking south



Graphic 3: View looking north



Graphic 4: East building and Pavilion



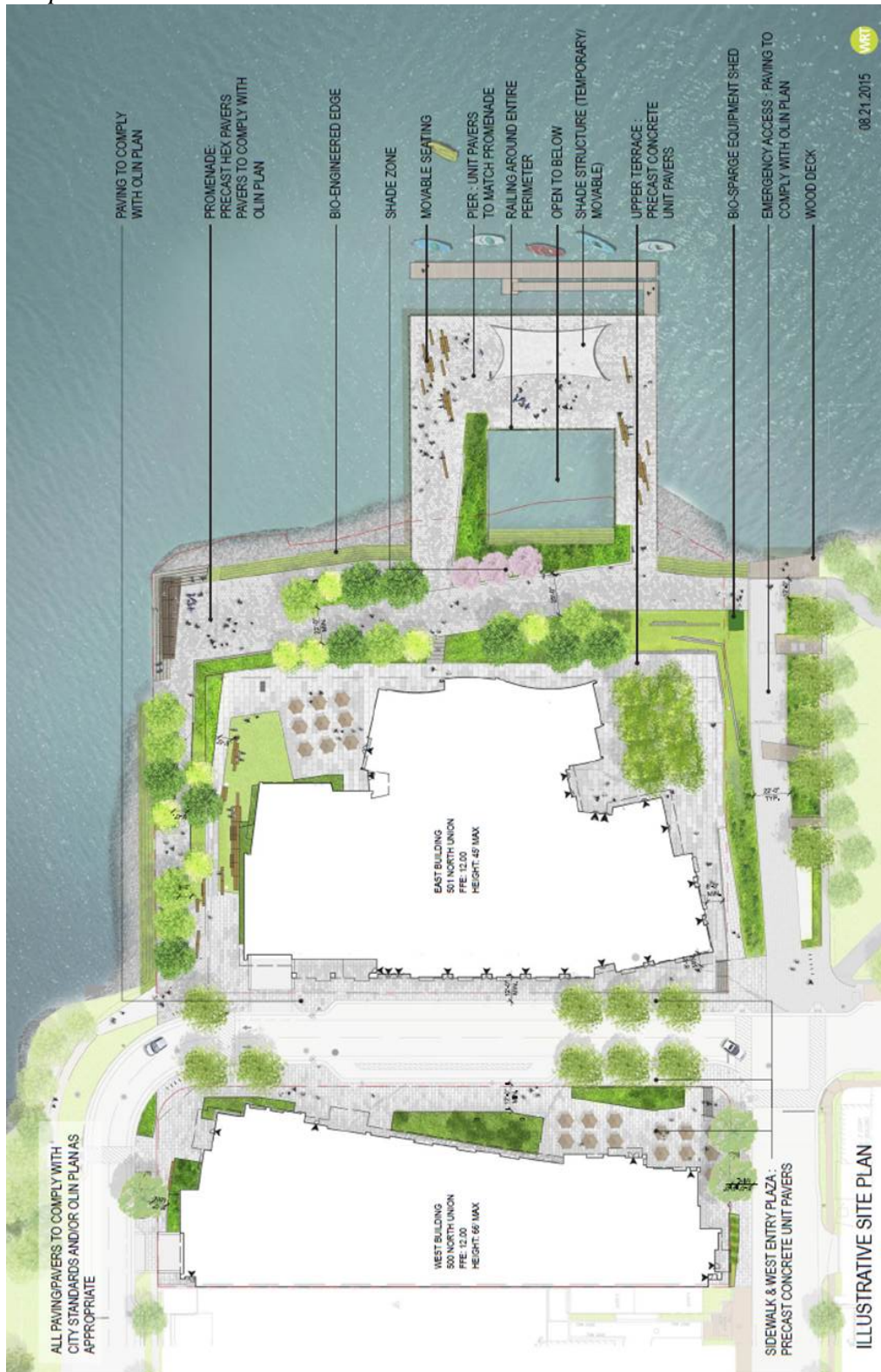
Graphic 5: East building



Graphic 6: Pavilion



Graphic 6: Illustrative Site Plan



VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan, dated March 31, 2015, and the updated engineered Site Plan (sheet C-3.0) and Illustrative Site Plan, both dated August 21, 2015, as well as the scale, mass and general architectural character endorsed by the Old and Historic Alexandria District Board of Architectural Review (BAR) during five work sessions, and comply with the following conditions of approval.
2. *Note:* Where conditions relate to the City Council approved Phase I Schematic Design for the Waterfront Landscape and Flood Mitigation Design Project, the project is referred to as the Phase I Schematic Design hereinafter, and shall include any updated versions of this plan.
3. *Note:* Conditions related to the Transportation Management Plan, hotel, restaurant, and boating facility Special Use Permits are located at the end of this document.

A. DEVELOPMENT PHASING

4. The applicant has the option to phase the construction of the development. If the applicant decides to phase the construction, then a phasing plan shall be prepared and submitted for the entire project for review and approval by the Directors of P&Z, T&ES and RP&CA, prior to the release of the first final site plan. The phasing plan shall:
 - a. Address the sequencing of building demolition and regrading of the sites;
 - b. Minimize the duration of the closure of Union Street;
 - c. Propose appropriate interim conditions for Union Street that maintain pedestrian and vehicular access prior to the final completion of the project; and,
 - d. In the event the east building is not built first, a temporary 12-foot wide asphalt pathway to follow the general location of the future promenade connecting Founders Park to Oronoco Bay Park.* (P&Z)(RP&CA)(T&ES)
5. Prior to certificate of occupancy of the east building phase, the applicant shall be required to complete the following public improvements:
 - a. Final pier, promenade and completion on Union Street from curb to curb and operational including all associated street lights, street signs, underground utilities;
 - b. Permanent sidewalk improvements along all rights-of-way frontages of the given phase;
 - c. Temporary asphalt sidewalks of at least 8 feet wide with a four foot planting strip shall be constructed along the rights-of-way frontages related to all future phases. (P&Z)(RP&CA)(T&ES)

6. Each phase of the development shall be responsible for complying with each of the DSUP conditions and final site plan conditions applicable to that phase.
(P&Z)(RP&CA)(T&ES)

B. PEDESTRIAN/STREETSCAPE:

7. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements associated with each building prior to the issuance of a certificate of occupancy permit for that building.
 - b. All materials in the right-of-way shall be consistent (in terms of material selection and installation techniques) with those in the Phase I Schematic Design and the 'Common Elements' palette, as enumerated in the Planning & Zoning comment F-1. These materials shall include the sidewalk paving, curb and tree well elements
 - c. Install ADA accessible pedestrian crossings serving the site.
 - d. Construct all sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet. Sidewalks adjacent to the East building along Union Street shall not be less than 12 feet from curb to face of building.
 - e. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - f. Sidewalks shall be flush across all driveway crossings.
 - g. All newly constructed curb ramps in Alexandria shall conform to ADA requirements and current VDOT standards.
 - h. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - i. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, designed to the satisfaction of the Director of T&ES.
 - j. All crosswalks shall be standard, six (6) inches wide, white thermoplastic parallel lines with reflective material, with ten (10) feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES
 - k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. ***
(P&Z)(RP&CA)(T&ES)
8. Work with City staff during the Final Site Plan process to determine final materials and dimensions of the proposed speed tables on either side of the curve of N. Union Street,

and the area designating as the queuing space on the west side of N. Union Street. *
(P&Z)(T&ES)

B. PUBLIC ART:

9. Per the City's Public Art Policy, adopted December 13, 2014, provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. Given the location and scope of this project, the in-lieu contribution shall be calculated at a rate of \$.30 per gross square foot, with a maximum contribution of \$75,000 per building: West building \$42,593.10; East building \$35,724.30, for a total of \$78,317.40. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy. *** (RP&CA)(P&Z)
10. To comply with the site activation as recommended in the Waterfront Plan, work with staff to identify opportunities to activate the pier and promenade with festivals or temporary art exhibits and other programming through local art and cultural organizations. The applicant shall sponsor and fund a minimum of 6 activities and/or exhibits per year to the greatest extent possible for 5 years following the release of the final Certificate of Occupancy. The cost of these activities shall be equal to but not exceed \$10,000 per year. During the initial 5 year period, no programmed activity shall occur on the pier or open space without the express written consent of the applicant. In the event there are funds remaining at the end of the year, the balance shall be credited to the applicant for use during subsequent years to the satisfaction of the Director of RP&CA. (RP&CA)(P&Z)

C. OPEN SPACE/LANDSCAPING:

11. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RP&CA. At a minimum the Landscape Plan shall:
 - a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region. *
 - b. Ensure positive drainage in all planted areas. *
 - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. *
 - d. Provide detail sections showing above and below grade conditions for plantings above a structure. *
 - e. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. *

- f. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - g. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans. *
 - h. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. *
 - i. Infiltration tests shall be conducted to ensure sufficient subgrade drainage exists related to the proposed planting locations. Percolation Tests shall be conducted in accordance with the method described in Section 4-0703 Infiltration Testing, Public Facilities Manual of Fairfax County, Virginia. Percolation test locations and rates shall be to the satisfaction of the Directors of T&ES and RP&CA, but the minimum acceptable rate shall be 2 inches per hour using potable water. Infiltration tests shall be performed by a professional engineer with experience in geotechnical engineering and soil evaluation licensed in the Commonwealth of Virginia, a Virginia certified/licensed professional soil scientist, or a Virginia certified professional geologist. * (P&Z)(RP&CA)(T&ES)
12. Prior to the issuance of the final Certificate of Occupancy of the East Building, the applicant shall convert the Oronoco Street end into a landscaped open area, as generally depicted in updated engineered Site Plan (sheet C-3.0) and Illustrative Site Plan, both dated August 21, 2015. The applicant and the City may mutually agree to amend the open space area to improve and/or relocate the existing remediation pumping station or add public restrooms to the pumping station building. If the pumping station remains above grade, it shall be designed with a new exterior to match the quality of the development. The applicant is responsible for all costs up to \$650,000, adjusted by the Consumers Price Index (CPI), exclusive of fill material. *** (P&Z)(RP&CA)(T&ES)
13. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration, for all areas intended to be transferred to the City.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - c. Install all lines beneath paved surfaces as sleeved connections.
 - d. Locate water sources and external hose bibs in coordination with City Staff.
 - e. Ensure that irrigation system is compatible with City's remote control Maxicom System. (Code Administration)

- f. Separate irrigation systems shall be provided for public and private landscaped areas. * (P&Z)(RP&CA)(Code)
- 14. Develop a palette of site furnishings in consultation with staff which is consistent with the Phase I Schematic Design and Common Elements palette and City standard elements for all areas intended to be transferred to the City.
 - g. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, and/or P&Z and T&ES.
 - h. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features. * (RP&CA)(P&Z)(T&ES)
- 15. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails, if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, and/or P&Z, and T&ES. * (RP&CA)(P&Z)(T&ES)
- 16. In conformance with the Waterfront Plan and Phase I Schematic Design, both of which contain strong art and history/cultural components, work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements, and the final site plan design shall generally follow what is depicted in *West's Point Design Development – Interpretive and Environmental Enhancements* packet, dated May 12, 2015. Final determination of the themes, interpretative elements and locations of these elements shall be completed during the Final Site Plan process, in consultation with City staff, and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Archaeologist. * (Archaeology)(P&Z)(RP&CA)
- 17. The design of the promenade and adjoining areas, including the materials, lighting and site amenities shall be consistent with those identified in the Phase I Schematic Design and Common Elements palette. * (P&Z)(DPI)(T&ES)(RP&CA)
- 18. The promenade path shall be open to pedestrian access from the southern boundary of the Oronoco Street right-of-way to the southern boundary of Oronoco Bay Park to the satisfaction of the Directors of P&Z, DPI, T&ES and RPCA prior to issuance of a certificate of occupancy of the East building. *** (P&Z)(DPI)(T&ES)(RP&CA)
- 18A. **CONDITION ADDED BY PLANNING COMMISSION:** All at-grade open space on the private property, other than the outdoor restaurant seating, shall be open to the public at all times that the public open space adjacent to the site is open except temporary closures required for maintenance of the site. (PC)

19. The promenade and adjoining land area which comprise Lot #8 shall be dedicated to the City prior to the release of the certificate of occupancy for the East building. The final configuration of Lot #8 this lot shall reflect the final design of the promenade. *** (P&Z)(DPI)(T&ES)(RP&CA)
20. If any public park, open space or ROW is within the limits of work, then during construction, the applicant shall be responsible for all grounds maintenance within the limits of work. Upon completion of work, the Applicant shall restore impacted areas to the satisfaction of the City. Restoration shall include remedy of compacted soil, turf management, vegetation, irrigation, lighting and other site and utility conditions. (RP&CA)
21. All materials in public parks, open space or right-of-way shall be consistent (in terms of material selection and installation techniques) with those in the Phase I Schematic Design and the Common Elements palette. Elements not identified in the Phase I Schematic Design or the Common Elements palette shall be consistent with the City of Alexandria Park Facility Standards Manual and Landscape Guidelines. (P&Z)(RP&CA)(T&ES)

D. TREE PROTECTION AND PRESERVATION:

22. Provide, implement and follow a tree conservation and protection program to protect the trees at the north end of Founders Park adjacent to the Oronoco right-of-way that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RP&CA and the City Arborist. (P&Z)(RP&CA)
23. A fine shall be paid by the applicant in an amount not to exceed \$10,000 for each tree that is destroyed and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)
24. The area of the limits of disturbance and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan, dated March 31, 2015, and reduced, if possible, to retain existing trees and grades. (P&Z)(RP&CA)

E. BUILDING:

25. The building designs shall exhibit high-quality architectural finishes based on the conceptual endorsement of the project's scale, mass and general architectural character. Final building design, including materials, roof forms, fenestration, architectural details (including cornices, bands, projections, and brick detailing) and color selection will be reviewed and approved as part of the final site plan process. Provide the following building refinements, to the satisfaction of the Director of P&Z:

- a. The design of the buildings shall be in substantial conformance with the elevations provided in the Preliminary Site Plan Submission;
 - b. The mechanical penthouses should be fully integrated into the building design, massing and materiality;
 - c. Continue to refine the grade to sky relationships through thoughtful use of material and color to strengthen the interpretation of base-middle-top vocabulary;
 - d. Continue to work with staff to refine cornice and skin detailing for the east and west buildings;
 - e. The formal relationship between building and entry element(s) should be strong, legible, and consistent with the building parti (design concept);
 - f. Windows styles shall be reviewed with the City Architect at Final Site Plan;
 - g. Continue to work with staff on design details, materials and proportions for the rear elevation of the west building;
 - h. Work with staff to mitigate the pinch point located at the southern end of the east building, adjacent to Oronoco Street, through narrowing of the stairway to Oronoco Street, or similar means;
 - i. Ventilation for the restaurant and retail spaces shall be accommodated through the roof. Ventilation for the multi-family units shall be accommodated through the roof to the greatest extent possible; when ventilation through the roof is impossible, ventilation shall be integrated into the overall building design.)
 - j. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color. * (P&Z)
26. As part of the Final Site Plan, provide the following building refinements, as recommended by the BAR in the approved minutes from the February 18, 2015 BAR hearing, and to the satisfaction of the Director of P&Z:
- a. Work with staff to insure that the metal framing of the windows is high quality and that the visual character of glass on the east building and pavilion is appropriate; and,
 - b. The cornice should not draw the eye away from the pavilion and it should also be better articulated. * (P&Z)(BAR)
27. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopies, door, window and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of $\frac{1}{4}'' = 1'$. (P&Z)
28. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first final site plan. *

- b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct an on-site mock-up panel of proposed materials, finishes, and relationships prior to vertical (above grade) construction. Mock-up shall be used to confirm material selections match those previously approved at the Material Board submission as well as workmanship (see Condition 25a). **
 - e. Final location for the mock-up panel will be determined during final site plan review.*
 - f. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy, to the satisfaction of the Director of P&Z. *** (P&Z)
29. As part of the Final Site Plan review, the applicant shall provide a plan for a controlling agreement to govern the window coverings for each condominium use, and the hotel, which shall be included in HOA documents. * (P&Z)
30. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver for the commercial portions of the buildings and LEED Certified or Equivalent for the residential portions, to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two years of obtaining a final certificate of occupancy.
 - e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the commercial project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
 - f. Provide documentation to future commercial tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(RP&CA)(T&ES)

31. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
32. Energy Star labeled major appliances shall be installed in all multi-family residential units. (T&ES)
33. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
34. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

F. PIER AND BULKHEAD

35. Work with staff during final site plan to coordinate and refine the final design of the proposed pier improvements, the scope and scale of which shall be generally consistent with the updated engineered Site Plan (sheet C-3.0) and Illustrative Site Plan, both dated August 21, 2015, to the satisfaction of the Directors of P&Z, T&ES, Code and RP&CA. This review shall include, among others, the following elements:
 - a. Confirm the final configuration and dimensions of the pier, floating piers and floating pier ramp(s);
 - b. Provide detailed drawings including sections and elevations of the pier and other elements proposed on top of and adjacent to the pier;
 - c. Confirm final design and configuration of the top of pier improvements including surface treatment, planting areas, lighting, sunshade structures and other similar amenities;
 - d. Coordinate the design of the pier with the historic West's Point interpretive program and associated elements;
 - e. Floating pier pilings shall be designed to accommodate and structurally support tie ups for transient boaters and similar short term vessels and shall be constructed to the satisfaction of the Directors of RPCA, DPI and P&Z;
 - f. Provide details on how debris will be diverted away from the pier and floating piers to prevent / reduce the debris build up under the pier and in the opening in the pier to enhance the shoreline planting within. Study solutions that could allow flow of water and siltation to the pier opening without admitting debris;
 - g. Retain the existing mooring dolphins in a condition to accommodate and structural support tie ups for tall ships, river cruise ships and similar vessels and shall be retained to the satisfaction of the Directors of RPCA, DPI and P&Z; and

- h. Provide a means to access the opening in the pier for cleaning and maintenance purposes.* (P&Z)(TES)(RPCA)(Code)
- 36. 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 City acceptance of the pier. 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 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)
- 37. The pier shall be stabilized and improved consistent with updated engineered Site Plan (sheet C-3.0) and Illustrative Site Plan, both dated August 21, 2015, and Condition 35 prior to or concurrently with the issuance of the final Certificate of Occupancy for the waterfront building.*** (P&Z)(T&ES)(RP&CA)
- 38. Prior to dedication of the pier to the City, the applicant shall install the following or provide funding for installation, as identified by the City. Design of these elements shall be included on the final site plan. These items shall be included on the updated pier and the floating dock, unless otherwise noted:
 - a. Water and electrical service at a residential grade, with the ability to extend these to the floating dock, as needed;
 - b. Marine application cleats to accommodate 38' vessels 10' on center.* (T&ES)(RP&CA)(DPI)(P&Z)
- 39. Upon completion of the pier construction, the applicant shall submit as-built plans (to include the structural plans / drawings) certified by a licensed professional engineer registered in the Commonwealth of Virginia to the City for review and approval. After approval of the as-built plans by the City, the applicant shall maintain the pier for five years, including but not limited to structural and operational maintenance. At the end of the five year period, the applicant shall dedicate the pier to the City and post a maintenance bond for one year for the structure and up to three years for landscaping. Prior to acceptance by the City, the applicant shall demonstrate that the pier has been stabilized and maintained as required herein. (P&Z)(T&ES)(RP&CA)(GS)
- 40. The bulkhead and/or other shoreline conditions, from the north side of Oronoco Street to the intersection of Pendleton and North Union Streets shall be stabilized and/or reconstructed, with appropriate transitions to the existing bulkhead or shoreline conditions at each end prior to the issuance of the final Certificate of Occupancy for the waterfront East building to the satisfaction of the Directors of T&ES, DPI, RP&CA and P&Z. The promenade shall be constructed above the bulkhead, consistent with the Phase I Schematic Design to the satisfaction of the Directors of T&ES, DPI, RP&CA and P&Z. *** (T&ES, DPI, RP&CA, P&Z)

G. SIGNAGE:

41. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, business signs, and interpretive signage that highlights the history and archaeology of the site. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of Archaeology, P&Z, and/or RP&CA, and T&ES.*
 - a. Business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. Signage for the south side of the east building shall be limited to a maximum of two individual business identification signs (one for the east building and one for the pavilion). Final design of the signage and any proposed illumination, including method of illumination and lighting levels, shall be reviewed as part of the final site plan.*
 - e. The Applicant shall provide up to ten interpretative signage panels to highlight the history and archaeology of the site within the public open space areas. The City shall prepare and propose the text and graphics for the Applicant to install on the panels. (Arch)(P&Z)(T&ES)
42. Design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
 - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
 - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
43. Internally illuminated box signs are prohibited. (P&Z)
44. A freestanding monument or identification sign shall be prohibited. (P&Z)
45. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

H. HOUSING:

46. A voluntary contribution of \$585,617 shall be made that is consistent with the conclusion of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013. If the project is phased, the contribution per building would be \$266,779.00 for the East building and \$318,838.00 for the West building. (Housing)

I. PARKING:

47. Each building shall provide the number of parking spaces that is consistent with the ratios provided in the preliminary site plan. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration.
- a. Based on the current ratios, the applicant shall provide a minimum of 260 parking spaces/lifts in the underground garages, of which a maximum of 116 spaces shall be available for the residential units and a minimum of 144 spaces shall be available for the hotel, commercial, and residential visitors;
 - b. The final number of spaces shall be based on the actual number of residential units, hotel rooms and commercial square footage;
 - c. Residential parking spaces shall be separated from hotel and commercial spaces;
 - d. All parked vehicles shall be prohibited from encroaching on the proposed streets, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition.
 - e. The design and operation of the vehicle lifts within the garage shall not impede any access aisles or preclude providing the full dimension of non-lift spaces. To the extent possible, lifts shall be grouped in one location within each garage.
 - f. All lift shall be serviced by the valet operation unless purchased by residents for personal use. (T&ES)(P&Z)(Code)
48. One parking space shall be included in the conveyance of the residential unit. Residents may have the option to secure a second space, if desired, and spaces are available. (T&ES)
49. The commercial spaces in the garage of the east building shall be made available to the general public at rates determined by the applicant or operator of the garage. Provide signage at the parking garage entrances consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)
50. An on-site valet parking operation is permitted for both underground garages for the residential, hotel and commercial spaces. The valet is not required for the eastern parking garage. The parking garages shall be served by an attendant beginning at 7:00 a.m. daily. The attendant will collect keys from drivers utilizing tandem parking spaces or lifts to maximize use of all available spaces and to ensure cars can be moved as necessary within the tandem/lifts area. The parking garage shall be served by valet services when the commercial uses on the site are open and an attendant shall be available during hours

when only the hotel is open. 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)

51. The valet parking shall be reviewed within six months of operation by the Directors of P&Z and T&ES to determine compliance with the conditions herein and all applicable codes and ordinances. Subsequent to the initial six-month review, if no changes are required to the program, further reviews will be scheduled annually or as-needed by the Directors of P&Z and T&ES to determine that the valet parking program is operating in compliance with this approval. As part of the initial or subsequent reviews under this paragraph, the Directors may require the operator to adjust the features of the program.
 - a. In the event the initial six month or subsequent annual reviews demonstrate the need for additional parking, the applicant shall obtain administrative approval for off-site valet parking and secure an agreement(s) with nearby off-site garages to accommodate overflow vehicles to the satisfaction of the Directors of P&Z and T&ES. No surcharge or additional fee beyond the customary valet parking fee shall be charged to commercial patrons or residential visitors if vehicles must be parked at an off-site valet location. (P&Z)(T&ES)
52. The valet parking zone shall occur on the west side of N. Union Street near the hotel. The loading and unloading of passengers and the temporary staging of passenger vehicles may only occur within this designated area of the public right-of-way. (P&Z)(T&ES)
53. The valet operator shall provide sufficient staff and resources to operate the valet service safely and effectively. Double-parking, staging within the right-of-way, and storage of vehicles in locations other than designated facilities shall be considered indicators of inadequate staff to meet vehicle volumes. If any of the above conditions are observed, the Directors of P&Z and T&ES shall require additional staffing and/or resources necessary to comply with this condition. (P&Z)(T&ES)
54. The valet parking operator shall record the number of vehicles using valet service, keep an ongoing written log, and make the log available to the City upon request to provide data for City parking studies. (P&Z)(T&ES)
55. The commercial portion of the on-site parking garage shall meet the following requirements to the satisfaction of the Directors of P&Z and T&ES:
 - a. The commercial portion of the garage shall be reserved exclusively for parking of patrons and employees of the hotel, restaurant and retail, and residential visitors.
 - b. Temporary staging and/or re-stacking of vehicles to gain access to the tandem parking spaces and lifts shall occur within the parking garage and shall not negatively impact the public right-of-way. A clear path to the residential portions of the garage shall be maintained at all times. (P&Z)(T&ES)

56. Provide 32 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards (24 residential, 2 visitor and 6 for the hotel). Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)
57. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. The City uses the bicycle rider with helmet symbol for both bike lanes and shared lane markings. (T&ES)
58. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
 - a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents;
 - b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting and indicating any reversible lanes.
 - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, lifts etc.);
 - d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.);
 - e. Detailed information on operation of the valet spaces, including a plan for how the vehicles will be moved/relocated to access any partially obstructed spaces;
 - f. Information on proposed staffing needs for peak, non-peak and overnight hours;
 - g. How rates will be determined and details of validation program; and,
 - h. Details of appropriate signage for the retail and hotel parking indicating hours which are reserved for retail and hotel patrons.* (P&Z)(T&ES)
59. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. Within the project area, any parking meters which are placed on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. (P&Z)(T&ES)
60. The five taxi spaces located on the west side of Union Street shall be made available for valet, drop-off/pick-up for the condo or hotel, hotel shuttles, and taxis. Vehicles shall not be permitted to be within this zone for longer than 20 minutes. The applicant shall be

responsible for all appropriate signage designating this area as required by the Director of T&ES. Provide details of signage on the final site plan.(T&ES)

J. TRANSPORTATION MANAGEMENT PLAN:

61. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. The details of the Plan are included in the TMP Attachment [#] to the general staff conditions. Below are the basic conditions from which other details originate. (T&ES)
62. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
63. The applicant shall integrate into the District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
64. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be \$82.58 per residential unit, \$0.21 per square foot of retail and restaurant space, and \$41.30 per hotel room. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.
65. An on-site TMP Coordinator shall be designated for each building prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP for the hotel, residential, retail and restaurant uses and for implementing the parking management program for the project. *** (T&ES)
66. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP

activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)

67. The TMP Coordinator will submit annual reports, fund reports and modes of transportation surveys to the Transportation Planning Division as detailed in the TMP Attachment. (T&ES)
68. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

K. SITE PLAN:

69. The total number of residential units shall not exceed sixty-six (66). In the event the bedroom count changes during the final site plan process from what is shown in the preliminary plan, dated March 31, 2015, the applicant shall work with staff to ensure the project remains in compliance with applicable parking requirements. The Applicant may use tandem spaces or lifts to provide additional parking, as needed. * (P&Z)(TES)
70. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 60 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)
71. Submit the plat of subdivision and all applicable easements and dedications prior to the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
72. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit.** (P&Z)
73. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.

- d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)
74. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - k. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - l. The lighting for the underground parking garage shall be an average of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - m. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- o. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - p. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
 - q. Separate metering shall be provided for lighting in areas intended to be transferred to the City.
 - r. All lighting in areas intended to be transferred to the City shall comply with City standards and/or the Phase I Schematic Design and the 'Common Elements' palette. (P&Z)(T&ES)(RP&CA)(Police)
75. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
76. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)

L. CONSTRUCTION MANAGEMENT:

77. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review.* (T&ES)
78. Submit a construction management plan to the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - b. Include an overall proposed schedule for construction;
 - c. Include soils management plan for import, export and stockpiling of fill during construction, including identifying control measures to control fugitive dust from leaving the site;
 - d. Include a plan for temporary pedestrian circulation;
 - e. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - f. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
79. Provide off-street parking for all construction workers without charge to the construction workers with locational preference given to those who carpool. Construction workers

- shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 80% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)
80. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project unless otherwise permitted by the Director of T&ES. (T&ES)
81. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. A MOT and grading permit shall be obtained from the Director T&ES for staging on or closure of Union Street. **
82. During construction the applicant must continue to provide appropriate access by the City for the required inspections and/or maintenance of combined sewer system outfall and related appurtenant infrastructure at the intersection of Union and Pendleton Streets, and at the foot of Pendleton Street, and adjacent to the north of the development site. (T&ES)
83. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
84. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief of Infrastructure & ROW. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
85. Prior to commencing demolition, clearing and grading of the site, the applicant shall hold a meeting(s) with notice to all adjoining property owners and tenants, including civic associations and businesses, to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for

- construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
86. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
 87. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)
 88. 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. All properties adjacent to or directly across the street from the subject sites shall be afforded the opportunity to participate in the pre- and post-construction surveys. If pile driving (sheet or foundation) occurs, all adjacent properties within 250 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre- and post-construction surveys. (T&ES)
 89. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
 90. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
 91. Submit a wall check prior to the commencement of construction of the first floor above grade framing for each building. The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)

92. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
93. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
94. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)
95. The demolition debris, defined as residue from a building demolition, building debris accumulated as a result of building construction/reconstruction, and excavation material taken out of site to construct the underground garages shall be fully and securely covered to the satisfaction of the Director of T&ES, in order to haul in and out of the site, as applicable, to ensure that haulage of the material shall not create a nuisance or adversely affect public health. The condition shall be applicable to all modes of haulage. (T&ES)
96. The demolition, building debris, and excavated soil shall be disposed of in accordance with all the local, state, and federal guidelines. (T&ES)
97. All mass fill material shall be conveyed to and from the site by barge subject to the following:
 - a. Demolition debris, construction materials and mass excavation may be conveyed to and from the site by barge or truck.
 - b. Identify a person who will serve as a dedicated person to monitor truck stacking and compliance with all erosion and sediment control requirements throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to the Directors of P&Z and T&ES.
 - c. The cost of this is in addition to the monetary and/or in kind contributions requested in the Waterfront Plan (T&ES)

M. FLOODPLAIN MANAGEMENT:

98. The approved Letter of Map Revision based on Fill (LOMR-F) shall be obtained and included on the plan prior to the release of the final site plan.* (T&ES)

99. The portions of the existing development parcels that are not removed from the flood plain shall demonstrate compliance with flood plain ordinance Section 6-300 to Section 6-311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. (T&ES)
100. The final site plan shall reflect design measures utilized to ensure the structures have been constructed to be reasonably safe from flooding in accordance with Part 65.5(a)(4) of the FEMA regulations. Guidance on determining if the subject property is reasonably safe from flooding may be found in FEMA Technical Bulletin 10-01. All required FEMA documentation and approval regarding construction methods related to safe guarding from flooding will be required prior to the release of the site plan. *(T&ES)
101. Furnish specific engineering data and information, in addition to Zoning Ordinance Requirements, as to the effect of the proposed construction on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. Provide sufficient calculations in accordance with standard engineering methodology to demonstrate the proposed encroachment results in less than 0.1' (considered "no-rise") of increase in the base flood elevation. * (T&ES)
102. For all Residential and Non-Residential development (New and/or Substantial Improvement) in Special Flood Hazard Area (SFHA):
 - a. Upon placement of the lowest floor (including basements and garages) and prior to further vertical construction, an Elevation Certificate (FEMA Form 086-0-33), completed and certified by a Licensed Land Surveyor or Licensed Professional Engineer, shall be provided to the T&ES Development Coordinator. (T&ES)

N. WASTEWATER / SANITARY SEWERS:

103. The applicant's proposed design and construction on the development site shall not prevent or preclude frequent access, maintenance or rehabilitation of combined sewer system outfall and related infrastructure at the foot Pendleton Street and adjacent to the north of the development site. (T&ES)
104. The applicant's proposed design shall not preclude the construction of future combined sewer infrastructure (including a CSO storage basin with pump station) at the foot of Pendleton Street adjacent to the development site. The applicant shall provide and allow the City access for construction and maintenance of any such facility, as determined by the Director of T&ES. (T&ES)
105. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

O. SOLID WASTE:

106. In order for the City to provide solid waste collection service, the development must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. Payment shall be made to the City or proof of payment for approved containers provided, prior to issuance of the Certificate of Occupancy for each building.(T&ES)
107. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
108. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of six (6) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Two of the receptacles shall be located at/on the pier. The applicant shall be responsible to maintain / empty the receptacles on the pier and/or promenade during the initial 5 year maintenance period. Payment required prior to release of Final Site Plan.* (T&ES)
109. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of six (6) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Two of the receptacles shall be located at/on the pier. The applicant shall be responsible to maintain / empty the receptacles on the pier and/or promenade during the initial 5 year maintenance period. Payment required prior to release of Final Site Plan.* (T&ES)

P. STREETS / TRAFFIC:

110. Preferably a separation of 150', with a minimum of 100' between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)
111. 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 Director, Transportation and Environmental Services. (T&ES)

112. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction Management & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
113. Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
114. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
115. The slope on parking ramps to garage entrances shall not exceed 12%. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

Q. UTILITIES:

116. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. Utilities are permitted under Parcel A. (T&ES)
117. All new and existing overhead power and communication lines fronting the development on Oronoco, N Union, and Pendleton Streets shall be undergrounded. (T&ES)

R. SOILS:

118. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

S. WATERSHED, WETLANDS, & RPAs:

119. The stormwater collection system is located within the Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
120. Provide an Environmental Site Assessment that clearly delineates the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15% in grade; known areas of contamination;

springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

121. Provide documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES)
122. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
123. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:
 - a. Restoring streams subject to historic erosion damage.
 - b. Increasing vegetation onsite and/or performing offsite plantings.
 - c. Contribution to T&ES/DEQ funds to stream restoration / water quality projects.
 - d. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
 - e. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
 - f. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the "Riparian Buffers Modification & Mitigation Guidance Manual" by the Chesapeake Bay Local Assistance Department. (T&ES)

T. STORMWATER MANAGEMENT:

124. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
125. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)

126. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)
127. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
128. Submit two originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES)
129. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
130. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMP's) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
131. If units will be sold as individual units and a homeowner's association (HOA) is established, the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s)

and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.

- b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.
132. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
133. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to release of the performance bond. ****(T&ES)
134. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

U. CONTAMINATED LAND:

135. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Include required note (in Findings) on the final site plan. (T&ES)

136. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
137. Since environmental assessments have been discovered the presence of contamination onsite, the final site plan and/or grading plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to discharge water from foundation drains and remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil. Also include explicit soils management elements specific to address the on-site contamination.
 - d. Submit a Health and Safety Plan signed and approved by a professional engineer and certified industrial hygienist which indicates measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. . This includes discharges from construction dewatering.
 - e. During the remediation phase of construction, an onsite Health and Safety Manager/Officer must be present at all times during remediation activities, to include excavation and removal of onsite contaminated materials. Through site monitoring, this individual must have the authority to stop work if unsafe or hazardous conditions related to contaminants are observed.
 - f. Initial Air Monitoring will be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed and the process for when it may be suspended must be adequately addressed in the Health and Safety Plan submitted for review.
 - g. If past use of the site is found to include one of the following VDEQ-identified high risk category sites for potential sources of residual PCBs, the applicant shall screen for PCBs as part of the site characterization. High risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).

- h. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
- 138. With respect to land-disturbing activities, to include import of materials, include information on the special handling of exported materials and haul routes. Imported fill material must be deemed clean prior to import. Based on the remediation plan, the method of offsite export of soil and debris will need to consider arsenic, creosote and other contaminants present onsite, as shown in the Phase II Environmental Site Assessment. (T&ES)
- 139. All environmental management, remediation, hauling and work safety plans must address onsite contamination prior to the beginning of any site work. This includes demolition and site work to determine new site elevation related to the floodplain. If imported materials contact onsite soils with known contamination, this material must be handled as if contaminated, or tested to allow for alternate handling (T&ES)

V. NOISE:

- 140. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the loading areas, garage entrances, interstate highway, and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
- 141. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)
- 142. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
- 143. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
- 144. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two “*No idling for greater than 10 minutes*” signs in the loading dock areas in plain view. (T&ES)

W. AIR POLLUTION:

145. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)

X. CONTRIBUTIONS:

146. Pursuant to the Waterfront Plan, provide a monetary or in-kind contribution of \$20 per square foot of total net floor area to be used for 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 building.
- a. The applicant shall make the following contributions, which shall be deemed to equal the total monetary contribution:
 - i. Improve the .95 acres of on-site open space, which will be dedicated to the city within five years from the last Certificate of Occupancy;
 - ii. Improve the pier for public use, as generally shown in the updated engineered Site Plan (sheet C-3.0) and Illustrative Site Plan dated August 21, 2015, which will be dedicated to the city within five years from the last Certificate of Occupancy;
 - iii. Implement off-site improvements, including the foot of Oronoco Street.
 - b. In the event that the cost of these improvements are less than \$20.00 per square foot of total net floor area, the Applicant shall provide a cash payment to the City for the difference prior to the release of the public improvement bonds.
 - c. The Applicant shall provide a proposed budget prior to the release of the final site plan.
 - d. The Applicant shall verify final costs with accounts paid invoices or other documentation acceptable to the City
147. 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. If the City chooses to install the bikeshare station with City funds, the \$60,000 shall be used for operating expenses. In the event a bike share station cannot be located along the site frontage as planned, 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)

Y. WATERFRONT MANAGEMENT & MAINTENANCE:

148. **CONDITION AMENDED BY THE PLANNING COMMISSION:** 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 with particular emphasis for the maintenance of the pier and open space prior to ~~approval of the final certificate of occupancy for each building~~ acceptance of the pier pursuant to Condition #39. (P&Z)(PC)
149. In the event a special service district, business improvement district or similar governance structure for the Waterfront Plan area or a portion thereof, is established by the City, the commercial and residential property owners shall be included in such district as directed by the City, to assist in financing the construction, operation, maintenance and programming of public improvements within the Waterfront Plan area, or a portion thereof.
150. **CONDITION AMENDED BY THE PLANNING COMMISSION:** If the City adopts a special service district, business improvement district or similar assessment, the annual contribution required by Condition #~~148~~¹⁴⁴ shall be replaced by such assessment. (P&Z)(PC)

Z. ARCHAEOLOGY:

151. Hire an archaeological consultant to conduct the archaeological investigations. Complete an Archaeological Evaluation and Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented. The Archaeological Evaluation and implementation of the Resource Management Plan shall be completed prior to submission of the Final Site Plan unless archaeological work is required in concert with demolition and construction activities, which must be demonstrated to the satisfaction of the City Archaeologist. (Archaeology)
152. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)

153. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
154. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
155. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
156. The final certificate of occupancy for the final phase shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. The final certificate of occupancy shall not be withheld if the only remaining item is City issuance of the text and graphics for the interpretative panels.*** (Archaeology)

AA. DISCLOSURE REQUIREMENTS:

157. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The development is located adjacent to City parks and publicly accessible space including Oronoco Bay and Founders Parks, as well as the promenade and pier. The promenade, pier and adjacent public parks and facilities are programmed for active uses including but not limited to special events such as fireworks, festivals, concerts, classes and demonstration activities as part of the implementation of the City's approved Waterfront Plan.
 - b. This is a mixed-use development including restaurant and retail uses, which are potential noise-generating uses.
 - c. The pier and floating docks are public amenities which will include boating activities and short-term docking, potentially including river cruise ships, tall ships or similar vessels.

- d. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - e. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - f. All unassigned commercial spaces in the garage shall be made generally available to residents and/or visitors.
 - g. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - h. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - i. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.
*** (P&Z)
 - j. The proper long-term functioning and maintenance of the stormwater management facility BMP shall be the joint responsibility of the association as users of the facilities.
 - k. The applicant shall develop a noise control disclosure to be included with all disclosure agreements aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this information to all involved at the time of sale or lease agreement.
 - l. At the time of acceptance of the Open Space and Pier by the City, the "Master Owners Association" shall provide an annual contribution of \$ 175,000, \$ 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.
 - m. In the event a special service district, business improvement district or similar governance structure for the Waterfront Plan area or a portion thereof, is established by the City, the commercial and residential property owners shall be included in such district as directed by the City, to assist in financing the construction, operation, maintenance and programming of public improvements within the Waterfront Plan area, or a portion thereof.
 - n. If the City adopts a special service district, business improvement district or similar assessment, the annual contribution noted above shall be replaced by such assessment.
158. The applicant shall be disclosed to future owners and residents of this proposed development that the development was removed from the floodplain by fill. Further, the development shall encourage future owners, commercial tenants and residents to purchase flood insurance for residential and commercial spaces. The cost of flood insurance outside of the floodplain is significantly less than high hazard flood insurance. In Alexandria, all residents are eligible to purchase flood insurance, currently at a 20% discount. For more information, go to www.floodsmart.gov. (T&ES)

159. It shall be disclosed to all future owners and residents that soil and groundwater contamination exist onsite. The extent and type of soil and groundwater contamination shall be provided based on the appropriate investigatory reports completed for the project. (T&ES)
160. The purchaser must be aware that a City owned and operated Combined Sewer Overflow (CSO) outfall is located at the corner of Pendleton and N Union Streets that can potentially be a source of odor for the future residents. This outfall is activated after storm events and discharges combined sewer overflows that may include trash or debris. The Staff will continue to access this outfall for maintenance and rehabilitation. (T&ES)(DPI)
161. Purchasers must be aware that the City is planning for long term improvements to its combined sewer system, and among the alternatives to be considered include, but is not limited to, construction of underground CSO storage basin, tunnels, and a pump in the vicinity of the intersection of Pendleton and Union Streets and at the foot of Pendleton Street adjacent to the development site that may result in prolonged heavy construction activities. (T&ES)(DPI)

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

- F-1 City staff and the City's design consultant are completing a waterfront paving and lighting palette to inform the proposed site plan. The process for development and final selection of the full range of right-of-way materials and fixtures for the waterfront is anticipated to occur under the City's spring 2015 Common Elements palette for use during the final site plan process.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)

Old & Historic Alexandria Board of Architecture Review

- F-1: The Old and Historic Alexandria District Board of Architectural Review (BAR) reviewed the project on an advisory basis during five concept review work sessions. The BAR made the following findings in the approved minutes from the February 18, 2015 BAR hearing:
- a. The BAR is generally supportive of the scale and mass;
 - b. The pavilion successfully fits into its context, through its reference to waves on the river;
 - c. There was general support for the west building, with a few dissensions; and,
 - d. The Board supported the textured grey slate accent material but found grey brick is too trendy and incompatible with native red brick color of Old Town. The Board consistently recommended lighter or brighter colors, in lieu of brown or dark red, with a range in value (not monochromatic); and,
 - e. Any future committee formed to review proposed historic interpretation of the site should include a BAR member and that Christine Roberts had expressed interest in this role.

GIS

- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- R-2 The Unit Numbering Plan for the residential and hotel buildings (sheets A2.1 – A2.3, A3.1 – A3.3) have an error on Sheet A3.2. BLD501 Level 02 is labeled in a “100” series. Adjust to a “200” series unit numbers.

Transportation and Environmental Services

- F - 1. The applicant must be aware that a City owned and operated Combined Sewer Overflow (CSO) outfall is located at the corner of Pendleton and N Union Streets that can potentially be a source of odor problem for the development in future. This outfall is activated after storm events and discharges combined sewer overflows that may include trash or debris. (T&ES)
- F - 2. The applicant’s proposed design shall not prevent or preclude the maintenance or rehabilitation of combined sewer infrastructure at the foot of Pendleton Street adjacent to the development site. (T&ES)
- F - 3. The City is planning for long term improvements to its combined sewer system, and among the alternatives to be considered includes construction of underground CSO control basin with a pump station. The applicant’s proposed design shall not preclude

- the construction of future combined sewer infrastructure (including a CSO control basin with pump station) at the foot of Pendleton Street adjacent to the development site. The City shall continue to access the site for construction and maintenance of any such facility, as determined by the Director of T&ES. (T&ES)
- F - 4. The applicant will need to work with the City's environmental contractor Cardno for development of the Final site planning for the proposal to move parts of the existing Remediation System, to include relocating the shed in the garage and reconnecting the lines from the wells to the shed. (T&ES)
- F - 5. The applicant has provided the proposed relocation of the shed for the Remediation System to the parking garage on Sheet A-4.1. The applicant is to provide a roll-up door to access the new location. (T&ES)
- F - 6. Provide the proposed grade changes to the top of the Remediation System structures in Oronoco to ensure continued functioning and access to the system. (T&ES)
- F - 7. The oil water separator just east of the N. Union and Oronoco intersection that is part of the groundwater treatment system will require access for a vacuum truck to pump out accumulated free product as needed (anticipated to be two to four times a year). (T&ES)
- F - 8. Ensure that the paving surface can withstand the load. Given that the separator falls within an emergency access way, it will likely be suitable for H-20 loading. (T&ES)
- F - 9. The plan must include the following note: *Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality.* (T&ES- Storm)
- F - 10. Sheet C-8.2: Revise the VRRM last block for "Total Phosphorous Removal Required On Site (lb/yr) to be consistent with the 20% reduction requirement calculated in the VRMM spreadsheet. (T&ES- Storm)
- F - 11. Sheets C-8.1 and 8.2: Provide standard BMP blocks documenting compliance with the Alexandria Water Quality Volume Default. (T&ES- Storm)
- F - 12. Water pumped from excavations may be required to have a separate VPDES discharge permit. Discharges of contaminated groundwater from construction excavations are not authorized under the VPDES Construction General Permit. (T&ES- Storm)
- F - 13. Following the installation of subsurface structures, water pumped from foundation drains, may be required to have a VDPES discharge permit due to the presence of onsite contamination. (T&ES- Storm)
- F - 14. Sheet C-2.0 Environmental Narrative note third paragraph may need to be revised

following discussions related to hauling of imported and exported fill material. (T&ES-Storm)

- F - 15. Sheet C-2.0: Provide all environmental reports as required with final site plan submittal. (T&ES- Storm)
- F - 16. A Water Quality Major Impact Assessment per Sec. 13-117, Article XIII of the Zoning Ordinance has been submitted by the applicant. City review comments will be provided under separate cover. (T&ES- Storm)
- F - 17. Please note that offsite trees located in the RPA that are being removed as part of this project should be included in the removal / replant calculations. According to Sheet L-101 and Sheet C-5.0, between 20-22 trees in the RPA being removed for the project including offsite trees, as opposed to the 14 being counted. (T&ES- Storm)
- F - 18. The following comments on the WQIA shall be addressed with the final site plan submission:
- a. Please note that offsite trees located in the RPA that are being removed as part of this project should be included in the removal / replant calculations. Based on Sheet L-101 of the Bohler Engineering plans submitted with the Preliminary 2 submission, there are closer to 20 total trees in the RPA being removed for the project.
 - b. Additionally, proposed grading in Sheet C-5.0 will likely impact trees #22 and #23.
 - c. Page 7, #2c: Note that the City of Alexandria is the local VSMP authority and reviews/approves the VPDES Construction General Permit. (T&ES- Storm)
- F - 19. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 20. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
- <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 21. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is

- shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 22. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 23. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 24. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 25. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 26. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 27. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be

- installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 28. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 29. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 30. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 31. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 32. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 33. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 34. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

- F - 35. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 36. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)
- F - 37. The following notes shall be included on all Maintenance of Traffic Plan Sheets:
- a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *(T&ES)
- F - 38. Add complete streets tabulation to the cover sheet with the Final 1 submission. *(T&ES)
- F - 39. The applicant's proposed design and construction on the development site shall not prevent or preclude frequent access, maintenance or rehabilitation of combined sewer system outfall and related infrastructure at the foot of Pendleton Street and adjacent to the north of the development site (T&ES).
- F - 40. The applicant's proposed design shall not preclude the construction of future combined sewer infrastructure (including a CSO storage basin with pump station) at the foot of Pendleton Street adjacent to the development site. The applicant shall provide and allow the City access for construction and maintenance of any such facility, as determined by the Director of T&ES. (T&ES)
- C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of the Memorandum to Industry No. 06-14 New Sanitary Sewer Connection and Adequate Outfall analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria (T&ES).
- <http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)

- C - 13 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 14 The sewer connection tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 15 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 16 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 17 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 18 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 19 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 20 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 21 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

- C - 23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 24 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 25 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :

- d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays. (T&ES)
- C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)
- C - 29 The site is subject to coverage under the VPDES Construction General Permit. As such, the project must provide a Stormwater Pollution Prevention Plan (SWPPP) plan sheet(s) as part of the Final 1 submission.

VAWC Comments:

1. Please advise whether the existing domestic and fire service lines are to be abandoned or reused.

AlexRenew Comments:

1. Debris in manhole mid-block on Union Street, between Pendleton and Oronoco Streets has been removed. Revise note accordingly.
2. Planting of trees over or immediately adjacent to the Potomac Interceptor will not be permitted.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line unless otherwise approved, except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

- R - 5. The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

- R - 6. It is recommended that the applicant choose a style of bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Health Department

Aquatic Facilities

- 1. An Alexandria Health Department Permit is required for any and each regulated facility, including: swimming pools, wading pools, spas, waterparks, interactive water features and water activity pools. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another.
- 2. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a plan review fee per body of water payable to the City of Alexandria.

3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 11, The Aquatic Health Ordinance. Pump curves, hydraulic calculations, equipment specifications, site plans, and piping plans must be submitted.
4. The filter room shall be located so that the pool operator does not have to leave the pool enclosure, it opens onto pool deck, and so pool operator has a full line of sight when inside room.
5. The bathhouse shall be located to open onto the pool deck with patrons being required to enter and pass through bathhouse prior to accessing pool.
6. All regulated aquatic facilities shall have a pool operator on-duty. Pool operators must be on-site during all operating hours except for spas and interactive water features.
7. At least one certified lifeguard shall be on-duty during all operating hours for aquatic facilities with the exception of spas and interactive water features. Additional lifeguards may be required due to the configuration of the facility and/or use of the facility.

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond

IX. HOTEL – SPECIAL USE PERMIT #2015-0052

Staff recommends approval of the hotel special use permit subject to compliance with all applicable codes and ordinances and the following conditions:

1. The Special Use Permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)
2. The applicant shall comply with the parking conditions approved in Development Special Use Permit #2014-0007, which is hereby incorporated into this Special Use Permit. (P&Z)
3. The applicant shall submit a valet parking proposal to serve hotel guests as part of the parking management plan associated with DSUP#2014-00007. (T&ES)
4. The applicant will encourage patrons to utilize off-street parking options through the provision of information about the on-site garages on advertising and on the hotel website and through subsidies for off-street parking. (T&ES)
5. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
6. The applicant shall not conduct any loading or unloading along the street frontages of Pendleton or Oronoco Streets. Passenger loading and unloading shall only occur in the designated areas on N. Union Street. (T&ES)
7. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. Contact Local Motion Employer Services at 703-746-4686 for assistance. (T&ES)
8. The applicant shall provide information about alternative forms of transportation to access the location of the use, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Local Motion at 703-746-4686 or www.alexandriava.gov/LocalMotion for more information about available resources. (T&ES)
9. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements. (P&Z)
10. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)
11. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by

- animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)
12. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)
 13. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
 14. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of Transportation & Environmental Services. (T&ES)

City Code Requirements:

1. The applicant shall comply with the City of Alexandria's Solid Waste Control, Title 5, Chapter 1, which sets forth the requirements for the recycling of materials (Sec. 5-1-99). In order to comply with this code requirement, the applicant shall provide a completed Recycling Implementation Plan (RIP) Form within 60 days of City Council approval. Contact the City's Recycling Program Coordinator at (703) 746-4410, or via e-mail at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
2. The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

Health Department Food Facilities

1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required.
2. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria.
3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to

- be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.
4. A Food Protection Manager shall be on-duty during all operating hours.
 5. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.
 6. In many cases, original wooden floors, ceilings and wall structures in historical structures may not be suitable for food service facilities. Wood materials shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent.
 7. Facilities engaging in the following processes may be required to submit a HACCP plan and/or obtain a variance: Smoking as a form of food preservation; curing/drying food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; sprouting seeds or beans; and fermenting foods.

X. RESTAURANT - SPECIAL USE PERMIT #2015-0041

Staff recommends approval of the restaurant special use permit subject to compliance with all applicable codes and ordinances and the following conditions:

1. This special use permit may be separated into a maximum of four restaurant special use permits: one to operate within the designated ground-floor commercial space within the west building (500 N. Union St), and up to three to operate within the designated ground-floor commercial space within the east building and pavilion (501 N. Union St), as generally shown on the preliminary plan dated March 31, 2015. (P&Z)
2. Each special use permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest, and shall utilize the restaurant SUP conditions as written herein. (P&Z)
3. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
4. The hours of operation for indoor seats shall be limited to between 7:00 a.m. and 2:00 a.m., daily. For indoor seating, meals ordered before 2:00 a.m. may be sold, but no new patrons may be admitted and no alcoholic beverages may be served after 2:00 a.m. and all patrons must leave by 3:00 a.m. (P&Z)
5. The hours of operation for the outdoor dining area shall be limited to between 8:00 a.m. to 11:00 p.m., daily. The outdoor dining area shall be cleared of all diners by 11:00 p.m. and shall be cleaned and washed at the close of each business day that it is in use. The outdoor dining area shall not include advertising signage, including on umbrellas. (P&Z)
6. The design of the outdoor dining area and all its components must comply with the Waterfront Plan Policy for Restaurants. The applicant shall submit illustrations and specifications to the Director of Planning & Zoning for review and approval. (P&Z)
7. The applicant shall comply with the parking conditions approved in Development Special Use Permit #2014-0007, which is hereby incorporated into this Special Use Permit. (P&Z)
8. The maximum number of seats for the restaurant within the west building (500 N. Union St), shall be 145 seats, unless additional parking, per the Zoning Ordinance requirements, is provided for any increase in seats above this number, within the garage or in an off-site location approved by the Director of T&ES. Off-site parking provided to satisfy this requirement shall be secured prior to the opening of the restaurant. (P&Z)(TES)
9. The maximum number of seats for restaurants within the east building (501 N. Union St) shall be 360 seats, unless additional parking is provided at the ratio of 1 space per 6 seats for any increase in seats above this number, either within the garage or in an off-site

- location approved by the Director of T&ES. Off-site parking provided to satisfy this requirement shall be secured prior to the opening of the restaurant(s). (P&Z)(TES)
10. The applicant will encourage patrons to utilize off-street parking options through the provision of information about the on-site garages on advertising and on the hotel and restaurants' websites and through subsidies for off-street parking. (T&ES)
 11. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. Contact Local Motion Employer Services at 703-746-4686 for assistance. (P&Z)(T&ES)
 12. The applicant shall provide information about alternative forms of transportation to access the location of the use, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Local Motion at 703-746-4686 or www.alexandriava.gov/LocalMotion for more information about available resources.
 13. Live entertainment shall be limited to the indoor seating area to provide ambient / background music for patrons and should be subordinate to the restaurant use. Noise levels shall not exceed 60 decibels measured at the property line per the Alexandria City Code. (P&Z)
 14. The use of loudspeakers or musicians outside is prohibited, unless otherwise approved through a noise variance permit. (T&ES)
 15. No off-site customer delivery service shall be available from the restaurant. (P&Z)
 16. On-premises alcohol service may be permitted, but no off-premises sales shall be allowed. (P&Z)
 17. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and on how to prevent underage sales of alcohol. (P&Z)
 18. No food, beverages, or other material shall be stored outside. (P&Z)
 19. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)
 20. The Director of Planning and Zoning shall review the special use permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit

- conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)
21. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
 22. Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)
 23. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 p.m. and 7:00 a.m. (T&ES)
 24. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
 25. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the business and robbery readiness training for all employees. (Police)
 26. A fire prevention permit is required for any assembly occupancy where the total occupant load including staff exceeds 50. (Fire)
 27. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required. (Health)
 28. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria. (Health)
 29. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater. (Health)
 30. A Food Protection Manager shall be on-duty during all operating hours. (Health)

31. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions. (Health)
32. Facilities engaging in the following processes may be required to submit a HACCP plan and/or obtain a variance: Smoking as a form of food preservation; curing/drying food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; sprouting seeds or beans; and fermenting foods. (Health)

XI. BOAT DOCKING FACILITY - SPECIAL USE PERMIT #2015-0039

Staff recommends approval of the boat facility special use permit subject to compliance with all applicable codes and ordinances and the following conditions:

1. The location of floating docks and boating activities shall be located generally as depicted in the preliminary plan dated March 31, 2015, and amended on May 15, 2015, and the updated pier attachment dated May 15, 2015 submitted with the application. (P&Z)(RP&CA)
2. The floating gangways, docks and boating activities shall be constructed and improved consistent with the preliminary plan dated March 31, 2015, and amended on May 15, 2015, and the updated pier attachment dated May 15, 2015 for the associated development special use permit (DSUP#2014-0007). All materials on the floating gangways and docks shall be consistent (in terms of material selection and installation techniques) with those in the Phase I Schematic Design and the Common Elements palette. (P&Z)(RP&CA)(DPI)
3. The floating docks and boating activities shall accommodate short-term vessels only. (P&Z)
4. The applicant, or its successors, shall not preclude the construction of a marina in the future. (P&Z)(RP&CA)
5. All necessary state and federal permits must be obtained prior to commencing construction on the floating docks and transient slips. Copies of those permits must be filed with all relevant city agencies. (T&ES)(DPI)
6. The applicant shall provide a grading plan, with the submission of the first final site plan for the associated development special use permit (DSUP#2014-0007), which shows all site improvements and alterations related to the construction of the floating docks and transient slips. (T&ES)(RP&CA)
7. The applicant shall provide a utility plan with the submission of the first final site plan for the associated development special use permit (DSUP#2014-0007) to show the location of all proposed utilities, including water, and electric. (T&ES)(RP&CA)(DPI)(P&Z)
8. Submit an as-built survey to the City for approval upon completion of the floating gangways and docks. (P&Z)(T&ES)(DPI)(RP&CA)
9. The applicant shall dedicate the floating gangways and docks to the City. (P&Z)

10. Owners must maintain an environmental spill kit on-site for emergency use. When dedicated to the City, the applicant shall provide the City with an environmental spill kit on-site for emergency use. (T&ES)(RP&CA)
11. Additional information will be necessary to make a determination concerning requirements for this boat facility. Depending on the services provided, materials used, and materials stored, fire prevention permits may be required. (Fire)
12. Contact the Alexandria Health Department for a marina or other places where boats are moored. (Health)

XII. STAFF ANALYSIS OF HAULING OPTIONS

Rail Option

Recent redevelopment projects throughout the City have exclusively used trucks for hauling and transport however, based on community concern, City staff requested that the applicants analyze hauling by barge as well as by train. The applicants engaged the services of Manhattan Construction Company to analyze the feasibility of the rail option. The study determined that a minimum of 778 gondola type rail cars would be required to import the fill and export the spoils. Each train could accommodate 30 gondolas at an approximate length of over 2,000 feet. The fill material would come from Baltimore and the spoils would be sent to Williamsburg. Furthermore, it was determined that track improvements would be necessary for the portion of the rail line from the site to where it connects to the main line. The analysis indicates that the rail option would create several logistical challenges with regard to staging operation. First, only seven gondolas could be accommodated on or adjacent to the site. This would require that the staging of these seven cars would occur across both Union and Pendleton Streets. Once each grouping of seven gondolas are moved another seven would be brought back until the entire train of 30 cars is either emptied or filled depending on whether fill is being delivered or spoils being taken away. This process would take approximately five months, three months longer than trucking and one month longer than barging. Not only would the intersection of Union and Pendleton Streets be closed for approximately five months, train cars would be running back and forth through Old Town North during this time. The train route would also cause disruptions to the George Washington Memorial Parkway each time one of the 26 30-car trains cross the parkway. Staff also notes potential safety concerns related to the presence of an active rail operation immediately adjacent to a well-used bicycle and walking trail. The study also estimates that the entire train operation including the track repair would be in excess of \$4 million. While the train option would reduce truck counts on City streets it would create other serious impacts.

Barging Option

The firm of Moffatt & Nichol was retained by the applicant to determine whether barging was a viable option for bringing in and removing soil. The study investigated the physical operation as well as the cost differential between hauling by barge versus by truck.

This information was reviewed by City staff along with a third party engineering firm to get an outside opinion. The results indicate that barging is a viable option but at a significant additional cost. The key findings noted by the study indicate that barges carrying material could not be berthed directly against the existing pier structure. Furthermore, they recommended removing the outer 35 feet of the pier which is supported by deteriorating timber piles.

Moffatt & Nichol recommended an alternate operation method that would not structurally impact the existing pier. This proposal would use a conveyor to deliver soil across the pier from and to spud barges so as to avoid adding any additional loads to the pier. Additionally, at least one pier would be moored immediately off of the site to provide / receive fill / spoils, at least one barge in transit and at least one barge loading / offloading fill / spoils at an off-site location. Under this

approach no structural improvements to the pier would be necessary for the barging operation. As with the train option the fill material would come from Baltimore. The excavated materials, much of it presumed to be contaminated, would be taken to Weanack in Charles City County, Virginia. The overall operation would take about two months longer than hauling by truck.

Cost Differential

The amount of fill required to raise the subject site out of the flood plain amounts to 16,600 cubic yards. The amount of soil that needs to be removed for construction is estimated at 68,000 cubic yards. The City's third party consultant, AECOM, has estimated that the cost of importing clean fill is less expensive than exporting the soil. The reason for this difference is that the soils to be exported are contaminated and require special handling and need to be hauled to a location where contaminated soils are accepted. There are fewer of these locations and they are further away which increase the travel costs for all three modes of hauling. It is worth noting that the cost differential between the import of fill by truck and the import of fill by barge is less than a dollar per cubic yard.

However, when adding in the cost of exporting the contaminated soil and the import of fill, the cost by rail more than doubles as compared to the use of trucks. The cost of hauling by barge falls roughly halfway between the rail and trucking options. The table below provides a breakdown comparison of the cost to bring in the fill and to remove the soil by train, truck and barge.

Table 2: Cost Differential Between Train, Truck and Barge

Material Cost	Train	Truck	Barge
Fill cubic yard	\$40.90/cy	\$29.64/cy	\$30.50/cy
Excavation cu. yard	\$74.52/cy	\$48.13/cy	\$61.25/cy
Total w/contingency costs	\$8,300,356	\$4,056,156	\$6,078,269

XIII. Transportation Management Plan

Robinson Terminal North TMP SUP#2014-00017

The Transportation Management Plan (TMP) program was enacted by the Alexandria City Council on May 16, 1987 and updated on March 15, 2014 as part of the Alexandria Zoning Code (Article XI, Division B, Section 11-700). The ordinance requires that office, retail, residential, hotel, industrial and other use projects which achieve certain development thresholds must submit a special use permit application which must include a Multimodal Transportation Study and a Transportation Management Plan (TMP).

The Planning Commission and the City Council consider all special use permit applications, and the City Council makes the final decision on the approval of the applications. Any project requiring a TMP must receive the TMP special use permit before the project can proceed. The TMP Program is a comprehensive effort to reduce the number of single occupant vehicles (SOVs) in the City.

The Transportation Management Program for Robinson Terminal North consists of six parts:

- 1) Goal and Evaluation of the TMP
- 2) Organization, Funding and Reporting
- 3) Transportation Management Plan Directives
- 4) Evaluation of the Effectiveness of the TMP
- 5) Permanence of the TMP Ordinance

1. Goal and Evaluation of the TMP

- a. The Robinson Terminal North site is located near several DASH and Metro bus stops and in a walkable and bikeable neighborhood in Old Town. The Robinson Terminal North development has a goal of 40% non-SOV trips during peak hour.
- b. The achievement of this goal will be demonstrated by the activities conducted and financed by the TMP fund and the annual survey that are requirements of this special use permit. The fund report should demonstrate that enough activities are being conducted to encourage employees and residents to switch to transit or carpool as opposed to driving alone. The survey should progressively show that the strategies financed through the TMP fund are decreasing the number of peak hour single occupant vehicles to the site to achieve or exceed the goal. The annual report, fund report and survey are covered under Section 2.

2. TMP Organization, Funding and Reporting

- a. The developer shall designate a Transportation Management Plan Coordinator (the TMP Coordinator) to manage and implement the TMP on behalf of the owners of the project. The Transportation Planning Division may assist the TMP Coordinator.
- b. An Annual Report shall be submitted by the TMP Coordinator and approved by the Transportation Planning Division. This report will be due on July 15 of every year. The Annual Report shall include an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, and a work program for the following

year. The initial report shall be submitted one year from the issuance of the Certificate of Occupancy.

- c. The TMP Coordinator shall provide Semi-annual TMP Fund Reports to the Transportation Planning Division. These reports will provide a summary of the contributions to the fund and all expenses and should be accompanied by supporting documentation. The first report will be due six months following the issuance of the first certificate of occupancy, with the following due on January 15 and July 15 of every year.
- d. The TMP Coordinator shall distribute an annual survey to all employees and residents. The survey will be supplied by the Transportation Planning Division. Survey results will be due on July 15 of every year. A 35% response rate is required as approved by the Transportation Planning Division.

3. Transportation Management Plan Directives

- a. The Special Use Permit application has been made for the following uses:

	Land Use*		
	Hotel Rooms	Dwelling Units	Retail/Restaurant Sf
Robinson Terminal North	132	66	25,000

**As of May 22, 2015. Subject to change.*

- b. According to the guidelines of Zoning Ordinance Chapter 11-700, the above level of development requires a Transportation Management Program (TMP). Such plan shall include the following elements:
 - i. A TMP Coordinator shall be designated for the project upon application for the initial building permit. The name, address, email and telephone number of the coordinator will be provided to the City at that time, as well as of any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project.
 - ii. Transit, ridesharing, staggered work hours/compressed workweeks, parking restrictions and the other program elements shall be promoted to employees and residents.
 - iii. Information about transit, ridesharing, and other TMP elements shall be distributed and displayed— including transit schedules, rideshare applications and information, incentive information, parking information, etc. This information shall be kept current. Displays of these brochures and applications shall be placed in a prominent location in the building and a website with this information and appropriate links to transit providers will be provided and maintained.

- iv. A ridesharing program shall be established that includes not only participation in the regional Metropolitan Washington Council of Governments Commuter Connections Program, but also site-specific matching efforts.
 - v. Promote the regional Guaranteed Ride Home Program as part of the ridesharing and transit marketing efforts.
 - vi. Discounted bus and rail fare media or electronic media shall be sold and distributed on-site to employees and residents of the project. The fare media to be sold and distributed will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system fare media requested by employees, residents, and/or the Transportation Planning Division. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20%.
- c. TMP Fund — The applicant shall create a TMP fund to achieve the reduction goal of 40% of single occupant vehicles for employees and residents, based on the project's size and the benefits to be offered to employees and tenants. The annual contribution rate for this fund shall be \$41.30 per hotel room, \$.21 per occupied square foot of retail and restaurant space, and \$82.58 per occupied dwelling unit. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. Base assessment rates are published on the City's TMP website for reference.
- i. Discounting the cost of bus and transit fare media for on-site employees and tenants.
 - ii. Ridesharing and carsharing incentive programs which may include activities to encourage and assist the formation of car, van and bus pools, such as subsidies or preferential parking charges and parking space location, and other analogous incentive programs.
 - iii. Marketing activities, including advertising, promotional events, etc.
 - iv. Bicycle and pedestrian incentive measures which may include the provision of bicycle parking, bike sharing station and/or storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features.
 - v. Operating costs for adjacent bikeshare station.
 - vi. Membership and application fees for carshare or bikeshare services.
 - vii. Providing shuttle services or partnering with neighboring organizations for shuttle services.
 - viii. Any other TMP activities as may be proposed by the TMP Coordinator and approved by the Director of T&ES as meeting goals similar to those targeted by the required TMP measures.

Unencumbered Funds: As determined by the Director of T&ES, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either

reprogrammed for TMP activities during the ensuing year or paid to the City for use in walk, bike, transit and/or ridesharing programs and activities.

4. Evaluation of the Effectiveness of the TMP

- a. The goals for transit mode share and auto occupancy established in paragraph 1.a of this document, will be used in evaluating the performance and effectiveness of the TMP. The annual survey will be used to continually determine whether the development is meeting these targets.
- b. The City of Alexandria, in conjunction with the TMP Coordinator, will identify performance standards and objectives to measure the cost effectiveness and develop methodologies to monitor the performance of each element of the TMP. The performance of the development in meeting these objectives will be evaluated in the annual report prepared by the TMP Coordinator, and will be used in developing the work plan for the association.
- c. This TMP has been designed to be flexible and responsive to the inputs of these annual evaluations in prescribing Transportation Demand Management (TDM) and Transportation Supply Management (TSM) strategies and tactics to be implemented in the Annual Work Program. By linking evaluation to work planning, the TMP standards of performance could change throughout the development cycle as the “right” solutions are adjusted in response and anticipation of changes in transportation conditions.

5. Permanence of the TMP Ordinance

- a. As required by Section 11-700 under Article XI of the City of Alexandria Zoning Ordinance, the special use permit and conditions attached thereto as granted by City Council, unless revoked or amended, shall run with the use and shall be mandatory and binding upon the applicant, all owners of the land and all occupants and upon all heirs, successors and assigns with whom sale or lease agreements are executed subsequent to the date of this approval.
- b. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney’s office.
- c. The Director of T&ES may approve modifications to agreed TMP activities, provided that any changes are consistent with the goals of the TMP.
- d. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.

XIV. ATTACHMENTS

Compliance with City Policies and Regulations

A. Compliance with the Waterfront Plan Guidelines for Robinson Terminal North

Development Guidelines (pages 92- 93 of the Waterfront Plan)	How the Proposal Complies
1. Active uses should be part of any development, and should constitute the predominant ground floor uses. Active ground floor uses shall be generally located as depicted in the Public Space and Active Frontages Diagram (Figure 31), 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.	As discussed in greater detail in the staff report, the applicant proposes a mixed use development with active ground floor uses, predominantly located facing N. Union Street and/or the water. The active uses include lobbies, restaurants and, potentially, retail, and the location of the active uses is largely consistent with Figure 34.
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).	The site proposes one hotel, with a maximum of 132 rooms, up to 66 residential units, and up to four restaurants. The ground-floor uses are currently all identified as restaurant, but the final tenant(s) has not been identified and the applicant has indicated they could potentially include rent-paying museum or gallery space.
3. Residential use and design should be compatible with a high level of public activity and located away from the water.	As discussed in greater detail in the staff report, the site and buildings have been designed to bring the public to the water and to mitigate the impacts of residential development on the east side of the site.
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.	The project has one hotel, up to 66 residential units on the upper floors and approximately 25,000 sq. ft. of ground level restaurant space. Ground floor residential units are not proposed.
5. The streetscape and pedestrian experience along North Union Street should be enhanced; in addition to	The streetscape and pedestrian experience along North Union, Pendleton and Oronoco

undergrounding utilities, providing street trees and appropriate light fixtures, Union Street should present an obvious continuation of pedestrian access between open space areas to the north and south and be improved with, at minimum, wide sidewalks, landscaping and special street paving.	Streets proposes twelve-foot sidewalks on most of the frontages, with new pedestrian scale lighting and tree wells. All new materials in the right-of-way will comply with the requirements of the Phase I Schematic Design and the 'Common Elements' palette.
6. Historic interpretation, consistent with the recommendations of the History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, with particular attention given to the West's Point site which is the area which extends from the water west up Oronoco Street to Union Street and represents the origins of Alexandria.	The applicant and their design team have completed an extensive historic research packet and presented ideas to staff on how the historic interpretation and possibly archaeological findings can inform the landscape design. These ideas include the history of the historic West's Point and the site's intricate and varied commercial and industrial development. The applicant will work with staff, stakeholders, the Waterfront Commission, and UDAC to refine these concepts and achieve compliance with this key guideline.
7. Encourage modern design inspired by historic precedent (such as 18 th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations. Reflect historic east-west orientation of buildings, alleys and wharves.	Each façade of the buildings has been designed to reflect the scale and context of the facing neighbors, including stepping down to townhouse scale on the south ends, maintaining greater height of the north ends, and incorporating brick on the western facades, and additional glass on the east. The building entrances and pedestrian connections maintain the east-west street patterns.
8. Redevelopment proposals shall require review on an advisory basis by the Old and Historic Alexandria District Board of Architecture Review prior to being considered by the Planning Commission and City Council prior to approval.	Over the course of five BAR work sessions, the OHAD Board endorsed the proposed scale, mass and general architectural character of both buildings, and the pavilion. Site and building design details will be reviewed by staff during the final site plan process.
9. 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.	Parking for the proposed buildings is accommodated on-site within one level of below-grade garage for each building. Consistent with the recommendations of the Waterfront Plan, the applicant proposes an on-site valet parking program to accommodate the commercial uses and residential visitors, and maximize the efficiency of the garages.

10. The bulk and scale of the buildings should be stepped down from Union Street toward the water.	The building heights comply with the heights permitted under the Settlement Agreements and step down from N. Union Street towards the water.
11. Curb cuts should not be located on any building and/or block frontages facing the water or N. Union Street, and should be minimized if facing open space along Oronoco Street.	Each building has a single vehicular entry point that services passenger vehicles and the loading dock for that building. The curb cut for the west building faces Pendleton Street. As discussed in the report, the curb cut for the east building faces N. Union Street, in order to minimize traffic impacts on the park, and because vehicular access was not permitted on the north side of the building.
12. Shoreline treatment at Robinson Terminal North should include native plantings and naturalization where possible.	The applicant proposes extensive shore naturalization efforts along the Potomac River edge on the east side of the property, and all proposed plantings will comply with the City's Landscape Design Guidelines
<p>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:</p> <ul style="list-style-type: none"> • 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 31). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. Riverside open space widths of less than 100 feet are acceptable only if it is 	<ul style="list-style-type: none"> • In compliance with the City's Public Art Policy, the applicant has agreed to provide a monetary contribution. Beyond compliance with the Public Art Policy, the applicant has also agreed to work with staff to introduce festivals, temporary exhibits or other programming on the on-site open spaces and pier to activate these spaces and create the lively environment envisioned by the Waterfront Plan • The promenade and on-site open spaces are publicly accessible, with a public access easement. Similarly, the applicant proposes to dedicate an improved pier and promenade for future park, civic or cultural activities. The pier and promenade will provide over an acre of new waterfront open space.

<p>found that an alternative site design better meets the objectives of this Plan.</p> <ul style="list-style-type: none"> • 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 encourages retaining the pier's ability to accommodate larger ships visiting Alexandria. Use of the pier should be active and welcoming to the general public, and should advance the goal of the uninterrupted public pedestrian walkway along the water's edge. Examples of potential uses include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cares. Any structure erected on the pier should be temporary in nature, such as a tensile structure, fabric awning, or prefabricated, demountable, glass pavilion. The responsibility for the design, construction, maintenance and programming of the pier and public space will be determined in the future, the Plan recommends close coordination between the City and the developer on all of these issues. • Environmental amenities, above and beyond the minimum required. 	<ul style="list-style-type: none"> • The pier will be retained and renovated as outlined within the staff report, and a floating dock will be added to retain access to the deeper water channel. The proposed pedestrian promenade will create a car-free pedestrian walkway connecting Founder's Park, the pier and Oronoco Bay park. Final determination of pier and site activities will be made during the final site plan process. The applicant has, however, agreed to host and fund six annual events at the pier. Temporary shade structures are proposed on the pier. • The applicant will meet the City's Green Building requirements, and is proposing additional environmental amenities, including renovation of the adjacent river shoreline and extensive on-site green roofs.
<p>13. The maximum FAR and floor area allowed is included on the chart at page 105.</p>	<p>The proposal will comply with the square footage and floor area permitted within the Waterfront Plan.</p>

B. Section 4a Compliance with the Waterfront Policy for Restaurants

Factors to consider for a restaurant use	How the Proposal Complies
i. The potential for undue congestion of pedestrians or vehicles.	Staff anticipates restaurant patrons will be hotel guests, visitors to the waterfront amenities and local residents. In addition to the available parking on-site, the applicant proposes a valet parking operation. This will be reviewed as needed by staff, to accommodate vehicles visiting the site and prevent undue congestion.
ii. The extent to which the use is open in the late night hours and situated so as to potentially disturb residential areas.	Restaurant uses are proposed within both the west and east buildings, and the pavilion. Conditions ensuring high quality construction and noise mitigation have been included. The proposed hours are consistent with the hours of operation of similar restaurants located along the Waterfront, and outdoor dining is limited to 11:00 p.m.
iii. The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas and negatively impact waterfront public spaces.	While the applicant does propose to offer alcoholic beverages, alcohol consumption will not predominate over food consumption. The applicant will not offer the sale of beer and wine for off-premise consumption.
iv. The availability of off-street parking for the restaurant's patrons and employees, including the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.	The restaurant patrons and employees are encouraged to use the valet service provided within the on-site garage. As discussed in greater detail in the staff analysis section of the report, if inspections indicate on-site parking availability, including valet operations, is insufficient, the applicant is required to secure an agreement with an off-site parking facility to operate an off-site valet parking service.
v. The predicted extent of litter generated.	Litter on the site and on the adjacent spaces, including the outdoor dining areas, will be monitored and retrieved at least twice per day and at the close of business.
vi. The potential for loud or otherwise inappropriate noise.	The applicant requests the option for live entertainment within the indoor portion of the restaurants. Staff has included specific recommendations to ensure that the live entertainment is subordinate to the restaurant

	use, and is not disruptive to adjacent residential areas.
ii. The extent to which other restaurants already exist in the same area. Restaurant uses should not be located in such proximity as to detract from the character and authenticity of the waterfront by creating a monoculture similar to a food court or restaurant row environment.	The nearest restaurants are more than a quarter of a mile away. While the applicant is considering several restaurants at the site, they would be designed to provide a variety of options, so that proposed restaurants do not result in a monoculture of restaurants within this area of the Waterfront.
iii. The extent to which the restaurant provides incentives for employees who are able to use transit.	The Transportation Management Plan and the conditions of approval for the restaurant special use permit(s) require the applicant to provide incentives, including subsidized fare, to encourage employees to use transit.
ix. The extent to which new parking is available to support overflow parking needs of Old Town residents.	While staff is confident that the proposed parking will adequately serve the proposed uses, additional parking is not proposed to support the overflow parking needs of Old Town residents.
x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.	As discussed in greater detail in the staff report, the site and buildings have been designed to bring the public to the water and to mitigate the impacts of residential development on the east side of the site. Because the site faces east, with few immediately adjacent neighbors, it is not anticipated the new uses will have a deleterious impact. SUP recommendations governing noise, trash, parking and other nuisance events have been added to the request.
xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront Planning process including alleys as view corridors, design elements that minimize the impacts of height such as setbacks above the third story along Union Street and incorporation of the top story within a roof form, and small footprint buildings instead of large “superblock” development.	The architecture and site design are generally consistent with the principles illustrated by the model, including the use of the Oronoco and Pendleton Street extensions to provide site lines to the river, top floors that are set back and glassy to minimize their impact, and reduced heights for mechanical penthouses. While each of the buildings occupy a single footprint on their proposed lots, they have been angled to bring light, air and sitelines through the block and to connect to the neighboring City parks.

C. Section 4b Compliance with the Waterfront Policy for Hotels

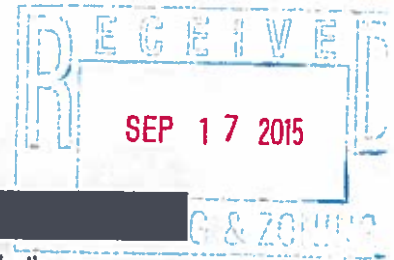
Factors to consider for a hotel use	How the proposal complies
i. The potential for undue congestion of pedestrians or vehicles.	The hotel is a boutique hotel with a total of 132 rooms (see section below for further discussion). Larger hotels operate within several blocks of the location with minimal impact and it is not anticipated any issues will occur with this addition. If there are issues of noise or parking, staff recommendations include opportunities for mitigation.
ii. The type and size of hotel, and whether it is designed to attract large conventions, banquets, or other functions (such as trade shows). Hotels shall be “boutique” hotels: that is hotels with 150 rooms or less, no ballroom, and meeting rooms for on-site use by guests. The Waterfront Small Area Plan allows the addition of up to two hotels in the W-1 zone, with a total limit of 300 rooms.	The hotel will have 132 rooms, intended as a boutique hotel, without a ballroom, and a meeting room for use of the guests only. It is not designed to attract large conventions. This is the third of the three development site to redevelop under the Plan, and the second of the two hotels anticipated by the Plan.
iii. The ability of the hotel to accommodate, and screen all of its service needs on site, including loading and delivery operations.	The loading dock on Pendleton Street has been designed to accommodate all the loading and delivery requirements for the hotel, and the adjacent restaurant. Loading dock operations are located within the building, minimizing the visual and physical impacts from the street. All trash will also be kept interior to the loading dock area at all times.
iv. Parking for visitors, customers and employees must be provided on site. Additional parking may be provided by contract with a nearby garage for patrons and/or employees. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.	The parking for hotel and hotel restaurant guests will be provided on-site in the underground garage, which will be operated through a valet-only service. The proposed parking ratio is consistent with other hotels within the City, and with industry norms.
v. The extent to which garage spaces will be available to the public. Parking garages must be operated so that they are open to the public at least at peak times.	The west building garage is shared by residential and commercial uses. The areas for each use have been separated, and the commercial portion will be available to the hotel guests and restaurant patrons by valet.

Factors to consider for a hotel use	How the proposal complies
vi. A restaurant within a hotel that is open to the public shall be the subject of a separate SUP and the same requirements as other restaurants.	A separate SUP has been requested for the restaurant and standard conditions are provided in the Recommendation Section for the restaurant operation.
vii. The location of the hotel and whether its layout is designed to produce the least impact on nearby residential areas	The hotel use is nested between new residential units to minimize the impacts of the commercial use.
iii. The extent to which the hotel provides incentives for employees who are able to use transit.	The Transportation Management Plan will require incentives to be provided for employees who use transit.
ix. The extent to which new parking is available to support overflow parking needs of Old Town residents.	To the extent that there is additional capacity in the garage, it can serve the general public, although priority is given to ensuring that there is sufficient garage capacity for hotel guests and restaurant patrons.
x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.	As discussed in greater detail in the staff report, the site and buildings have been designed to bring the public to the water and to mitigate the impacts of residential development on the east side of the site. Because the site faces east, with few immediately adjacent neighbors, it is not anticipated the new uses will have a deleterious impact. SUP recommendations governing noise, trash, parking and other nuisance events have been added to the request.
xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large “superblock” development.	The architecture and site design are generally consistent with the principles illustrated by the model, including the use of the Oronoco and Pendleton Street extensions to provide site lines to the river, top floors that are set back and glassy to minimize their impact, and reduced heights for mechanical penthouses. While each of the buildings occupies a single footprint on their proposed lots, they have been angled to bring light, air and site lines through the block and to connect to the neighboring City parks.

D. Compliance with the Potomac River Vicinity Height District Criteria for Additional Height (*applicable for the East building*)

Standards & Guidelines (Section 6-404(B)(3))	How the Project Complies
(a) The degree to which imaginative and creative architectural solutions advance recreational access to and enjoyment of the historic waterfront from public streets and other public areas. Buildings should be in harmony with existing buildings of genuine architectural merit, to be found in the historic district.	The proposed design features an architectural character that is rooted in an established Alexandria building tradition based on composition, rhythm and materials. The building design and site layout promote accessibility to the waterfront and related public open space from the three public streets and two neighboring parks.
(b) The degree to which the basic 30 feet height is maintained at the street faces and the waterfront face of the proposed building or buildings. To provide a transition, building heights over this basic height level should be set back from the street faces and waterfront faces.	The east building features a pronounced cornice line at approximately 30 feet and the fourth story is significantly set back.
(c) The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic district.	The proposed height, mass and bulk of the new construction are reflective of the historic waterfront buildings which were of a larger scale than townhouses in other parts of the district. Waterfront buildings historically had more height, bulk and mass and strength in materiality.
(d) The degree to which imaginative and creative architectural solutions enhance views and vistas from public streets and other public-access areas along the historic waterfront. The waterfront faces of the buildings, in particular, should be designed and integrated so as to enhance pedestrian enjoyment of the waterfront, and the quality and character of the historic waterfront, as a totality, when viewed from passing vessels.	The contemporary approach for the waterfront facades will enhance the pedestrian experience on the water and along the future promenade. The lightness and reflectivity of the glass, paired with a well-designed landscape plan for the open space, will provide enhanced views. The pedestrian connections will allow visitors to the site to experience sweeping vistas up and down the waterfront.
(e) The degree to which the use or uses of the proposed building or buildings are compatible with historical waterfront-related uses in the City of Alexandria.	The site proposes hotel, residential and restaurant uses, all of which are preferred uses within the Waterfront Plan.

REVISED



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2014-0007

Project Name: Robinson Terminal North

PROPERTY LOCATION: 500 and 501 North Union Street

TAX MAP REFERENCE: 065.01-04-12 and 065.01-04-13

ZONE: W-1

APPLICANT:

Name: Alexandria Terminal North LLC

Address: c/o CityInterests, 2900 K Street, Suite 401, Washington DC 20007

PROPERTY OWNER:

Name: Graham Holdings Company

Address: 1300 17th Street North, Arlington, VA 22209

SUMMARY OF PROPOSAL To develop the properties in accordance with the Waterfront Small Area Plan with up to a 132 room hotel, 66 residential units and approximately 25,000 square feet of active use space

MODIFICATIONS REQUESTED vision clearance, side yard requirements

SUPs REQUESTED FAR per Waterfront plan, building height above 30 feet, boat docking, hotel, valet parking parking reduction and restaurant

☒ **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

☒ **THE UNDERSIGNED** also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Kenneth W. Wire, Agent

Print Name of Applicant or Agent

McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800

Mailing/Street Address

Tysons Corner, VA 22102

City and State

Zip Code

Signature

703-712-5362

703-712-5222

Telephone #

Fax #

kwire@mcguirewoods.com

Email address

Date

9/17/15

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received _____

Received Plans for Completeness _____

Fee Paid and Date _____

Received Plans for Preliminary _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: (check one)

☐ the Owner ☒ Contract Purchaser ☐ Lessee or ☐ Other: _____ of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than ten percent.

See attached.

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

☒ **Yes.** Provide proof of current City business license.

☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
¹ See Attached		
² See Attached		
³ See Attached		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 500 and 501 N. Union Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
¹ See Attached		
² See Attached		
³ See Attached	1300 17th Street North, Arlington, VA 22209	

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
¹ See Attached		
² See Attached		
³ See Attached		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

9/17/15
Date

Kenneth W. Wire

Printed Name


Signature

2. **Narrative description.** The applicant shall describe below the nature of the request *in detail* so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

Applicant requests approval to develop the property in accordance with the Waterfront Small Area Plan and the National Park Service Settlement Agreement. The west building will contain up to a 132 room hotel, 25 residential units with first floor active uses and below grade parking. The east building will be developed with up to 41 residential units, first floor active uses and below grade parking. The pier on the property will be significantly renovated and opened to public use.

Parking on the properties will be provided in below grade parking garages consisting of self parked spaces, valet spaces, tandem spaces and lifts. The lifts will enable the applicant to adjust the final number of parking spaces to meet the approved parking ratios.

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

Typical for residential and hotel uses.

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

Typical for residential and hotel uses.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
7 days a week	24 hours a day		

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Typical for residential and hotel uses.

B. How will the noise from patrons be controlled?

Property and hotel management

7. Describe any potential odors emanating from the proposed use and plans to control them:

Odors will be controlled with commercial grade ventilation equipment.

8. Provide information regarding trash and litter generated by the use:

A. What type of trash and garbage will be generated by the use?

Typical for residential and restaurant use.

B. How much trash and garbage will be generated by the use?

Typical for hotel and restaurant use

C. How often will trash be collected?

Daily collection

D. How will you prevent littering on the property, streets and nearby properties?

Property Management

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

☐ Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

☒ Yes. ☐ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Typical for hotel and residential use

11. What methods are proposed to ensure the safety of residents, employees and patrons?

Monitoring by property management

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

☒ Yes. ☐ No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

Hotel will obtain ABC license for on premise sales.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

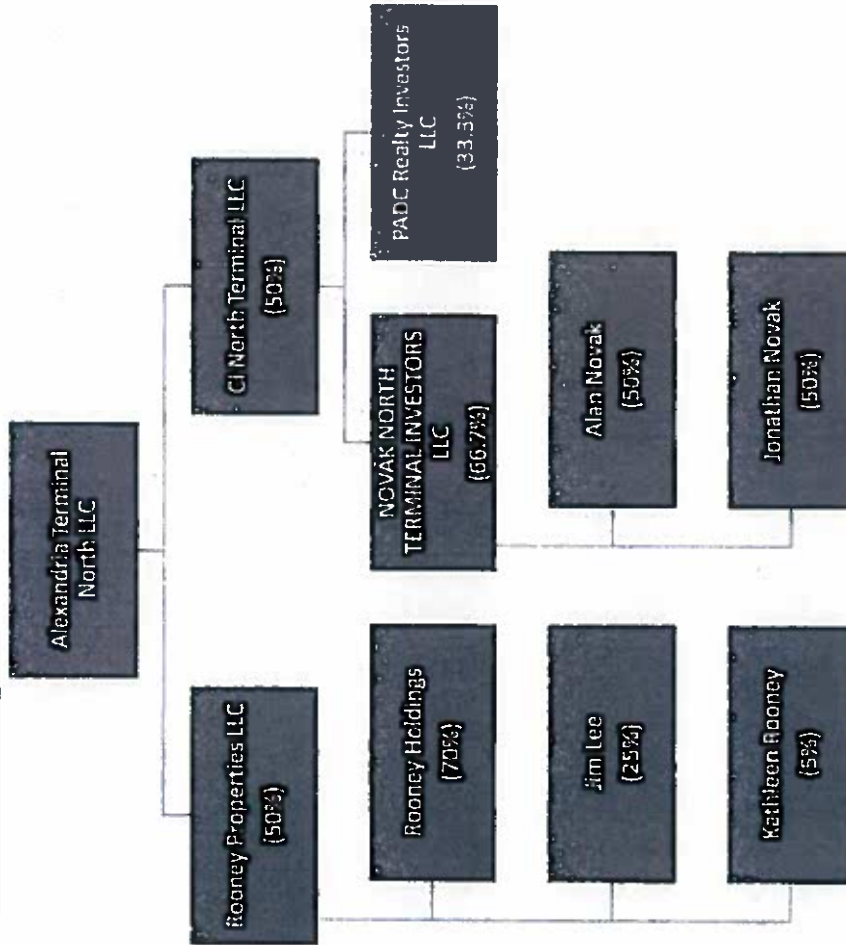
A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

See DSUP Plans

B. How many parking spaces of each type are provided for the proposed use:

_____ Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces
_____ Other

Alexandria Terminal North LLC
Ownership Organization Chart
28-October-2014



500 and 501 North Union Street Disclosure

1. Jonathan Novak contributed \$500 to Mayor Euille's campaign for the 8th Congressional seat.
2. Alan Novak contributed \$500 to Mayor Euille's campaign for the 8th Congressional seat.
3. Peter Farrell contributed \$500 to Mayor Euille's campaign for the 8th Congressional seat.
4. Alexandria North Terminal, LLC contributed \$1,000 to Friends of Bill Euille on April 13, 2015.

**Disclosure Attachment for Robinson Terminal North
DSUP Application**

Property Owner:

**Graham Holdings Company ("GHC"), formerly known as the Washington Post Company
(publicly traded company; 100% owner of the property) *
1300 17th Street North, Arlington, Virginia 22209**

**Donald E. Graham (owner of 22.2% of GHC)
1300 17th Street North, Arlington, Virginia 22209**

City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 18, 2015

TO: CHAIRMAN AND MEMBERS OF THE
OLD AND HISTORIC ALEXANDRIA DISTRICT
BOARD OF ARCHITECTURAL REVIEW

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: 5th CONCEPT REVIEW OF 500 & 501 N UNION ST
(FORMERLY ROBINSON TERMINAL NORTH)
BAR CASE # 2014-00119

I. BACKGROUND

As a reminder, this project falls outside of the boundaries of the Old & Historic Alexandria District and these buildings do not require a Certificate of Appropriateness. However, the Alexandria Waterfront Small Area Plan required that the Board review redevelopment proposals on these two parcels on an advisory basis, similar to the BAR concept review process used for larger development projects within the historic district. Recommendations and findings made by the Board during the work sessions are not binding on the applicant and are only advisory to Planning Commission and City Council in their deliberations for the Development Special Use Permit (DSUP).

On May 7, July 16, November 19, 2014, and January 7, 2015, the Old and Historic Alexandria District (OHAD) Board of Architectural Review held informal concept review work sessions with public testimony. At the May 7th work session, the Board was introduced to the project site, the applicable Waterfront Small Area Plan guidelines and objectives for this block, and the design program but no architectural images were presented. At that time, the Board generally supported the proposed site layout. At the July 16th work session, the applicant introduced the proposed architectural style and character for the project, showing very contemporary buildings on both the east and west sides of North Union Street. The Board did not object to contemporary buildings, per se, but said they should be contemporary *Alexandria* buildings. The BAR showed little support for the design of the east building and in particular expressed serious concerns with the proposed architectural design and color palette because they did not relate to buildings of genuine architectural merit in Alexandria, and advised the applicant to restudy the architectural character. At the November 19th work session, the Board generally supported the design of the west building, with some comments for further study on its west elevation, and again recommended a complete restudy of the east building. The Board voted 5-1-1, in favor of the overall architectural character of the west building, with Mr. Neale voting in opposition and Ms.

Miller abstaining. The Chairman then called for a straw vote on the design of the east building and pavilion, which was remanded for restudy by a vote of 7-0.

At the most recent work session on January 7th, the majority of the Board expressed enthusiasm for the detail refinements on the west building and for the new design direction of the east building and pavilion. The Board also provided comments on the proposed material palette. The Board requested that the applicant return with a refined design for the east building and pavilion in order to provide final comments prior to the DSUP hearings at the Planning Commission and City Council. The approved minutes of this last work session follow this memo as Attachment #1.

At the four previous concept review work sessions, the Board affirmed that the architectural design and character of the project should be a contemporary design rooted in the historic architectural traditions of Alexandria and in particular, must share common design elements and materials with buildings of genuine architectural merit within the historic district. The Board affirmed that the new buildings should express traditional load-bearing masonry construction with punched window openings (an opening surrounded by a masonry wall rather than set within a concrete frame), particularly on the south and west elevations of the east building facing the historic district, but that a more contemporary expression was appropriate facing Old Town North and the river to the north and east. The Board further said that the pavilion element on the east side of the east building should be an iconic sculptural element on the waterfront and, thus, the east wall of the east building should be a simple background to highlight the pavilion.

As the majority of the Board has already expressed support for the west building, the focus of this fifth, and likely final, concept review work session will be exclusively on the east building and pavilion. It is expected that Planning Commission and City Council will review the DSUP and related applications in May 2015. Because this project will not return to the BAR after the City Council hearing, staff recommends that the Board provide any specific final recommendations for further refinement of the architectural design at this work session, so that staff may work closely with the applicant to ensure these comments are addressed throughout the remainder of the DSUP process. Likewise, staff has noted the Board's previous comments regarding the Waterfront Plan requirement that historic interpretation that be integrated throughout with the site design. At the point in the public process when the applicant begins more intensive design of these elements, staff will ensure that the Board's comments are carefully considered.

As described in previous staff memos, hyperlinked below for reference, the development envelope on this parcel is constrained by agreements with the City and the federal government signed in the 1980s. Those agreements limit the main portion of the building on Union Street to 45' and the pavilion to 30'. The resulting development envelope was in exchange for the creation of the 50'-80' of waterside public space that is also part of this proposal and there are no provisions to allow for variances, as might be possible through the City's normal development process.

The four documents that the Board used in prior work sessions as criteria to evaluate the proposed new construction included the following:

1. Potomac River Vicinity Height District (*applies only to the east building*)
2. Waterfront Small Area Plan (*guidelines and goals apply to both buildings*)
3. BAR Design Guidelines (*non-binding guidance the Board may reference; applies to both buildings*)
4. Additional Standards - Potomac River Vicinity (*these non-binding standards are applicable only within the historic district but can provide useful guidance at this site; applies only to the east building*)

II. STAFF ANALYSIS

Staff strongly supports the revised design of the east building, finding that the applicant has addressed the majority of the Board's previous comments with this most recent version. At the last hearing, the Board requested that the applicant show articulation and architectural detail at the window openings within the masonry, in particular the lintels and brick details. The Board also asked for clearly identifiable main building entrances, historic interpretation integrated throughout the site design, and a preference for the brick to be a warm tone. Lastly, the Board has always advocated for a "wow" factor in the pavilion design so that it could be an iconic sculptural element of the future waterfront park system. The Board was impressed by the pavilion options presented at the last hearing and encouraged the applicant to continue refining the latest design, which consisted of three sloped and overlapping walls on the east façade, likened by some members to an abstract representation of sails, or waves on the Potomac River.

The applicant has responded to the Board's comments and provided additional details of the window frames, trim, cornice, and portions where the masonry returns beyond the glass. The new renderings show a subtle detail at the cornice through the use of soldier course brick and bronze metal frames surrounding all of the punched window openings and in the terrace railing components. Staff will continue to work with the applicant to ensure the glass bays reflect the high quality of design and detailing represented in the renderings. The applicant has demonstrated a similar level of attention to the first floor retail storefronts.

Staff finds that the architectural character and quality of the pavilion has dramatically improved from the earliest concept submissions and seamlessly integrates the condos on the upper floor with the retail base. The present design blends the best of options 8 and 10 from the last work session, where the three dimensional wave form has now become a unified building mass. Based on the new renderings, staff recommends further refinement to obscure or hide the bronze and glass condo walls that peek out from behind the screen walls. This could be achieved through using the same color trim as the screen walls, using trim in varying widths or heights, exploring the option of using the available parapet height to increase the screening potential of the outer glass walls, or other creative solutions. Staff also suggests that the applicant utilize two different types of glass for the east building: with one color or tint for the four-story main block to minimize its visual presence so that it can serve as a backdrop to the pavilion and a compatible yet slightly different glass for the pavilion. This will prevent the glass pavilion from visually disappearing into the curtain wall of the main building behind.

III. STAFF RECOMMENDATION

Staff recommends that the Board find that the height, scale, mass, materials and general architectural character of the overall project are appropriate and endorse the project for review by the Planning Commission and City Council. In particular, staff finds that the east building meets the criteria outlined in the Potomac River Vicinity Height District and Additional Standards of the Potomac River Vicinity; and that both buildings meet the goals and guidelines in the Waterfront Small Area Plan and generally comply with the philosophies outlined in the BAR Design Guidelines.

The Board should state any specific final recommendations for refinement at the February 18th work session, as the Board will not have opportunity to provide design direction at a later date. Staff will ensure that any comments or recommendations made by the Board are included as part of the DSUP process.

STAFF

Mary Catherine Collins, Historic Preservation Planner, Planning & Zoning
Al Cox, FAIA, Historic Preservation Manager, Planning & Zoning

ATTACHMENTS

- 1 – *Approved Minutes from Concept Review Work Session #4 (1/7/15)*
- 2 – *Supporting Materials for Concept Review Work Session #5*
- 3 – [Supporting Materials and Staff Report for Concept Review Work Session #1 \(5/7/14\)](#)
- 4 – [Supporting Materials and Staff Report for Concept Review Work Session #2 \(7/16/14\)](#)
- 5 – [Supporting Materials and Staff Report for Concept Review Work Session #3 \(11/19/14\)](#)
- 6 – [Supporting Materials and Staff Report for Concept Review Work Session #4 \(1/7/15\)](#)

ATTACHMENT 1

MINUTES FROM THE WORK SESSION ON JANUARY 7, 2015

SPEAKERS

Ken Wire, land use attorney with McGuire Woods LLP, introduced himself and Mike Hickok, with Hickok Cole Architects. Mr. Hickok then presented the Board with updated drawings and a new proposal for the pavilion. The updated drawings were only refinements of what was shown in the BAR application and the only significant design change made was the revised pavilion design. The architect also provided a sample of the proposed slate and brick for the buildings.

Mr. Hickok clarified that the north wall will serve as public art and includes metal and slate to unify the design of the building with the landscape and history plan, which are not yet completed. He also further clarified that the space between this wall and the glass building above was intentional to provide light and ventilation to the truck entrance, as well as to differentiate the two uses.

PUBLIC COMMENT

Van Van Fleet, President of the Old Town Civic Association, said that the proposed building reminded him of Urban Renewal. He believed that the mass and scale of the building at 500 N Union was much too large and he cited the development guideline #7 in the Waterfront Plan that "encourage(s) modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture)". He reminded the Board that this building violated the street grid, lacked connectivity to this historic district and was completely different than what was represented in the waterfront model. Regarding the proposal at 501 N Union St., he said that the amount of glass on the building made it look like a building in Miami Beach and gave the wrong impression of Alexandria to potential visitors and tourists.

Bert Ely, co-chair of Friends of the Alexandria Waterfront, expressed frustration that the public was seeing very different drawings at the hearing than what was published online last week. (The Chair explained that the building design has not changed from the application. These additional drawings were simply provided to show additional views for clarity.) He opposed the mass, scale, parking and the modern pavilion design and encouraged the Board to speak more broadly of the project, since their role is purely advisory. He felt the proposed buildings clashed with the historic district and that the Board should judge the proposal against the waterfront model.

Ted Pulliam, a member of but not necessarily representing the Alexandria Archaeological Commission, felt that use of the rough slate wall material was good because slate was used historically in Alexandria and that there could even be more of it on the buildings. He was supportive of the north wall being used for public art to interpret history. He found the latest version of the pavilion, as shown at the hearing, to be very interesting but took issue with the flat roof on the main building as flat roofs are atypical of historic Alexandria. He said that he looks forward to seeing the revised historic interpretation plan in the future.

Elaine Johnston, representing the Historic Alexandria Foundation (HAF) said that while HAF finds the current submission of the east building much improved due to the addition of masonry piers and a coherent window pattern, overall they did not agree with staff's recommendation for several reasons. She also agreed with Bert Ely that it is difficult for the public to comment on revised drawings without ample preparation.

Ms. Johnston stated that HAF found the west elevation of the east building to be a "block long hulk" that is a "psychic and visual" barrier to the waterfront. HAF felt it is unclear where the public access is located and suggested there be visual openings between N Union Street and the river. Furthermore, she expressed concern that the transition of glass and masonry is too abrupt, the glass expanse too large, that the simplicity of the glass wall design will be negatively affected by interior drapes, and that UV spectrum glass should be considered to reduce bird deaths. Lastly, she suggested that green roofs be included on the building. The applicant clarified that all roofs will be green roofs.

BOARD DISCUSSION

Ms. Finnigan found improvement in the current submission and stated that the applicant has proceeded in the right direction. She asked the applicant to clarify the material palette and color selection.

The applicant explained that they had presented two options of paired red and grey brick colors, with the primary difference being that one was more textured than the other. They also said that they wanted color direction from the Board as opposed to a color selection.

Ms. Finnigan said that her initial preference was for the more textured brick. She told the applicant that they have begun to gain her support of the west elevation on the east building and with the proposed variation in the penthouse setback. She found the north and east elevations to be the weakest point of the application. Regarding the pavilion, she was almost "wowed" by the new proposal shown on sheet A4 at the hearing because it was sculptural. She said that she could support Mr. Pulliam's suggestion of a sculptural wall and roof for the main building, as well. She found this version of the east building to be a "vast improvement and moving in the right direction."

Mr. Carlin thanked the applicant for responding to the Board's requests, as the Board is works very hard to represent the public's interest. He found the west wall of the west building to be an improvement and likes the building angle in plan and the garden spaces that this produces. He thought the architectural character and masonry wall appearance of the east building was a "phenomenal breakthrough." He liked that the east and west buildings were tied together by several design cues and the load bearing masonry expression of the buildings. He preferred the new pavilion design because it tied into the environment and nature on the site and believed that the wave form and animated character appropriately reflected the Potomac River. He expressed preference for the more textured brick and warm tones as opposed to cool. He found both gray brick samples to be too monochromatic and asked the applicant to consider a gray brick with a wider range.

Mr. von Senden argued that low, sloped roofs are ubiquitous in Old Town due to the large number of Italianate Victorian buildings and found the proposed roofs appropriate. He expressed

great enthusiasm for the proposed green roofs and found great improvement in the pergola style cornice "eyebrows," but felt they still needed further development. He said he hoped the applicant would play up the visual effect of a cantilevered glass wing on the north end and visually minimize the support columns as much as possible. He liked the box bay windows and the rhythm that created on the street but asked the applicant to define the window lintels more to imply structural support. Regarding the materials, he found either color palette to be suitable, but preferred a more textured brick given the large scale of the buildings and preferred a pink tone over green. His preferred pavilion design was the Option 10 shown at the hearing, with option 6 being a distant 2nd.

Ms. Roberts expressed comfort with the current design of the west building and liked the additional wall articulation. On the east building, she liked the use of slate and said that she would like to see more of it. She found the rhythm of the east building coherent and appreciated the relationship between the east and west buildings. She was concerned about the way the glass and brick walls came together and asked for a more clear joint line there. She agreed with all of the comments already made by the Board members, except that she did not find the present east elevation needed to be changed and thought it should be kept simple to offset the pavilion. Regarding the pavilion, she preferred Option 8, but stated that she may grow to appreciate the revised pavilion Option 10 with additional study.

Ms. Miller stated that the applicant was headed in a good design direction and that she leaned towards a textured brick with color variety on the west building. She preferred the color tone of the smooth gray brick, but would like it to be more textured. She thought the east elevation of the east building should continue to be a calm backdrop to the pavilion. She preferred pavilion Option 8 because it looked like a single, unified building design where the elevation drawing of Option 10 looked like three separate buildings.

Mr. Carlin suggested that the brick texture between the two buildings need not match. He would prefer that the east building become a background to the pavilion. He preferred Option 8 due to the movement within it and although he liked the sail concept of the new proposal, he found three pieces visually distracting. He asked what the height difference would be on both options. The applicant responded it would be between 4-5 feet.

Mr. Neale found that the pavilion design was beginning to succeed, particularly Option 8. He suggested the applicant heighten the peaks of the sail forms, perhaps using them as a screen for rooftop mechanical equipment in order to exceed the basic height limit. He felt the pavilion stood by itself and should be treated differently than the rest of the buildings. He also asked that a historic reference be introduced to the design. He said that the penthouse floor was too continuous and would like to see a sight line from the sidewalk because the design would be most successful if you don't see anything that bands the building all together, such as a continuous roofline. Regarding the color selection, he said it should be harmonious but as broad a palette as possible to avoid a monolithic look, particularly on the east building. He found the proposed brick sample to be too hard-edged and contemporary. Lastly, he stated for the record that he did not like the west building and would prefer to see a design that filled out the street grid and that was two stories shorter.

Chairman Fitzgerald said that he was very pleased with the direction of the design and found the bay windows to be a beautiful reflection of the oriels within the historic district. He preferred a reddish brick for both buildings and thought the grey looked too much like concrete. He thanked the applicant for delivering on the Board's request to design something special for the pavilion. He found the revised pavilion design Option 10 "stunning" and expressed preference for it.

(End of Minutes)



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

*1108 Jefferson Street
Alexandria, Virginia 22314*

Robinson Terminal North
Additional Materials
9/24/2015

November 18, 2014

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: 500/501 North Union Street (Robinson Terminal North)

Honorable Mayor and members of City Council,

At the Alexandria Waterfront Commission's October 21 meeting, the Commission established an ad hoc subcommittee to review that day's presentation of the 500/501 North Union Street (formerly Robinson Terminal North) development proposal. 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 November 18, 2014.

The Committee reviewed the proposal in light of the 6 Development Goals and 15 Development Guidelines set forth for that area in the Alexandria Waterfront Small Area Plan (the Plan) (see attached document stating those goals and guidelines).

While the Committee found that most goals and guidelines had been addressed by the current proposal in a broad sense, there is a need to develop specificity in the proposal with regard to several key issues. Therefore, we regard this document as an **Interim Report** pending the provision of more information. We recognize that the proposal is a work in progress and not yet complete, which leaves the Commission without sufficient information to specifically recommend approval of the plan as is. Below, we enumerate those areas where we believe more detail is required for the proposal to be deemed complete. The Commission also requests more clarity regarding the development schedule. As planning for this development evolves and changes occur, we ask the developer to continue to bring forward in a timely manner all modifications to the proposal for the Waterfront Commission's consideration.

Meeting the Goals:

1. The Plan provides for mixed use and the design encourages activity in the proposed development, but we believe the use of the proposed 8,000 square feet of space set aside

on the ground floor of the East building is not adequately defined. The guidelines require “active uses” that are “open and welcoming to the public” during normal business hours. A community meeting space, performance space, or museum – all desired by the community – are in keeping with the guidelines of the Plan, but the proposal needs to clarify in specific terms how it will meet this goal in both a programmatic and economically viable manner.

2. Goal two is fully met.
3. Goal three is substantially met. See Guideline 3 note below.
4. The proposal calls for “moving” West’s Point in recognizing its historic importance. While the committee accepts that West’s Point itself has moved over the period of Alexandria’s Waterfront History and is therefore subject to continued moving as usage evolves, we do not agree with simply “moving” the historic signage and designating a new West’s Point north of the new East Building. If this new location for West’s Point is designated, we believe signage and other historical markers should be placed at the earlier and current locations of West’s Point as well. The Plan states that “particular attention should be given to” this site, which “...represents the origins of Alexandria.”
5. Some Commission members continue to find the mass and scale of the buildings too large in relationship to the adjacent housing. Others believe they fit with adjoining commercial uses and are acceptable under the new zoning approved by Council.
6. Goal six, maximizing of views, is achieved.

Meeting the 15 guidelines:

- Guidelines 1 and 2 regarding the encouragement of active public spaces are partly addressed – for example, there is a hotel in the West building. But the potential uses described for the ground floor of the East Building are far too vague. We understand the developer is searching for a viable commercial venture such as a restaurant. We further encourage the developer to actively search for and recruit community and financial support for a specific use such as a performance space or museum for the “community space,” just as they do for a private commercial use. It is critical to the success of the development and the Waterfront Plan that this area not become dead space.
- Guideline 3 is met, though several members believe there should not be residential uses at all in the East building, as this could limit the active use of the ground floor spaces due to concerns about noise and other activities.
- Guideline 4 is met.

- Guideline 5: Regarding enhanced street scape, the Olin plan is developing the details of landscaping, paving, light fixtures and other public amenities along the entire waterfront, and the final details of the public spaces of the 500/501 North Union Street Development should conform to those specifications.
- Guideline 6: Again, specific detail is lacking. The developer should seek to follow the Waterfront Small Area Plan Art and History Appendices as well as the approved Phase I Design pertaining to this site. Those developing the proposal's details should work with the established Council appointed Commissions as well as through community input processes to ensure conformance with regard to both public art and historic markers and signage.
- Guideline 7: The proposal meets the requirement for keeping the historic east-west orientation of buildings, alleys and wharves. The Committee does not believe the design of the East Building meets the guideline "to encourage modern design inspired by historic precedent (such as 18th century warehouse architecture." The current design is neither compatible with nearby residential neighborhoods nor of sufficiently striking high quality modern design to outweigh the lack of compatibility.
- Guideline 8 is met.
- Guideline 9 on parking is met with regard to the hotel, restaurants, and residences. The committee has concerns whether there is enough parking for a large cultural event in the proposed community space. We believe that in addition to the stacked parking proposed for the below-ground parking, valet parking requirements should be considered for this development project.
- Guidelines 10, 11, and 12 are met. We recommend that the developer work closely with City staff and the Environmental Policy Commission regarding Guideline 12.
- Guideline 13 is met.
- Guideline 14: Most of these bulleted items are met, but the requirement for inclusion of public art is vaguely defined. Again, we recommend that the developer adhere to the guidelines of the Art and History recommendations within the Plan and the approved Phase I design consistent with the Art and History Waterfront Report and work closely with the Commissions and their public processes to flesh out the details of their proposal to include public art in the 500/501 North Union development area. Additionally, more specific detail is needed with respect to the public open spaces, including the pier, and how these spaces would be programmed and operated for active public uses.
- Guideline 15 is met.

The Alexandria Waterfront Commission voted to accept the above report and is forwarding it to City Council effective November 18, 2014.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Charlotte A. Hall". The signature is written in a cursive, flowing style.

Charlotte A. Hall, Chair
Alexandria Waterfront Commission

Attached: Robinson Terminal North Development Goals and Guidelines

cc: Planning Commission
Board of Architectural Review
Waterfront Commission
Karl Moritz, Acting Director, Planning & Zoning
James Spengler, Director, Recreation, Parks & Cultural Activities
Emily Baker, Director, Project Implementation
Jack Browand, Division Chief, Recreation, Parks & Cultural Activities

May 14, 2015

VIA EMAIL TO jack.browand@alexandriava.gov

Charlotte Hall, Chair
Waterfront Commission
301 King Street
Alexandria, VA 22314

RE: Robinson Terminal North

Dear Ms. Hall:

On behalf of my client, Alexandria North Terminal, LLC, the Developer of Robinson Terminal North, I am submitting this follow up to our recent meetings to address the unresolved Goals and Guidelines per the Waterfront Commission's Interim letter of November 18, 2014.

Development Goals

1. In the Interim Letter, the Commission expressed concern over the nature of the first floor space in the pavilion portion of the eastern building. As was discussed in the last meeting with the Commission, this first floor space will be active space as required by the Plan. This active space will be leased to rent paying tenants that could be either restaurant, retail, museum, gallery space or any combination of these uses. The applicant has retained a leading leasing consultant to market this space to potential tenants. As expected, the prominent location of the project has generated significant market interest.
2. Met per Interim Letter.
3. Substantially met per Interim Letter. As part of the negotiations with City staff related to overall developer contributions, and City budget constraints, the Applicant, at staff's request has revised the pier design to reduce the long term maintenance obligations and create a balanced set of developer contributions across the entire site. The revised pier design still provides the ability to access the pier for views up and down the Potomac River and a floating dock enabling smaller pleasure craft to tie up to the pier. The Applicant will dedicate the pier and open space from the promenade outward to the City of Alexandria while maintaining the pier and open space for five years. The revised pier concept design is attached.

4. The Applicant does not propose "moving" West's Point from its current location at the foot of Oronoco Street. The Applicant, at staff's request and endorsement, has pursued an interpretive plan for the site that calls for the entirety of the new site to channel the historic West's Point. Please see Waterfront Commission Meeting Presentation dated February 19, 2015 and presentation titled West's Point dated December 2, 2014 for further context.
5. The Applicant's proposal fits within the development envelopes established by the Plan and the Settlement Agreement.
6. Met per Interim Letter.

Development Guidelines

1. See response to Goal 1 for active uses.
2. The project is a mixed-use development with approximately half of the development area allocated to commercial uses such as the hotel, restaurant and retail space with remaining half allocated to residential uses.
3. Met per Interim Letter.
4. Met per Interim Letter.
5. Applicant has agreed to conform its landscaping details to the Olin plan.
6. The Applicant has completed an extensive historical interpretation plan and has reviewed it with the City Archeologist. The plan proposes to incorporate three primary components into the Interpretive Panels that identify various themes and highlight the history of the site. These themes include: Commerce, Military, Transportation, Nature, and Female Ownership of Site.

The landscaping elements also evoke history of site including wharf-inspired wooden 'docks' that connect Founders Park with the site, Site Rails that incorporate images of the Rolling Road/Hogshead Barrels and Railroad Tie-inspired benches that provide seating throughout the North Garden area. Please see Waterfront Commission Meeting Presentation dated February 19, 2015 and presentation titled West's Point dated December 2, 2014 for further context.

7. The design of the East Building and Pavilion have been completely restudied since the Interim Letter was issued. The design now calls for a more regular and substantial inclusion of masonry at the West and South elevations (those that front the Old and Historic District and/or the City Grid). On the East and North elevations (those that front water), glass is employed at a much higher rate. Further, the East elevation of the East Building is designed to act as a subtle, but elegant foil or backdrop that frames a much

May 14, 2015

Page 3

more active and sculptural pavilion. This BAR recommended approval of this design. Please see Waterfront Commission Meeting Presentation dated February 19, 2015 for further context.

8. Met per Interim Letter.
9. Met per Interim Letter. Applicant will be using valet parking and parking lifts for the western garage.
10. Met per Interim Letter.
11. Met per Interim Letter.
12. Met per Interim Letter.
13. Met per Interim Letter.
14. Met per Interim Letter. Per staff's request, the Applicant will be providing a cash payment to the City for public art that meets the Public Art Policy's recommendation of \$0.30 per foot.
15. Met per Interim Letter.

Please let me know if you have any questions regarding the project's compliance with the Goals and Guidelines.

Sincerely,



Kenneth W. Wire

Enclosures

cc: Yuri Blazer, CityInterests
Karl Moritz, Director, Planning and Zoning

66856607_1



Robinson Terminal North
Additional Materials
9/24/2015

URBAN DESIGN ADVISORY COMMITTEE

Steve Kulinski
Marie Tavernini
Roger Waud
Bruce Machanic, Co-Chair
Daniel Straub, Co-Chair & Secretary

September 10, 2015
Planning Commission for the City of Alexandria
David Brown
H. Stewart Dunn, Jr.
Stephen Koenig
Mindy Lyle
Mary Lyman
Nathan Macek
Maria Wasowski

Re: **500-501 North Union Street**
(Robinson Terminal North)
Concept Design Submission

The Urban Design Advisory Committee (UDAC) serves in an appointed advisory committee capacity to the Planning Commission and to City Council on the planning and design of projects within the Old Town North (OTN) small area plan boundaries. In that role, the committee has met on several occasions in 2014 and 2015 to review the concept plan submission for the above referenced project.

The committee recognizes that the zoning constraints and building envelope for this property were established by the previously adopted Settlement Agreement and the Waterfront Small Area Plan thereby formalizing the building height, mass and scale that would be permitted at this site. UDAC played no role in the waterfront planning process, and recognizes that the proposed building mass and scale are therefore beyond its jurisdiction in this case. As a result, the committee reviewed this project solely with respect to the Urban Design Guidelines formulated for OTN. During previous meetings and presentations, the committee complimented the Applicant on the quality of their work, their efforts to address the many complex planning and design issues associated with this site, and their efforts to make this project the cornerstone to the north end of the central waterfront plan.

At the recent April meeting of the committee, discussion followed on the revised architectural concept design for the West Building, the East Building and the Pavilion Building. Based upon the overall quality of this submission, UDAC unanimously **ENDORSED the concept for the architectural design of the buildings**. At the recent May and September meetings, discussion followed on the revised concept for the historical/cultural aspects and the open space and landscape design aspects of the project. Based upon the overall quality of this submission, UDAC unanimously **ENDORSED the concept design of the historical/cultural and the open space/landscape design aspects of the project, and thereby ENDORSED the overall concept design for this project**.

Respectfully submitted:
Urban Design Advisory Committee
Daniel Straub, co-chair

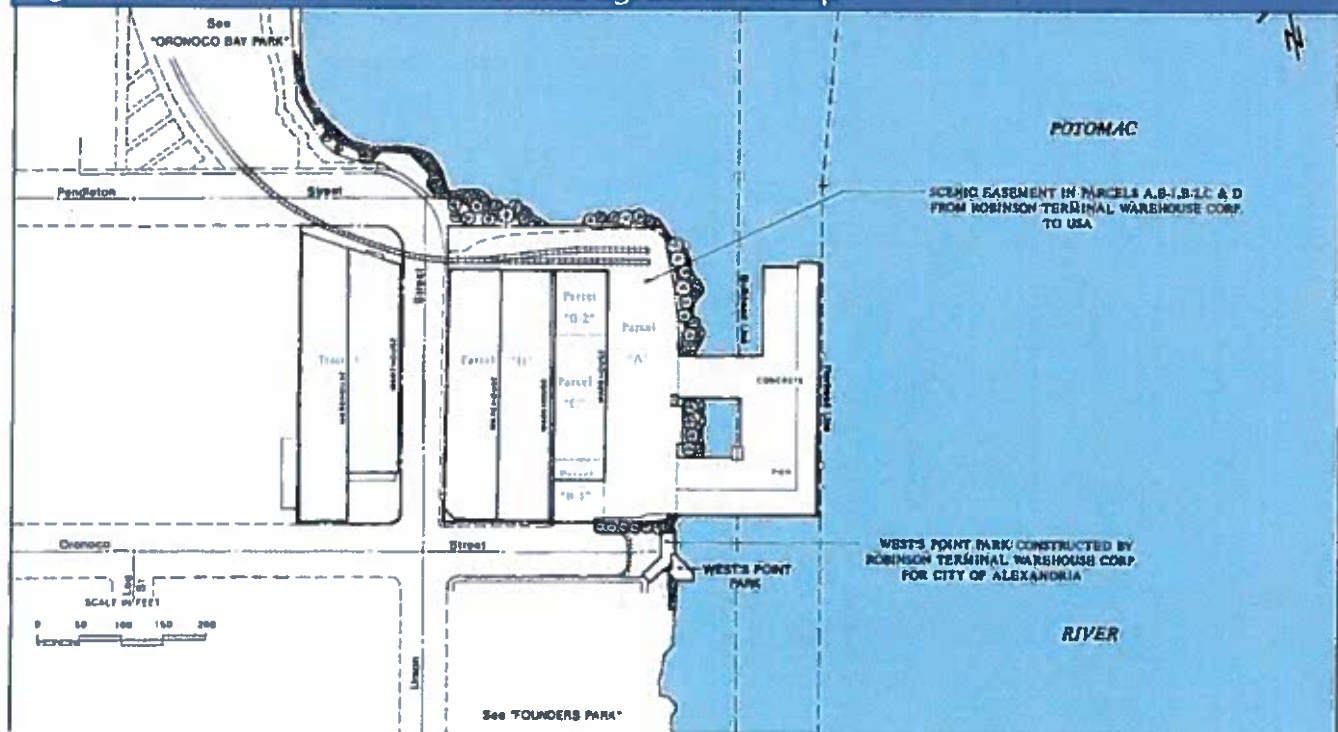
Bruce Machanic, co-chair

Robinson Terminal North

Robinson Terminal North
Additional Materials
9/24/2015

The W-1 zone is more restrictive than the federal government settlement agreement in terms of density and height. The settlement agreement allows a square footage of 238,816 square feet on three development parcels with a total buildable lot area of 91,814 square feet, resulting in an effective Floor Area Ratio (FAR) of 1.69. Under existing zoning, a total of 195,296 square feet is permitted with an SUP (1.38 FAR). The proposed maximum density in this Plan constitutes a 43,520 square foot increase over the existing W-1 zoning, but does not exceed the settlement allowances. Tract 1, or the parcel of property on this site located west of North Union Street, is limited to 66 feet in height and heights east of North Union Street are limited to 45 feet on Parcel D and 30 feet on Parcel C, as described in the settlement agreement.

Figure 29: Terminal North settlement agreement Map



Robinson Terminal North

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 Pendleton Street as a pedestrian connection to an improved public pier.
4. Pay homage to historic West's Point through public space design and interpretive features
5. Maintain a building scale compatible with existing fabric to the south and west.
6. Maximize water views from buildings, streets and rooftop open spaces.

Figure 30: Robinson Terminal North Conceptual Massing Model

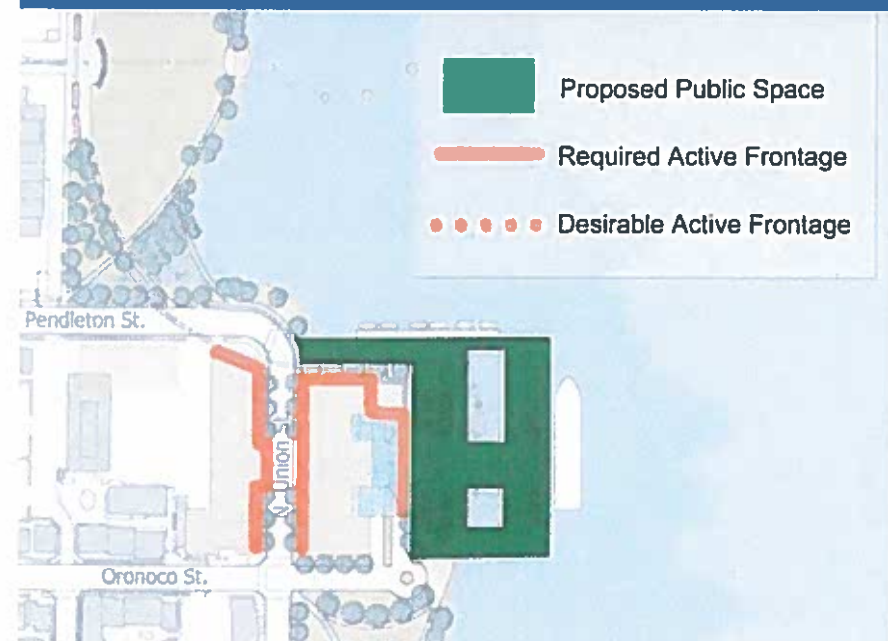


Robinson Terminal North

DEVELOPMENT GUIDELINES:

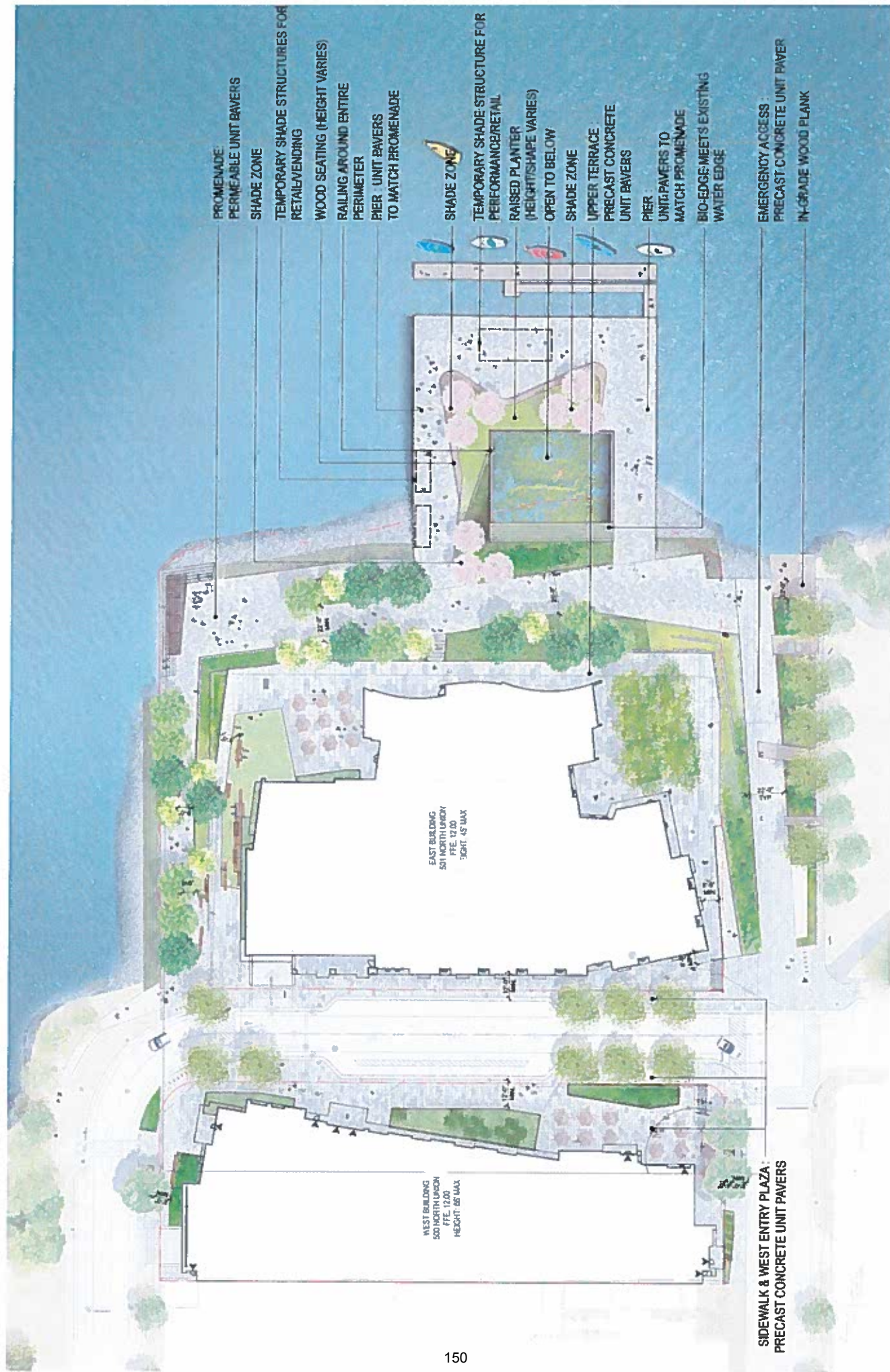
1. Active uses should be part of any development and should constitute the predominant ground floor uses. Active ground floor uses shall be generally located as depicted in the Public Space and Active Frontages Diagram (Figure 31), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.
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).
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 North Union Street should be enhanced; in addition to undergrounding utilities, providing street trees and appropriate light fixtures, Union Street should present an obvious continuation of pedestrian access between open space areas to the north and south and be improved with, at minimum, wide sidewalks, landscaping and special street paving.
6. Historic interpretation, consistent with the recommendations of the History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, with particular attention given to the West's Point site which is the area which extends from the water west up Oronoco Street to Union Street, and represents the origins of Alexandria.
7. Encourage 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. Reflect historic east-west orientation of buildings, alleys and wharves.

Figure 31: Robinson Terminal North Proposed Public Space and Active Frontages



DEVELOPMENT GUIDELINES CONTINUED:

8. Redevelopment proposals shall require review on an advisory basis by the Old and Historic District Board of Architectural Review prior to being considered by the Planning Commission and City Council prior to approval.
9. 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.
10. The bulk and scale of the buildings should be stepped down from Union Street toward the water.
11. Curb cuts should not be located on any building and/or block frontages facing the water or North Union Street, and should be minimized if facing open space along Oronoco Street.
12. Shoreline treatment at Robinson Terminal North should include native plantings and naturalization where possible.
13. Redevelopment should be compatible with any biosparging technology, or other bioremediation, being employed by the City in treatment of the Oronoco Outfall-Alexandria Town Gas site located at the eastern end of Oronoco Street.
14. 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 31). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. 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.
 - 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 encourages retaining the pier's ability to accommodate larger ships visiting Alexandria. Use of the pier should be active and welcoming to the general public, and should advance the goal of the uninterrupted public pedestrian walkway along the water's edge. Examples of potential uses include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Any structure erected on the pier should be temporary in nature, such as a tensile structure, fabric awning, or prefabricated, demountable, glass pavilion. The responsibility for the design, construction, maintenance and programming of the pier and public space will be determined in the future; the Plan recommends close coordination between the City and the developer on all of these issues.
 - Environmental amenities, above and beyond the minimum required.
15. The maximum FAR and floor area allowed is included on the chart at page 105.



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.

--

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

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

 Reply all | 
 Delete
  Junk |  ...

Robinson Terminal North
 Additional Materials
 10/8/2015

Docket Item #2 - Planning Commission meeting, 7:00 pm, Thursday, October 8

LB Liza Baldwin <Liza.Baldwin@gatesfoundation.org>

 Reply all | 

To: ☐ PlanComm; Cc: ☐ Lizabaldwin@comcast.net; ☐ Hjbergman51 <hjb

Thu 10/8/2015 3:50 PM

Inbox

You forwarded this message on 10/8/2015 5:19 PM

Dear Members of the Planning Commission,

My name is Elizabeth Baldwin and I have lived at 428 N Union Street since 1995. My house is immediately across the intersection of Oronoco Street from the future location of 500 & 501 Union St. I strongly believe what the development team has put forward in their presentation titled 500 & 501 Union, Alexandria, VA, Project Overview, Fall Presentation is unrealistic and unsustainable and therefore, no SUPs that increase the size or density of the project should be approved.

The zoning, as currently allowed without the SUPs, is more than the city's infrastructure can absorb. As Howard Bergman, copied above, points out in his comments to the Planning Commission, this project will nearly double the density of the neighborhood bounded by Queen and Pendleton and by N Union and Lee.

The RTN property was sold with clearly articulated zoning, so the city doesn't owe the buyer anything. If the development went forward under the existing zoning, they would likely be able to meet the parking needs of the project, that is, if it is even physically possible to have below ground parking on both sides of N Union St.

- What protection does the city have should the developer declare after a "good faith effort" that it cannot provide below ground parking that meets the zoning requirements? The city needs to make clear that mandated below ground parking, per existing zoning requirements, is NON-negotiable.
- How will the developers deal with the contaminated soil removal that will be required for any construction but especially for the amount generated by underground parking/infrastructure? The city must require that all excavation be removed by contained barge so as not to further degrade our crumbling streets and to mitigate the spread of arsenic and other dangerous ground pollution into our breathable space.

Further, from what I understand the developers are planning to contribute to the city, they don't deserve any favors. My understanding from Patricia Sullivan's Washington Post article is:

- A one-time contribution of \$585,617 to the city's affordable care housing fund.
- A one-time contribution of \$78,317 to the city's public art fund
- A one-time contribution of \$60,000 to Capital Bikeshare (which appears nowhere in the renderings, so hopefully won't be cluttering the small amount of open space left at 500 and 501 N Union)
- Any my favorite, \$175,000 annually for the operation and maintenance of the waterfront area including the pier -- **That won't cover the maintenance of the area immediately surrounding their development, never mind publicly owned land, such as the park next door, Founders Park, which, in combination with Oronoco Bay Park, gives exponential value to these two parcels - nothing else. We, the citizens of Alexandria through our tax dollars, members of FPCA and the former Waterfront**

Development Plan delivered this value – not the current city government.

- The article further states, as I read it, that the developers are also going to spend \$3 million to rehab the “city-owned pier”. How did the city come to own the pier? Or, is this some sort of “trade” for the SUPs now being requested? Who is going to maintain it going forward, including the costs associated with risk/liability? Is the city planning to lease the pier as a concession? As is, only very large vessels can use the pier, so one has to think there are plans for floating docks or some other structure to accommodate recreational use. What about the mass of visitors this could bring? I see nothing in the current rendering that shows accommodation for visitors entering from the river.

The visual renderings in the “Fall 2015 Presentation” are extraordinarily misleading; existing buildings are omitted from the southern perspectives and the one that does include them (my house and my neighbor’s, page 28) is at such a contorted angle, I can’t believe it is correct. And, while I see that all loading and parking entrances are on the north end of the buildings on the floor plans, I cannot locate this on the building rendering, page 21, which leads me to believe they are simply planning to have suppliers to the restaurants and retail establishments double park on Union to on- and off-load as they currently do at the south end restaurants/bars -- a very dangerous, never mind unsightly situation for a luxury development.

The Site section on page 16 is disingenuous. As a land owner, I’m concerned about the view from the north, south, and west. I’ll leave the boaters and the residents of Maryland to comment on the visual beauty from the east. Looking at the project from my house, it simply blocks my view and overwhelms my neighborhood and will prohibit the use of both Founders Park and Oronoco Bay Park from most Alexandrians. Tourists and big spenders - welcome but residents – keep out.

Another major concern is lighting and noise – the renderings clearly depict lighted commercial signage on the building fronts, plenty of light to make the hotel look alive, and exterior lighting for the restaurants’ outdoor seating which presumably will be occupied. We have worked diligently as good stewards of Founders Park to ensure that the meager bit of flora and fauna that manage to survive here can do so. We can kiss all of that good-bye – with the exception of more starlings, sparrows and pigeons, -- not to mention a good night’s sleep.

Each of these concerns is based on the project being completed at the size and scale that is allowed without SUPs. I repeat, no SUPs should be granted for this project.

One last question: Have the developers secured the funding or is this SUP request what they need to get the investment dollars? My guess is the latter given the fact that Alexandria does not need more of the commercial elements they are proposing.

The two parcels need to be developed but not as proposed here.

Thank you for the opportunity to express my concerns and I look forward to hearing your responses to my questions.

Sincerely, Elizabeth Baldwin

Robinson Terminal North
Additional Materials
10/8/2015

**Adoption of a Schedule of Civil Fines and Sanctions for Haul Route Violations and Worker Parking
Infractions: RTN DSUP**

To: the Alexandria Planning Commission

From: the Ad Hoc Monitoring Group for Waterfront Construction ("the Group", by majority)

Product of a "Lessons Learned" exercise after the first 2 months of construction activity at the Indigo Hotel, the first of multiple developments being monitored by the Group

- Problem

- Initial construction activities saw multiple hauling and worker parking violations that disrupted normal planned traffic flow, raised the level of disruptions and concern amongst residents, and in at least one case imperiled historic city infrastructure (cobble stone street)
- Current actions/sanctions against violations target individual workers, drivers and possibly the subcontracting companies only
 - There are many different sub- and sub-sub-contracted companies, each with their specific hauling operations
 - Often the preponderance of on-site work is performed by subcontractors, companies with varying methods of worksite education/briefings
 - If there's little-to-no Project-wide mitigation measures in place, the "learning curve" starts fresh with each new sub-contractor
- Current project schedules show overlap of construction activity at multiple sites, hence multiplying the impacts of non-adherence to studied and approved haul routes designed to protect the sensitive infrastructure of the historic Old Town district, and impact to its strained parking situation

- Proposed risk-mitigation measure

- Develop a schedule of Civil fines and sanctions for trucking, parking, and haul route infractions, negotiated with the Robinson Terminal North (RTN) developer, and levied against them, which will be incorporated into the RTN DSUP to be approved by Council
 - To be of a nature that provides motivation/incentive at the RTN Project level to develop a robust and effective program of preventative measures and operator education across all subcontracting companies.

- Further discussion

- If on the other hand such robust educational and preventative measures are already in place, then having the infraction/fine schedule will certainly do no harm
- There is a precedent of the use of civil enforcement in conjunction with criminal enforcement to reinforce desired behavior, such as noise control
- Consider incorporating this measure into the DSUPs of other Waterfront construction projects, if not all major projects within the City of Alexandria

October 7, 2015

VIA EMAIL TO karl.mortiz@alexandriava.gov

Mary Lyman, Chair and
Members of Planning Commission
301 King Street, Suite 2100
Alexandria, Virginia 22314

RE: October 8, 2015 Planning Commission Hearing, Docket Item #2

Dear Members of the Planning Commission:

On behalf my client, Alexandria North Terminal, LLC, we are requesting the following changes to the staff recommended conditions of approval for the above-referenced matter.

New condition after Condition 18

The at-grade open spaces areas outside of the building foot prints and restaurant seating areas shall remain open to the public.

Condition 39

Upon completion of the pier construction, the applicant shall submit as-built plans (to include the structural plans / drawings) certified by a licensed professional engineer registered in the Commonwealth of Virginia to the City for review and approval. After approval of the as-built plans by the City, the applicant shall maintain the pier for five years, including but not limited to structural and operational maintenance. **If the City programs any events on the pier within the five year period that the pier is owned by the applicant, the applicant is not responsible for any maintenance costs that exceed \$175,000.** At the end of the five year period, the applicant shall dedicate the pier to the City, and post a maintenance bond for one year for the structure and up to three years for landscaping **and the City shall accept the pier.** Prior to acceptance by the City, the applicant shall demonstrate that the pier has been stabilized and maintained as required herein. (P&Z)(T&ES)(RP&CA)(GS)

October 7, 2015

Page 2

Condition 148

At the time of acceptance of the 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~~ **to be used exclusively for the maintenance of the pier and open space** prior to acceptance of the pier pursuant to Condition #39.

I look forward to discussing these changes with you at the Planning Commission hearing tomorrow.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth W. Wire", with a stylized flourish at the end.

Kenneth W. Wire

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