

submitted by Bert Ely
8
10-17-15

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

October 17, 2015

Mr. Mayor and members of Council I am Bert Ely, a co-chair of Friends of the Alexandria Waterfront (FAW). I am speaking on behalf of FAW in opposition to the DSUP application for the Robinson Terminal North (RTN) project that is before you today. I urge every member of Council to vote against this DSUP.

FAW numbers its supporters in the hundreds, including many Alexandrians who do not live in Old Town but who care very much about the impact of this development on the waterfront. Mr. Mayor, on behalf of FAW I want to thank you for granting me an extra minute of time to discuss the RTN DSUP.

There are many problems with this DSUP – insufficient on-site parking for residents, restaurant patrons, and visitors to public spaces; the failure to include in the DSUP a ban on residential parking permits for RTN residents; and the failure to require the barging of excavated soil, much of it contaminated. Others speakers today will address those issues. Instead, I want to draw your attention to a fatal flaw in the DSUP – the inclusion of a hotel in RTN’s west building.

As you know, development of the RTN property is subject to the terms and conditions of a Stipulation of Settlement entered into on March 10, 1983, between the Robinson Terminal Warehouse Corporation (owned by the Washington Post Company), the City of Alexandria, and the Department of Justice, acting on behalf of the United States Government. That agreement incorporated by referenced a deed, called the RTWC Deed, which set out numerous restrictions on the development of RTN, including building heights and uses.¹

Attached to this statement are two relevant pages from the RTWC Deed. The first, page 446 in the deed book, is a map of the west side of the RTN property. That parcel was identified in the RTWC Deed as Tract I. The arrow points to that designation. The second page, 396 in the deed book, specifies “the restrictions hereby imposed” on Tract I. Permitted uses, as specified in subparagraph a. on that page, are limited to “commercial office, commercial retail oriented to pedestrian traffic, restaurants (other than drive-in restaurants), and residential, or any combination of such uses.” Please note there is no mention of hotels. Quite simply, the 132-room hotel proposed for Tract I is not a permitted use on that parcel of land because a hotel does not, by any stretch of the imagination, fit within any of the named uses.

¹ The RTWC deed is recorded in the Alexandria courthouse in Deed Book 1113, pages 392 to 453.

It is most unfortunate that the Staff Presentation for this DSUP, on the unnumbered page 29, which I have attached to my statement, materially misstates the permitted uses on Tract I. It reads as follows: "Permitted uses: Commercial, office, retail, restaurants & residential." Arguably, the word "commercial" in the prior sentence, read as a noun, could be defined as including hotels since hotels are a commercial enterprise. However, the restrictions set forth in the RTWC Deed use the word "commercial" only as an adjective - "commercial office" and "commercial retail." The word "commercial" is not used as a noun. Misstating in the Staff Presentation the use restrictions set out in the RTWC Deed does not negate those deed restrictions. Likewise, the City's zoning ordinance cannot trump those deed restrictions.

One final point - paragraph 14 of the RTWC Deed, on deed book page 420, states in its entirety: "RTWC covenants and agrees that this Deed shall be binding on, and inure to the benefit of, RTWC's successors and assigns." The restrictions imposed on the RTN property by the RTWC Deed will continue to operate regards of who acquires and develops that property.

Although it certainly is not my concern, I question whether CityInterests, the developer who has requested this DSUP, will be able to obtain financing for this project given that the proposed hotel, which is an integral element of the project, is not a permissible use under the terms of the RTWC Deed. I question, too, whether the requisite title insurance can be obtained as long as a hotel is an element of the RTN project.

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

N/F
CITY OF ALEXANDRIA

PENDLETON

BLDG. CORNER - 0.1' EASTERLY OF R.

PAYMENT
FURNISH
BY THE OWNER

3.8' 01' 00" R 38.47'

R 25.00' A 91.51'

SET BACK 10' FROM RAILROAD

LOADING DOCK

EX. SIDEWALK ESMT.

D.B. 794 PG. 55

0.99909 AC.

WAREHOUSE

D.B. 794 PG. 55

D.B. 887 PG. 52

0.99909 AC.

TRACT I

LOT 601

0.99909 AC.

WAREHOUSE

D.B. 794 PG. 55

D.B. 887 PG. 52

0.99909 AC.

WAREHOUSE

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WAREHOUSE

D.B. 794 PG. 55

D.B. 887 PG. 52

0.99909 AC.

ORONOCO

(66' WIDE)

N/F
DEVELOPMENT RESOURCES,
INC.

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SEE DETAIL 'A'

OUTLOT B'

OUTLOT C'

OUTLOT D'

OUTLOT E'

OUTLOT F'

OUTLOT G'

OUTLOT H'

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OUTLOT J'

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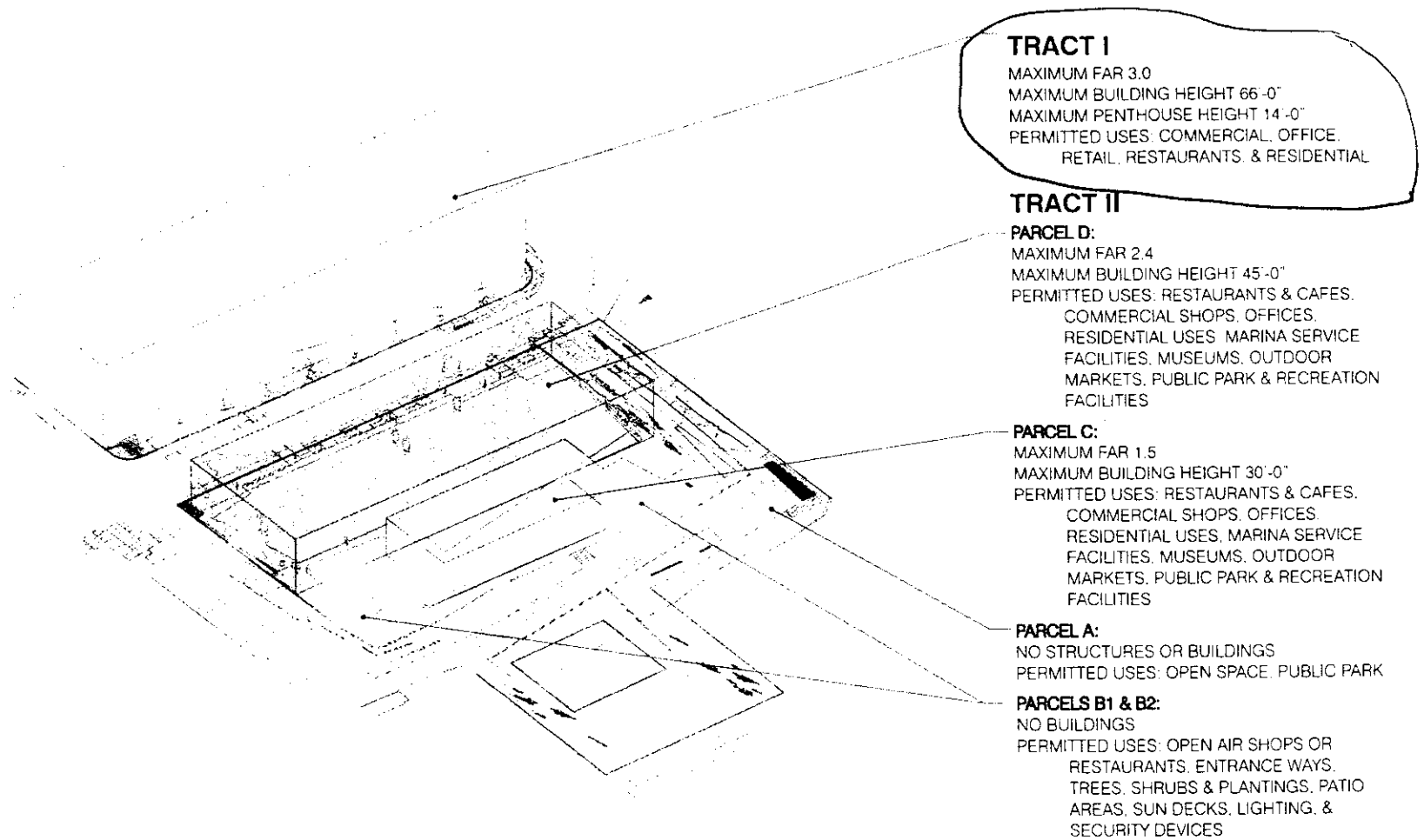
OUTLOT C'

OUTLOT D'

and to the extent hereinafter expressed to be, and to constitute, a servitude upon Tract I and to that end, and for the purpose of accomplishing the intent of the parties hereto, RTWC covenants on behalf of itself, and its successors and assigns, with the United States of America, and its assigns, to do and refrain from doing upon Tract I the various acts hereinafter described, it being hereby agreed and expressed that the doing and refraining from said acts, and each thereof, upon Tract I are and will be for the benefit of the United States of America. The restrictions hereby imposed upon the use of Tract I and the acts that RTWC covenants to do and refrain from doing on Tract I are as follows:

- a. Uses permitted on Tract I are commercial office, commercial retail oriented to pedestrian traffic, restaurants (other than drive-in restaurants), and residential, or any combination of such uses.
- b. Any building or structure erected on Tract I shall not exceed sixty-six (66) feet in height. Height of a building or structure shall be measured from the average finished grade to the highest point of the building or structure, exclusive of a penthouse housing mechanical equipment for which an additional fourteen (14) feet of height shall be allowed and exclusive of a parapet wall of up to three (3) feet in height. Such penthouse will not occupy more than one-third of the roof of the building. Average finished grade is the elevation obtained by averaging the ground surface elevation at intervals of twenty (20) feet at the perimeter of the building.
- c. All buildings erected on Tract I shall not exceed, in total, a floor area ratio of 3.0. Floor area ratio is the total

SITE CONSTRAINTS MASSING



500 & 501 NORTH UNION

Project:
500/ 501 Union
Alexandria, Virginia

Phase:
PROJECT OVERVIEW

Date:
FALL 2015



8
10-17-15

Carolyn L. Merck
324 North Royal St. Alexandria VA 22314; cmerck@comcast.net
Statement before City Council Regarding Robinson Terminal North
Residential Parking
October 17, 2015
Docket item #8, 14-4541

I am Carolyn Merck. For 42 years I have lived at 324 North Royal St. which is about four blocks from this proposed development. If you are not careful today, you can make a huge mistake that will increase Old Town parking congestion and bring festering resentments that will last for decades.

When considering this issue, the OTAPS group came to the correct decision. They recognized that every development situation should be assessed in the context of its unique neighborhood and that a one-size-fits-all policy cannot work. OTAPS members said that these policy decisions belong to elected City Council members.

To start, let me clarify that the question of denial of residential permits arises only for developments in which you grant an SUP for increased density or parking waivers, situations that bring into a neighborhood more housing units, people, and cars than would be permitted under the by-right zoning on the parcel. It does not apply to by-right developments. Nobody explained this to the Planning Commission or OTAPS. I am emphasizing it for you.

The city staff says on page 33 of its report that residents of the 66 new Union Street condos should be given permits for long-term on-street parking for five reasons, which I will address.

1. Equity issues of which taxpayers have access to the public right of way.

This is a specious argument. I keep hearing even the Director of T&ES say that it is his opinion (not fact) that all taxpayers have a right to park on the street. No! The only automatic rights taxpayer residents have are the right to use the public schools, the libraries and parks, and police and fire protections. Parking is permitted only under regulations established in law by you, the City Council. When in 1995 you established the resident district parking program you denied long term street parking in Old town to anyone other than residents of certain streets, thereby denying long-term parking to taxpayers who live elsewhere in the city. You made a judgment about who can park where for how long. When new developments come along you should not disrupt these existing fragile street parking arrangements but should require those developments to provide their own parking. Remember, the streets around the Union Street condos allow all residents and their guests to park on the street for at least 2 or 3 hours and, on some streets, all weekend. Why do they need more?

When you equitably allocate Old Town parking between new and existing residents, everyone will have fair access to parking: some will park in their private off-street garages; others will continue to vie for street spaces. This arrangement is equitable.

2. Difficulties with Citywide enforcement since the issue of parking is context sensitive.
What? The city has been enforcing the resident permit system for 20 years. Administrative incompetency is an embarrassing excuse.

3. Not necessary if right amount of parking is provided.
Yes, residents of new SUP developments don't need long-term street parking if you require the development to include adequate off-street parking. But don't be fooled: if you give street permits to residents who "don't need them" as the report implies, they will park their first and second car on the street and use their garage space for teenagers and guests. THIS HAPPENS!

4. Does not impact parking outside of restricted times.
This is silly. The important thing is to control street parking access during peak times.

5. Impacted residents are not part of the decision.
Is this supposed to mean that residents in redevelopment neighborhoods have no right to participate in a decision that would have an enormous impact of their lives every single day? I have a right today to be part of the decision. People who do not yet live here do not.

Overall, your job is to equitably allocate a scarce resource, which is residential parking in and around Old Town. When you appropriately require new developments to provide long-term off-street parking, you ensure those new residents access to an always available, convenient valuable resource. Concomitantly, you must protect long-term street parking needed by existing residents and not give it to residents of high density SUP developments who will have private parking.

Coming soon in this same neighborhood are redevelopment of the Bus Garage and the large ARHA properties. If you permit resident street permits today, you will have to permit them for those two huge nearby sites if they seek SUP density increases (today they are zoned RM); and then you will be pressured to change the existing SUP for the 152 units of Chatham Square; then your decision on RT-South will be challenged. If you cave in and dump residents' cars from all those developments on the streets you will ruin the quality of life for existing residents who have no off-street parking. Resentments will run high. Please deny resident street permits for this new waterfront development.



8
10-17-15

DEPARTMENT OF RECREATION, PARKS
AND CULTURAL ACTIVITIES
1108 Jefferson Street
Alexandria, Virginia 22314-3999

James B. Spengler
Director

Phone (703) 746-4343
Fax (703) 838-6344

ALEXANDRIA COMMISSION FOR THE ARTS

Date: October 2, 2015

Re: The Public Art Contribution from 500 & 501 N. Union St. (Robinson Terminal North)

Dear Planning Commission,

The Alexandria Commission for the Arts wishes to acknowledge and applaud the decision of the developers' contribution for Robinson Terminal North of \$78,317.40 (\$45,593.10 for west building, \$35,724.30 for east building, per Public Art Implementation Plan and Policy rate of \$.30 per gross square foot).

The City Council approved Public Art Implementation Plan outlines three creative directions for public art in Alexandria: Time and Place; Neighborhoods and Gathering Places; and the Urban Natural Environment. We are fortunate that the Small Area Plan for the Waterfront includes a rich and varied plan outlining how public art can enhance the cultural and historic experience of this environment. The Commission for the Arts was deeply involved in developing this part of the Waterfront Plan, which was approved by City Council in January, 2012.

This developer contribution will help to celebrate and enhance the experience of the Waterfront for both local residents and visitors to our city. It is also an example of the important role that private business can play in helping to enrich the cultural life of our city. A vibrant ambiance also contributes to the economic value of the both the development and local businesses.

We also wish to thank the City staff who have worked diligently to move this project forward. The Commission for the Arts will continue to work closely with the Office of the Arts and other City staff to improve, enrich and enhance the experience of the Waterfront for everyone.

Sincerely,

Matthew Stenstrud
Chair, Alexandria Commission for the Arts

cc: City Council
Mark Jinks, City Manager
Emily Baker, Deputy City Manager
James Spengler, Director, Recreation, Parks & Cultural Activities
Karl Moritz, Director, Department of Planning & Zoning
Diane Ruggiero, Deputy Director, Recreation, Parks and Cultural Activities
alexandriava.gov



Gloria Sitton

8
10-17-15

From: skschla@aol.com
Sent: Thursday, October 15, 2015 9:06 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82977: Mayor, Vice Mayor, City Council I'm concerned about the heavy soil conta

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82977.

Request Details:

- Name: Sandra Schlachtmeyer
- Approximate Address: No Address Specified
- Phone Number: 703-548-4891
- Email: skschla@aol.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I'm concerned about the heavy soil contamination at the Robinson Terminal North site and the effect construction will have on residents' health. Toxic arsenic must be treated carefully and barged away rather than trucked. Even heavily covered trucks can't guarantee that arsenic dust won't be airborne throughout the neighborhood. The dust from fresh soil trucked in will be more than we can stand; it just won't kill us as arsenic can.
- Expected Response Date: Thursday, October 22

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

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

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

Gloria Sitton

8
10-17-15

From: jwannamaker2012@gmail.com
Sent: Wednesday, October 14, 2015 3:07 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82891: Mayor, Vice Mayor, City Council I am attaching my comments regarding fil

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82891.

Request Details:

- Name: Julie Wannamaker
- Approximate Address: No Address Specified
- Phone Number: 9522327393
- Email: jwannamaker2012@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I am attaching my comments regarding file # 14-4541 for the City Council Public Hearing on Saturday, Oct 17, 2015. Thank you for your consideration.
- Attachment: [Wannamaker - RTN-2 Rev. 8-2.docx](#)
- Expected Response Date: Wednesday, October 21

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

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

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

Julie Wannamaker
101 Quay Street
Alexandria, VA 22314
October 5, 2015

Subject: File #14-4541, City Council Public Hearing

Dear Mayor Euille, Vice Mayor Silberberg, and Members of City Council

I am a resident of 101 Quay Street. My husband and I moved to Alexandria in 2011. We are very proud of our new hometown.

Our home is three blocks from the proposed development at 500 & 501 North Union. Our neighborhood is a residential neighborhood with very limited on-street parking. We are across the street from Founders Park and an easy walk to King Street. Since on-street parking in our neighborhood is free, it is a popular place for visitors to look for parking when they visit Old Town. As a result, there are very few open parking spaces during peak times.

I am writing to express my personal concerns regarding the proposal before the Commission regarding 500 & 501 North Union Street (Robinson Terminal North), in particular, those requests related to parking.

Residential Garage Parking

I ask City Council to grant the request by the developer to increase the number of residential parking spaces in the garage.

This is critical because on-street parking near the development is already a problem. It is, therefore, essential that the residents of the new development have adequate garage parking.

Residential On-Street Permits

I ask City Council to deny the request that residents of the development be permitted to purchase parking permits, as was done regarding residents at Robinson Terminal South.

With the increased number of residential parking spaces in the garage, the developer gives its assurance that there will be adequate garage parking for the residents of the development. Staff agrees with their assessment.

In addition, the development plan eliminates about 15 currently available on-street parking spaces adjacent to the development. Residents of the development would

be in competition with current residents and visitors for a reduced number of on-street parking spaces in a residential area with very limited parking.

Restaurant Parking

I ask City Council to reject the request to reduce the number of parking spaces for the restaurants. There is no explanation for why any reduction is reasonable.

We already have a critical parking problem in our neighborhood. Using our neighborhood streets to handle overflow parking for restaurant guests is unfair to the residents of our neighborhood.

Parking Plan

I ask City Council to 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.

Doubling the density of our neighborhood without adequate planning for traffic and parking is unacceptable and unfair to current tax paying residents of the neighborhood and just does not make common sense. Current residents deserve consideration in this process.

Thank you for your consideration.

Sincerely,

Julie Wannamaker

Thomson M. Hirst
100 Quay Street
Alexandria, VA 22314
October 14, 2015

Subject: File #14-4541, City Council Public Hearing

Dear Mayor Euille, Vice Mayor Silberberg, and Members of City Council

I'm writing to express my deep concerns about the parking component of the proposed development at 500 – 501 N. Union Street.

My wife and I live at the corner of N. Union and Quay Streets, about 4 blocks north [upriver] from King Street and about the same distance south of the proposed development.

Being directly across from beautiful, heavily-used Founders Park, we are well positioned to observe the day to day parking demand along Union, Quay, and the other streets. Evenings, the parking is heavily used by people going for walks or visiting the restaurants on Cameron and King streets. On pretty week-ends, the park is filled with families from throughout the region who, of course, park along Union and up into the neighborhoods. It is not unusual for the closest available space to be five blocks or more from my residence on those occasions.

Because of the occasionally intense parking demand now, pre-development, I ask you to take the following steps to mitigate the additional parking load caused by the proposed development:

Residential Garage Parking

Please vote to grant the request by the developer to increase the number of residential parking spaces in the garage. It is essential that the residents of the new development have adequate garage parking. Otherwise, the new development as well as our neighborhood will suffer.

Residential On-Street Permits

Please vote to deny the request that residents of the development be permitted to purchase parking permits in Zone 2, as was done regarding residents at Robinson Terminal South.

It might be appropriate to allow the purchase of parking permits in Zone 3. Has Staff examined that alternative?

It's important to remember that about 15 currently available, heavily-used on-street parking spaces adjacent to the development will be eliminated.

Where will the buses park?

Restaurant Parking

Please vote to reject the developer's request to reduce the number of parking spaces for the restaurants. Using our neighborhood streets to handle overflow parking for restaurant guests is unfair to the residents of our neighborhood.

Parking Plan

We already have a severe peak-time parking problem along Union Street. I request City Council to request City Staff to provide a plan for managing the traffic and parking congestion that will inevitably occur when 500 & 501 North Union is developed.

Please visit the Founders Park area yourselves on a pretty weekend afternoon to see how many people, families, and dogs come to enjoy this beautiful spot. As long as you make sure every new development provides sufficient parking for themselves, plus a little extra to accommodate the gradual increase in visitors from the outside, Founders Park can continue to be one of the most treasured resources in this very blessed City.

Thank you for your consideration.

Sincerely,

Thomson M. Hirst
100 Quay Street
Alexandria VA
22314
703 683 0648

From: roweflight@mindspring.com
Sent: Tuesday, October 13, 2015 1:06 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82803: Mayor, Vice Mayor, City Council at 507 PRINCESS ST Dear Honorable Mayor and City Council me

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82803.

Request Details:

- Name: Robert Rowe
- Approximate Address: 507 PRINCESS ST (See [map below](#))
- Phone Number: 703-683-6496
- Email: roweflight@mindspring.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Honorable Mayor and City Council members,

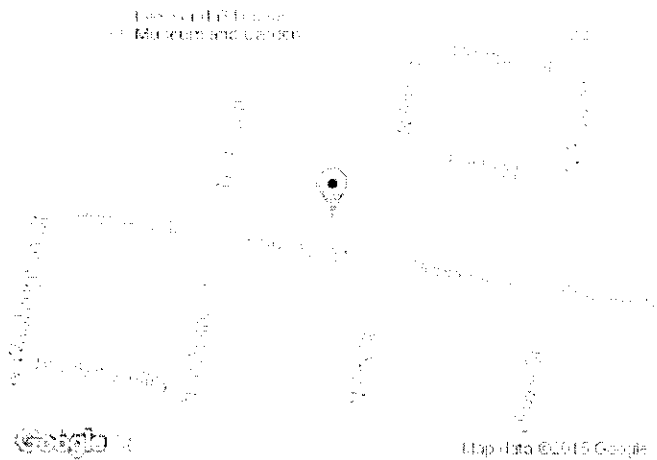
I live at 507 Princess St. and am the President of the Bulfinch square HOA. I am very concerned that the development plan for RTN approved by the Planning Commission will add a horrific amount of additional cars onto the public streets in the north end of Old Town. I specifically ask that the Council reject the option for residents of RTN, or businesses, to purchase public parking permits for the public streets, as parking is already tight in this area, and large developments like this one have been mandated to provide adequate parking on-site.

It is not a fair argument to suggest that unit owners in new developments like RTN (or, for that matter, Chatham Square or RTS) should be accorded the same privileges for street parking as existing owners in the area simply because they too will pay property taxes. These street parking permit decisions must be made at the margin, whereby the Council evaluates the impact any major new development will have on the acceptable parking availability that existing residents require and have come to expect. This area is simply not able to accommodate the dozens of additional long-term or short term street parkers by residents, not to mention patrons of the four planned restaurants that will be looking to parking cheaply in the area at the very time residents will be returning from work and looking to park (ie in the evenings and weekends).

Please be rational and do not destroy the street parking rights and availability existing residents depend on in this area. A major new development like RTN or RTS simply **MUST** provide sufficient parking for all residential and commercial uses (including restaurants) on-site, and should not be accorded the right to use already- tight street parking.

Robert Rowe

- Expected Response Date: Tuesday, October 20



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

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

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Gloria Sitton

8

10-17-15

From: jbondareff@spectrumgrp.com
Sent: Tuesday, October 13, 2015 11:49 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82784: Mayor, Vice Mayor, City Council As a concerned citizen and neighbor of R

Dear Call.Click.Connect. User

A request was just created using Call.Click.Connect. The request ID is 82784.

Request Details:

* Name: Joan Bondareff
* Approximate Address: No Address Specified
* Phone Number: 7036845086
* Email: jbondareff@spectrumgrp.com
* Service Type: Mayor, Vice Mayor, City Council
* Request Description: As a concerned citizen and neighbor of Robinson Terminal North, I urge the Council not to approve the developer's plan at the October 17 session but to wait until further environmental reviews can be done and federal permits obtained. The proposal does not contain a realistic transportation plan and will further add to the existing congestion in Old Town.

No residential permits should be granted. Finally, the proposal is inconsistent with many elements of the Waterfront Plan. These comments are further detailed in the attached file.

Thank you.

Joan Bondareff

102 Princess St.

Alexandria, VA 22314

Email: jbondareff@spectrumgrp.com

* Attachment: Robinson Terminal North comments.docx

<<http://request.alexandriava.gov/GeoReport/UploadedFile.ashx/docx/33525312-9912-4f64-8f00-f2fcff3dda8e>>

* Expected Response Date: Tuesday, October 20

Please take the necessary actions in responding, handling and/or updating this request at the Call.Click.Connect. staff interface. <<http://c3staff.alexandriava.gov/cwserver/WorkManagement/RequestEdit.aspx?RequestId=82784>>

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov
<<mailto:CallClickConnect@alexandriava.gov?subject=Call.Click.Connect.%20ticket%2082784>> or call 703.746.HELP.

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Letter to Mayor Euille and Members of City Council of Alexandria

Joan M. Bondareff

102 Princess St.

Alexandria, VA 22314

October 13, 2015

Dear Mayor Euille and Members of the Alexandria City Council:

Re: Proposed Development for Robinson Terminal North

As a long-time resident of Alexandria, VA, and homeowner within the view of the proposed development at Robinson Terminal North (RTN), I urge you not to rush to judgment and approve the proposed development plan on October 17, 2015. The citizens of Alexandria, especially those in Old Town, have spoken loudly both in court and with their votes that they are opposed to the proposed extensive development both at RTS and RTN. As the Mayor and members of City Council you have a fiduciary responsibility –not to the developers –but to act in the best interests of the residents of the City. I outline below the reasons why the proposed development at RTN is incompatible with the approved Waterfront Plan and could well violate federal environmental laws and procedures.

By way of background, one of the reasons I moved to Alexandria is to enjoy the historic character of Old Town and its waterfront. I am also a maritime attorney and greatly enjoyed the movement of ships and freighters into the seaport of Alexandria. I understand that times have changed and there is need for new uses of the former Robinson Terminal North but the proposed development is not consistent with the historic character of Old Town, will further add to an already congested area, and may not last the test of time for historic buildings that future generations of Alexandrians can use and be proud of.

Unlike San Francisco and other great port cities, the proposed development plan does not propose to reuse the warehouse structures but rather to demolish them and start from scratch with new glass and brick structures. This is also unlike the development of the Oronoco Condominiums –cited in the staff report as a useful example –where the developer kept the integrity of the historic Pipefitters' building to rehabilitate it into condominiums. No such reuse of historic property is intended for RTN.

Lessons Learned from RTS

The City and Council have already approved Robinson Terminal South (RTS). It is bringing serious construction and transportation issues to that part of Old Town. Lessons learned from this development should be taken into account in any proposed development for RTN. There is no compelling reason to have two major construction projects going on at the waterfront and on Union Street at the same time. I encourage you to wait for RTS to be completed, or nearly completed, understand the lessons learned from this project, then consider the RTN plan.

Lack of a realistic transportation plan

The proposed development for RTN does not have a realistic transportation plan. The developers are relying on valet parking at the hotel and on-street parking for residents on the East side. It is unrealistic to expect the hotel to build a tiered parking garage and have it fully accommodate visitors to the hotel. Like all visitors to the City, they will be driving around looking for free parking. It is also unrealistic to think that residents in proposed new million dollar condos are going to walk or bike to the bus stop or Metro. This is fanciful on the part of the staff and developer. With respect to on-street parking, this was not allowed for RTS and should not be allowed for RTN. In fact, there is no vacant parking on the adjacent streets now so why should there be any left after the project is built? The developer should be required to develop a realistic transportation plan—one that alleviates and does not compound already extensive congestion in Old Town especially during the summer and on weekends. At a minimum, they should be required to develop a shuttle service between the development and the Metro and residential permits should be denied. All transportation costs should enure to the developer.

Environmental Approvals Required before Plan Approval –FEMA and EPA

There are serious environmental issues that have to be taken into account before any plan for RTN can be approved. The project is proposed to be sited in a floodplain. This project will require FEMA approval. Allow the FEMA process to take place before the Council votes to approve this project. FEMA may well consider that raising the flood level at this location could disturb flood levels at the adjacent Founder's Park and for nearby residents. FEMA will also take into account the estimated rise in flood levels that are affecting our communities with the impacts of more severe rain events from climate change. The Council should revisit the proposed development after FEMA reviews and approves the plan with any modifications needed to protect both the development and the adjacent neighborhood. This is a significant permitting issue that should precede any approval of RTN.

I understand the soil under the project is badly contaminated. Any plan for removing the soil should obtain EPA approval—again before this project can be approved. The warehouses are almost a Superfund site with this extensive contamination, and can only be remediated with EPA approval for a realistic plan that protects the River and nearby parklands. Again, any permit conditions proposed by EPA have to be accommodated by the City's permitting process. Delay in approval will allow this process to occur first.

The developer should also bear a commensurate financial burden to support remediation needed for the combined sewer overflow at the foot of Oronoco St. They will be adding to the burden and it shouldn't be left to existing ratepayers to undertake all of this cost. Allowing the developer to build around this problem does not make it disappear.

Serious Inconsistencies with the Waterfront Plan

The character of historic Old Town will be greatly impacted by the proposed RTN plan. As the Waterfront Plan lays out, the preferred use for the site is a "mixed use with emphasis on arts, history and culture (including a museum) and a hotel." The developer's plan for the East side does not comply

with this preferred use. The developer is given the option whether to include an arts space but this is not clearly delineated as a requirement and in any event is not the principal proposed use of the East side which is mainly for retail use and condos. A better option would have been to incorporate a Torpedo Factory Art Center North campus in the development.

The Waterfront Plan also recommends that residential uses be sited away from the water and instead the priority is for a high level of public activity. But the proposed development will include 66 residences on the waterside of the project. This project is also inconsistent with Virginia's Coastal Zone Management Program. The City of Alexandria and the tidal Potomac in Alexandria is included in this Program. The preference under the federal law granting approval of the State's program is to have water-dependent uses sited on the waterfront. Retail uses and condominiums are not in any sense water-dependent uses. They can well be sited away from the Potomac River and should be. Federal grant funds to the Commonwealth could be implicated by siting this project directly on the Potomac River.

The Waterfront Plan states that residential uses not be the primary use of the development. But to make money the developer is likely to add not subtract residential units to the east side. There is no need for expensive condos in Old Town but there is a great need for affordable housing. While I appreciate the developer's offer to contribute to affordable housing, the better plan would have been to have mixed use housing in the development itself. A half-million contribution does not replace the City's loss of affordable housing.

The Waterfront Plan states that historic interpretation should inform every aspect of the design. How has the developer accommodated the historic nature of the seaport, warehouses, and Old Town in this design? A glass wall in the shape of an ocean wave does not change the rest of the development which looks like a modern glass structure superimposed on an old pier.

The Waterfront Plan also encourages modern design inspired by historic precedent such as 18th century Alexandria warehouse architecture. A proposal that demolishes the 18th century warehouses can not be said to be inspired by the historic use of this site.

Finally, the Waterfront Plan encourages parking to be accommodated on site and below grade. Whether parking can be accommodated below grade in this wetland remains to be seen. But it is certainly not accommodated on the site but is rather dispersed to the already congested neighborhoods to accommodate.

Conclusion and Recommendation

In conclusion, I urge you not to approve the developer's plan at this session but wait until further required federal approvals are obtained and lessons are learned from the development at RTS. The development of RTN is one of the last chances to improve the public's use of the waterfront. There should be no rush to judgment and no use that does not reflect the historic nature of the Alexandria seaport and the public's demand for more open space, not more high-end condos and restaurants.

Thank you for listening to these remarks from a concerned citizen.

Sincerely,

/S/

Joan M. Bondareff

102 Princess St.

Alexandria, VA 22314

Gloria Sitton

8
10-17-15

From: hjbergman@yahoo.com
Sent: Wednesday, October 14, 2015 5:25 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82899: Mayor, Vice Mayor, City Council I am attaching a letter with regard to t

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82899.

Request Details:

- Name: Howard Bergman
- Approximate Address: No Address Specified
- Phone Number: 952-232-7220
- Email: hjbergman@yahoo.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I am attaching a letter with regard to the offer by Founders Park Community Association to donate a memorial to Chuck Hamel. Thank you for your consideration. Howard Bergman
- Attachment: [Hamel Memorial.docx](#)
- Expected Response Date: Wednesday, October 21

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

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101 Quay Street
Alexandria, VA 22314
October 14, 2015

Dear Mayor Euille, Vice Mayor Silberberg and Members of City Council,

I am writing as president of Founders Park Community Association with regard to a matter that you heard at the City Council Legislative Meeting, September 29 – Item #6, the memorial to Chuck Hamel that Founders Park Community Association offered to donate to the City.

We appreciate your consideration of our offer and your insightful discussion.

You requested that our organization reconsider whether the purpose of the memorial was to recognize only Chuck Hamel or to recognize all of the people who made significant contributions to the creation of Founders Park. Our intention was to recognize the contributions of Mr. Hamel, who helped create the park and then devoted 30 years as an advocate for the park through Founders Park Community Association. This proposal had been presented to the membership at our annual meeting without objection.

We appreciate that there were other members of the community who should also be recognized for their roles in the creation of Founders Park. We do not intend to diminish the importance of their roles. In fact, we believe that the story of a community taking action to stop the development of high-rise residential units on the river and create a beautiful park in their place, is a story worth recalling. We would be happy to work with the Historical Commission to design a plaque recognizing the 'founders' of Founders Park that would be incorporated in the Waterfront History plan for Founders Park.

The other issue that you discussed was the need for a policy and procedure to review gifts like the one we offered. We are very sensitive to the comments that our gift had not gone through an in-depth review process. As an organization, we insist that everyone follows the policies with respect to Founders Park, and we expect to do the same ourselves. We do not want you or City Staff to ever be in a position where someone says, "You allowed Founders Park Community Association do it, why can't we?"

Our understanding is that City Staff is working on a policy and procedure that would be appropriate for review of this gift. We believe that our offer should go through that procedure when it is complete. As a result, we would like to withdraw our offer until the policy is in place, at which point we will renew it for full review.

Thank you again for your consideration and direction.

Best wishes,

Howard Bergman
President, Founders Park Community Association

8
10-17-15

Gloria Sitton

From: mrhoads22936@gmail.com
Sent: Wednesday, October 14, 2015 9:16 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82903: Mayor, Vice Mayor, City Council at 500 N UNION ST File # 14-4541, City Council Public Heari
Attachments: map.png

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82903.

Request Details:

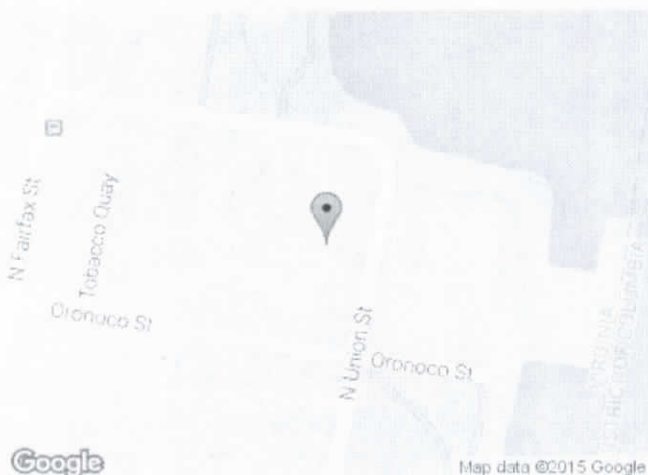
- Name: Margaret Rhoads
- Approximate Address: 500 N UNION ST (See [map below](#))
- Phone Number: 434-973-4879
- Email: mrhoads22936@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: File #14-4541, City Council Public Hearing Sat. Oct 17, 2015. Regarding parking around the Robinson Terminal North area, 500 and 501 North Union:

With the development planned for the Terminal area, I cannot forsee how our Quay Street neighborhood can deal with more cruising than happens at present from people trying desperately to locate any available parking space. It is currently a problem not only from locals wanting to enjoy the River and nearby restaurants but also from people coming in from other areas and jurisdictions to the waterfront which Alexandria touts as a big attraction. It is, but it does already cause back-ups on our own Quay Street and on Union due to the limited parking for so many people.

Two things are particularly critical to not worsen this already tight situation -- 1). Make sure each restaurant allows enough parking for its patrons and 2). Make sure that each new residential unit has sufficient parking assigned. They should not need additional permits to park in other areas.

Thank you for considering the already critical shortage of parking in this waterfront area. Sincerely,
Margaret Rhoads
105 Quay Street

- Expected Response Date: Wednesday, October 21



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

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

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10-17-15

Gloria Sitton

From: hildes66@aol.com
Sent: Wednesday, October 14, 2015 11:41 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82905: Mayor, Vice Mayor, City Council October 14, 2015 We have been resid

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82905.

Request Details:

- Name: Carl Hildebrand
- Approximate Address: No Address Specified
- Phone Number: 703-299-1176
- Email: hildes66@aol.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: October 14, 2015

We have been residents of the Old and Historic District of Alexandria at 110 Quay Street since 2005 and are very proud to be part of the Alexandria community.

We are writing to comment on Development Special Use Permit #2014-0007 and Transportation Management Plan #2014-0117 to be considered by City Council on October 17, 2015 hearing.

We concur with the many concerns expressed by our neighbors as summarized in the 14-4541 Staff Report.

In particular, we urge the City Council to:

1. Grant the request to increase the number of residential parking spaces in the garage.
2. 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.
5. Request the City Staff to include in the traffic management plan clear contingencies for traffic and parking management during the demolition and construction phases of the Robinson Terminal North projects at 500 and 501 N. Union Street. Street closures during these phases will have a dramatic negative impact on businesses in our community, and as neighbors and patrons to our local businesses, we urge City Council to consider their interests.

In addition, we strongly urge City Council to support the City Staff recommendation as stated in the Staff Report:

"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."

Thank you for considering our comments.

Ed and Judy Hildebrand
Alexandria, VA

- Attachment: [RTN letter to ACC Hildebrands 1001415.docx](#)
- Expected Response Date: Wednesday, October 21

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

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October 14, 2015

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“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.”

Thank you for considering our comments.

Ed and Judy Hildebrand
Alexandria, VA

Gloria Sitton

8
10-17-15

From: hjbergman51@gmail.com
Sent: Wednesday, October 14, 2015 10:29 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82868: Mayor, Vice Mayor, City Council I am attaching my comments regarding Fil

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82868.

Request Details:

- Name: Howard Bergman
- Approximate Address: No Address Specified
- Phone Number: 952-232-7220
- Email: hjbergman51@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I am attaching my comments regarding File #14-4541 (500-501 North Union) that will be discussed at the City Council meeting on Saturday. Unfortunately, I will not be able to attend. I would be happy to discuss my comments with you. Please call me if you have questions: 952-232-7220. Thank you. Howard Bergman
- Attachment: [City Council - RTN.docx](#)
- Expected Response Date: Wednesday, October 21

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

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

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

Subject: File #14-4541, City Council Public Hearing

Dear Mayor Euille, Vice Mayor Silberberg, Members of City Council

I am a resident of 101 Quay Street. Julie Wannamaker and I moved to Alexandria in 2011 for our retirement. We are very proud of our new hometown.

Our home is three blocks from the development at 500 & 501 North Union. Our neighborhood is a quiet residential neighborhood with limited on-street parking. We are across the street from Founders Park and an easy walk to King Street. Since on-street parking in our neighborhood is free, it is a popular place for visitors to look for parking when they visit Old Town. As result, there are few open parking spaces during peak times.

I am writing to express my personal concerns regarding the proposal before the Commission regarding 500 & 501 North Union Street (Robinson Terminal North), in particular, those requests related to parking.

The developer requests to increase garage parking spaces for residents, grant on-street parking permits to residents, and reduce garage spaces for restaurant guests.

I ask City Council to

1. Grant the request to increase the number of residential parking spaces in the garage.
2. Deny the request that residents be permitted to purchase parking permits (as was done regarding residents at Robinson Terminal South).
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 (possibly) 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 developers are confident that the garage space allocated to residential parking will enough to meet the parking needs of the residents. There will be no need for residents to have full-time on-street parking.

The development provides no on-street parking adjacent to the development. The 14 on-street parking spaces currently available at 500 North Union spaces will be eliminated.

There is no parking available immediately to the north or east of the development – the development is adjacent to Oronoco Bay to the north and the Potomac River to the east.

Founders Park is immediately south of 501 North Union. On-street parking on the east side of North Union, along the park, is restricted to two hours, except residents of District 2. But anyone who has attempted to park there knows that occupancy is generally close to 100% at peak times. The west side of North Union has only limited parking and many curb cuts for one-car garages.

The neighborhood to the south and east of 500 & 501 North Union is primarily a quiet residential community with limited on-street parking, with many curb cuts for single car garages. On-street parking is generally restricted to 2 or 3 hours in the neighborhood, except for District 2 residents.

There are no additional on-street parking spaces being created at the development; on-street parking at the site are being eliminated.

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 and Fairfax 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 to the south of 500 & 501 North Union is already at that level. But there is no plan to manage it.

The Alexandria Waterfront Small Area Plan requires the completion of a Transportation Management Plan that comprehensively addresses parking, motor coach, freight loading and other impacts along the Union Street corridor before approval of any new development.

There is no plan, comprehensive or otherwise, to address those issues.

The 2015 OTAPS Working Group rejected a proposal to generally permit residents of new developments to purchase on-street parking permits. Rather, it recommended that City Council review each development on a case-by-case basis.

City Council reviewed a similar situation at Robinson Terminal South, where the development would exacerbate the existing parking problems in the nearby neighborhoods. And City Council rejected the request by the developers of Robinson Terminal South to permit residents to purchase on-street parking permits.

The situation at 500 & 501 North Union is the same as that at Robinson Terminal South. The City is permitting a large increase in density in a neighborhood where parking occupancy approaches 100% during peak hours.

Residential Garage Parking

The developer proposes to provide more parking spaces than required for residents at 500 & 501 North Union. This proposal 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, if they did look for on-street parking, they would be in competition with the other residents and visitors for the same spaces. It is, therefore, essential that the residents have adequate garage parking.

Residential On-Street Permits

The developer gives its assurance that there will be adequate garage parking for the residents of the development. And Staff agrees with this assessment.

As a result, the residents do not require on-street parking.

Moreover, the recommendations from Staff include a Traffic Plan that is theoretically designed to encourage residents of the development to use alternative modes of transportation (bus, bicycle, metro). If this plan is effective, the residents will have even less need to find on-street parking.

The 2015 OTAPS Working Group recommended that the City consider on a case-by-case basis, whether residents of new developments should be entitled to purchase parking permits.

The limited parking in the neighborhoods near the development, and the significant increase in traffic that will come if the development is successful, are clearly considerations that should go into the decision in this case.

Reviewing a similar situation at Robinson Terminal South, City Council rejected Staff's recommendation that residents be able to purchase on-street parking permits.

City Council should reject Staff's recommendation that residents at 500 & 501 North Union be permitted as well.

Unfortunately, Staff did not appear to consider the actual conditions of the neighborhood in making its recommendations. There is no mention of the limited parking in the neighborhood bounded by Pendleton and Queen and by Union and Fairfax. Nor is there mention of the loss of parking spaces currently adjacent to 500 North Union.

Staff does not suggest where the residents might find on-street parking, even if they were looking for it. No map is shown, and there is no count of current on-street parking spaces.

Instead of considering actual on-street parking conditions and how those conditions will be affected by the developments, Staff provides five justifications for its recommendation:

1) "Equity issues of which taxpayers have access to the public right of way"

While all residents should be treated fairly in our City, the ability to purchase District 2 parking permits is not an inalienable right.

Rather, our parking policy must take into account the very real issues of parking congestion in our City. The City's goal should be to reduce the amount of parking congestion, not to aggravate it.

City Council recognized this fundamental fact when it denied the right to purchase parking permits to residents of the development at Robinson Terminal South, as well as to residents of other developments in the City.

The existence of parking districts, by themselves, demonstrates that the City recognizes the difficulties faced by residents of a district in finding parking spaces near where they live.

The inability to purchase parking permits does not in any way deny taxpayers access to the public right of way. To the contrary, residents of the development will have the same ability to park on the streets of District 2 as all other residents of Alexandria who do not have District 2 permits. They can park on the streets, but won't be able to use the street as a residential parking spot.

The residents of the development will have adequate garage parking. Allowing them to purchase Zone 2 permits will only increase the free-for-all competition for parking spaces among residents, visitors and employees.

2) "Difficulties with Citywide enforcement since the issue of parking is context sensitive"

It is not clear what this rationale is alluding to. Citywide enforcement has nothing to do with the actual conditions surrounding the development. And those actual conditions are the very 'context' that should be considered. We should be able to presume that the City will provide adequate enforcement; Citywide enforcement is not relevant in this analysis.

3) "Not necessary if right amount of parking is provided"

Exactly! A point that we can all agree on!

Permits for on-street parking are not needed if the right amount of garage parking is provided. And Staff insists that the right amount of parking is provided.

Staff's own argument supports denying permits for on-street parking to the residents of the development, just as City Council did with respect to the residents of the Robinson Terminal South development.

A member of the Planning Commission expressed concern that the City could require all new residential developments to provide adequate in-door parking and deny on-street parking permits to the residents of those developments. This, in fact, should be a key element of each of our City's development plans, where a case-by-case analysis demonstrates that on-street parking is already congested.

Our goal should be to reduce parking congestion, not make it worse. Our older neighborhoods did not provide adequate garage parking for their residents; they were developed at a time when parking was not an issue. However, parking is an issue today, and we must take steps to manage it.

4) "Does not impact parking outside of restricted times"

This argument is specious. It suggests that the parking zones themselves are unnecessary because they do not impact parking outside the restricted time.

Residents are not concerned about parking outside of restricted times. They are concerned about finding places to park during the restricted times, especially during peak hours when parking congestion approaches 100%.

5) Impacted residents are not part of the decision

This is another specious argument.

Of course impacted residents are not part of the decision. There are no residents, and there won't be until the development is completed. We don't know who they will be, and we have no way to ask them their opinion.

Staff could similarly argue that new residents to the Historic District should not be obligated to comply with BAR rules. The future residents had no say in granting authority to BAR. But anyone purchasing a residence in Historic Old Town knows that they will have to submit construction plans to BAR for approval. They might not have been part of the decision to give BAR this authority, but that is not a reason to exempt them from BAR's oversight.

The people who purchase units in the development will know that they have adequate parking in their garage; that, as a result, they do not need on-street parking; that they will not be able to purchase on-street parking permits; and that they will not need those permits.

At this point, there will be adequate garage parking for all of the residents of 500 & 501 North Union and very limited on-street parking near the development during peak hours.

City Council should not permit these residents to purchase on-street parking permits. The rationale City Council applied when denying that right to the residents of the development at Robinson Terminal South should apply equally here.

Restaurant Parking

The developer proposes to reduce the garage spaces required for the restaurants. There is no explanation for why any reduction is reasonable.

The current policy is that restaurants (not part of a hotel) require a space for every four seats. 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.

There is no explanation why the current requirement should be waived for three restaurants at this site or why one parking space for every six guests at those restaurants is adequate. Staff suggests that valet parking and parking at other sites will make up for a lack of spaces at this site.

But this is a suggestion from staff, not a requirement in the operation of the restaurants.

And there is a bigger issue than the lack of adequate garage parking for restaurant guests. Every resident in our neighborhood knows that visitors will drive around the residential streets looking for free on-street parking. They will park in a for-pay garage only as a last resort, when no on-street parking is available. The 2012 OTAPS showed that on-street parking increased, even though garage parking declined.

The neighborhood adjacent to the development is residential with free on-street parking (generally limited to two hours for visitors from outside of Zone 2). Since this neighborhood is across the street from Founders Park and an easy walk to King Street, it is a popular place for visitors to look for free on-street parking. As a result, on-street parking in this zone is already near 100% occupancy during peak hours.

Adding the visitors to four new restaurants will exacerbate the free-for-all competition for parking spaces.

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

Valet Parking

To the extent a visitor to a restaurant in the development wishes to park in a garage, valet parking might help provide additional in-door parking spaces.

However, to the extent that valet parking adds to the cost of parking in a garage, visitors will have an even greater incentive to find on-street parking. Staff recommends that the hotel and restaurants offer a discount to visitors who use valet parking. While this is a useful suggestion, it is no more than that – there is no obligation to follow it.

And for this incentive to be meaningful, the restaurants and hotel would have to offer free parking in the garage. Otherwise, free parking on the residential streets will be a preferred option.

Alexandria Waterfront Small Area Plan and the 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. Within the next three years, the Waterfront will add about 160 residential units, 250 hotel rooms and five restaurants with seating for 750.

The Alexandria Waterfront Small Area Plan requires that a Transportation Management Plan comprehensively address parking, motor coach, freight loading and other impacts along the Union Street corridor before approval of any new development.

There is no plan, comprehensive or otherwise, to address these issues. No plan.

The Alexandria Waterfront Traffic Impact Study referred to in the Small Area Plan only considered increased traffic at intersections on Washington Street. (P. 107) There was no consideration of how the additional traffic would impact the residential neighborhoods it would flow through. Rather, the Small Area Plan states that the City's strategy is to remove vehicles from the street as soon as possible by proactively directing drivers to parking garages. This is not a plan, and, in any case, there is no reason to believe that this strategy will be viable.

The 2015 OTAPS Working Group might have considered the congestion that will inevitably develop as a result of these developments. Unfortunately, and inexplicably, this was 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 would likely 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 consider these issues.

The 2015 OTAPS Working Group, after six months of meetings, was able to support the recommendation of the Alexandria Waterfront Small Area Plan that the City improve its Wayfinding program, which the plan calls "a toolbox of signage and information resources to efficiently guide and disperse all modes of transportation – pedestrian, vehicular, bicycle, transit and motorcoaches -- to and through the waterfront and relieve congestion on heavily traveled routes, such as King Street."

However, it is naïve to believe that increasing signage will have anything but a minimal effect on neighborhoods where on-street parking is free. No matter how many signs are placed, visitors will first look for free on-street parking. The signage will help them find a garage only after they determine that no on-street spaces are available.

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 City Council to request Staff to complete, as soon as possible, a five year plan for the management of traffic and parking along the Waterfront.

Conclusion

A case-by-case consideration of the impact of traffic and parking at 500 & 501 North Union demonstrates that residents near the development will be significantly impacted by traffic and parking congestion created by the developments.

The proposed increase in garage parking spaces for residents of the development is a very welcomed. It should be approved.

There will be adequate parking for the residents; as a result they will not need on-street parking permits. The request that residents of the development be able to purchase on-street parking permits should be denied.

The proposed reduction in parking for the restaurants is totally unsupported by any analysis of the existing conditions. It should be denied.

The Alexandria Waterfront Small Area Plan requires that a comprehensive transportation and parking plan exist before any approvals are granted. No plan exists. Similarly, the 2012 OTAPS recommends that a plan for managing parking where parking occupancy exceeds 85%. That limit is exceeded in the neighborhood near the development, but there is no management plan. The City Council should require staff to complete those plans.

Thank you for your consideration.

Sincerely,

Howard Bergman

8
10-17-15

Gloria Sitton

From: hjbergman@yahoo.com
Sent: Wednesday, October 14, 2015 4:37 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #82895: Mayor, Vice Mayor, City Council Dear Mayor Euille, Vice Mayor Silberberg

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 82895.

Request Details:

- Name: Howard Bergman
- Approximate Address: No Address Specified
- Phone Number: 952-232-7220
- Email: hjbergman@yahoo.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Mayor Euille, Vice Mayor Silberberg and Members of City Council,

Julie Wannamaker and I would like to thank you for giving us the 2015 beautification award. We are thrilled to receive this award, though I have to admit, Julie deserves all of the credit - she loves flowers, has a great sense of design and is an expert gardener. I just help out.

We moved to Alexandria in 2011 when I retired, and we have found it to be a very welcoming and wonderful place to live. We are happy to be able to contribute something back to our new hometown.

Sincerely,

Howard Bergman & Julie Wannamaker

PS - I was wondering if it would be possible to issue a new certificate? Unfortunately, Julie's last name was misspelled. Thanks!

- Expected Response Date: Wednesday, October 21

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

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

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

From: stellacovre2@yahoo.com
Sent: Friday, October 16, 2015 5:14 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #83063: Mayor, Vice Mayor, City Council File #14-4551, City Council Public Heari

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear **Call.Click.Connect.** User

A request was just created using **Call.Click.Connect.** The request ID is 83063.

Request Details:

- Name: Stella Covre
- Approximate Address: No Address Specified
- Phone Number: 703-597-9178
- Email: stellacovre2@yahoo.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: File #14-4551, City Council Public Hearing on Saturday, October 17, 2015 - Parking concerns regarding 500 & 501 North Union (Robinson Terminal North)

Regarding the proposals to increase garage parking spaces for residents, grant on-street parking permits to residents, and reduce garage spaces for restaurant guests, 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.
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.

Thank you.

Stella Covre

106 Princess St. (Princess and Union)

- Expected Response Date: Friday, October 23

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

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

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

8
10-17-15

Jackie Henderson

From: Maria Ciarrocchi <MCiarrocchi@alexchamber.com>
Sent: Wednesday, October 14, 2015 11:55 AM
To: William Euille
Cc: Allison Silberberg; Paul Smedberg; John Chapman; Justin Wilson; Timothy Lovain; Del Pepper; mslyman@verizon.net; Jackie Henderson; chall@potomacriverboatco.com; Mark Jinks; Emily Baker; Karl Moritz; Yon Lambert; Dak Hardwick; wclarke@burkeandherbertbank.com
Subject: Alexandria Chamber of Commerce Letter Regarding Robinson Terminal North
Attachments: Alexandria Chamber Robinson Terminal North Letter.pdf

Good afternoon,

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

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

Thank you,
Maria Ciarrocchi

Maria Ciarrocchi
Vice President of Public Policy and Programing
Alexandria Chamber of Commerce
801 N. Fairfax Street, Suite 207
Alexandria, VA 22314
703-739-3802
mciarrocchi@alexchamber.com
Follow us on Twitter: @alexvachamber



October 12, 2015

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

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

Dear Mayor Euille:

On behalf of the Alexandria Chamber of Commerce, the Chamber's Government Relations Committee has examined the proposed development of the Robinson Terminal North site along Alexandria's waterfront. The scope of our examination is within the Chamber's 2015 and 2016 Legislative Agendas and is reflective of our general position regarding redevelopment of Alexandria's Potomac River waterfront.

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

The Chamber feels that the proposed redevelopment of Robinson Terminal North is consistent with the Waterfront Plan since it features access to the waterfront by the public through restaurants, retail, a boutique hotel and a public pier. The proposed redevelopment plan also takes into account the specific history of the location while incorporating design elements that will serve to make the site desirable for generations to come. Therefore, as the redevelopment of Robinson Terminal North is a critical component of the Waterfront Plan, we encourage the City Council to approve the Robinson Terminal North redevelopment project so Alexandria may enjoy a fully realized, dynamic waterfront.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Walter C. Clarke".

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

CC:

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

SPEAKER'S FORM
DOCKET ITEM NO. 8

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Kenneth WIRE
2. ADDRESS: 1750 Tysons Blvd Suite 1800 Tysons, VA
TELEPHONE NO. 703-712-5382 E-MAIL ADDRESS: Kwire@mcgraw-hill.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? _____
Applicant
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: X AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES X NO _____

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- (a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.
- (b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.
- (c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.
- (d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.
- (e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.