

7
12-12-15

Gloria Sitton

From: john@woodspeacock.com
Sent: Friday, December 11, 2015 4:38 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #86006: Mayor, Vice Mayor, City Council Mr. Mayor & Members of Council,I wish

Follow Up Flag: Follow up
Flag Status: Completed

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

A request was just created using **Call.Click.Connect.** The request ID is 86006.

Request Details:

- Name: John Woods
- Approximate Address: No Address Specified
- Phone Number: 703-906-8607 cell
- Email: john@woodspeacock.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Mr. Mayor & Members of Council,
I wish to share my position in support of the Robinson Terminal South project for which you will hear yet another appeal Saturday morning. I regret I cannot appear in person unlike the majority of opponents who seem to have more time, but no less fervor than mine. I have lived in the City for more than 45 years, currently at 212 Wilkes St the past 13, and previously on Trinity Drive east of Quaker lane, and the earliest at 213 Green St. I am a practicing structural engineer as a co-owner of one of the oldest structural engineering firms in the metro DC area, Woods Peacock Engineering Consultants, Inc., having been founded in 1953 here in Alexandria. In the late 80's after his retirement, our founder, George Fortune, he was honored with the AIA Test of Time award for Market Square still going strong. Our firm or its processor named firms have been involved in the design and construction of almost every building project on the waterfront beginning with Pomander Walk on the south including the current Robinson South warehouses, all of the Torpedo Plant redevelopment, and northward to the Robinson Terminal North. We understand the foundation issues being that Union Street used to be the river, and have incorporated flood resistance in all projects after the 80's.

I fully respect the rights of many of my neighbors to oppose this development, but not as experts in good architectural-engineering design, i.e., a well qualified banking consultant (who opposed the WW Bridge), retired military leaders, home-owners believing they will lose something. I am confused by the desire to replicate Harborside, Fords Landing, etc. when the location of this project has had a history of waterfront mercantile and current warehouse structures since Alexandria was a seaport and opponents say this is not appropriate; on what basis?

I am equally disturbed when the political leaders start to make architectural-engineering judgements about "good" & "appropriate" project designs, from what professional training, if not in the A-E field. The Atrium office building comes to mind when a previous city leader wanted every building to be brick and look like George Washington was involved, yet there were no 5-6 story buildings then. The Atrium looks like someone sat on it. The BAR is made up of qualified architects who often do not agree on the merits but like surgeons, attorneys, CPA's etc. they have been trained to do what they do. Architecture is art and every piece of art is not liked by all. I graduated from The Citadel in Charleston, SC with my classmate, the out-going mayor, Joe Riley, who has made Charleston a destination using many tools of design & development within the old and historic sections that would be or are deplored by Alexandrians living in Old Town. When I have spoken before, I have been accused as a design engineer in the City of building my work load. That is totally unfair as why would I deficate in the place I sleep? We no longer do private sector projects with most of our work on renovations of federal buildings and anti-terrorism/force protection including embassies and consulates around the world.

From an economic benefit, hotels will not require nearly as many city services as residential do, and will provide a level of security to their users that will relieve our city police of some effort. Too many parks will attract residents from other parts of the city who live in smaller, cramped quarters. My neighbors will protest their vehicles. Finally the waterfront belongs to all Alexandrians from west to north, not just my neighborhood and many who are happy with the direction will either not know or have more important issues to attend on Saturday AM

Thank you for taking the time to listen to my point of view; please overrule the appeal.

Sincerely, John O. Woods, Jr., P.E

- Expected Response Date: Friday, December 18

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.

7
12-12-15

VISION

Volunteers in Service to the Improvement of Old Town North

2020 Vision Street
Alexandria, VA 22314

Email: vision.alexandria@gmail.com
Phone: (999) 999-9999

December 12, 2015

Mayor Bill Euille and Members of the Alexandria City Council:

In 2015, a group of civic-minded Alexandrians residing in Old Town North (OTN) came together to establish a new organization called Volunteers in Service to the Improvement of Old Town North (VISION). Although still in its infancy, the organization has already contributed substantially toward its ultimate goal of ensuring a brighter future for all who live, work, and do business in our part of town. In this, its first year, VISION members have: (1) produced a 15-page analytical report that helped shape the City's redevelopment plan for Montgomery Park; (2) partnered with the City Arborist to enhance Alexandria's tree planting program in both Old Town and Old Town North; and (3) provided a reliable and unbiased source of information for citizens concerned about the pace, scope, and appropriateness of development in our neighborhoods.

Consistent with its overarching mission to improve the lives and wellbeing of all who reside and work in Old Town North, over the past year, VISION has been closely monitoring plans for the development of the ABC/Giant site at 530 First Street. While we have consistently supported this initiative and welcome the vitality and commercial services that it will surely bring to our area, VISION has been called upon to give voice to a number of concerns that local residents have about key elements of the project. In this respect, it is our goal is to enhance, not to obstruct or subvert, the proposed development at the ABC/Giant site. It is our sincere objective to work with all stakeholders to help strike a fair and equitable balance between commercial interests and the interests of the surrounding community.

Our concerns about the Edens development encompass the following issues: (1) the height and density of the proposed project; (2) the increase in local traffic that will inevitably result from the development; (3) the potential for parking overload on surrounding streets; and (4) the proposal to locate the development's garage entrances and exits on First Street and Pitt Street. While described separately below, these aspects of the proposed project are inextricably linked and, ultimately, must be addressed as such.

Height and Density

The Edens developers have requested an amendment to the City's master plan to allow for parts of the new development to exceed the current height limitation of 50 feet by more than 50% (i.e., 77 feet). This seems excessive, given the scale of surrounding buildings and the canyon-like effect that such heights tend to create. But equally important, lifting the present height restriction enables increased density, which, in turn, creates another set of potential problems, especially concerning parking and traffic. For a two-acre site, the proposed development is quite massive in scale, with some 232 residential apartments and 51,000 square feet of retail.

Parking

Given the scale of the proposed development, it is not surprising that Edens has requested an 83-space (25.7%) reduction in the City code's parking requirement for the retail/restaurant portion of the site. Applying United Land Institute's (ULI) "shared parking analysis," which assumes that a parking space can serve multiple uses without conflict or encroachment, Edens argues that, even with the requested reduction, there would be adequate parking to serve the project's retail/restaurant parking needs. In addition, Edens points out that "there are a number of on-street parking spaces available throughout the weekday evening hours and weekend hours within a two-block radius of the site."¹ However, ULI's shared parking analysis methodology involves numerous assumptions and adjustments—which may or may not hold up in actual practice—and the availability of on-street parking during weekdays has not been investigated. In fact, VISION's independent analysis of Recreation, Parks and Cultural Activities survey data finds that nearly half (46%) of respondents report that insufficient parking had prevented them from visiting Montgomery Park, which is located within a two-block radius of the site.²

Because residential parking is envisioned as separate from that for retail and restaurant patrons, it was excluded from the shared parking analysis conducted by Edens. However, if the height and scale of the development were reduced, additional parking would be freed up for commercial use, and there would be less need for a reduction in the City's code requirement.

Traffic

According to Edens traffic impact study, seven approaches to or from Washington Street currently operate at level of service (LOS) "E"—defined as unstable flow or operating at capacity. Although traffic flows on the streets circumscribing the

¹ Wells and Associates, Inc., "530 First Street Traffic Impact Study – City of Alexandria, Virginia," November 13, 2015, p. 53.

² Drury, D. (VISION), Montgomery Park Report: Citizen Feedback on Revised Draft Plan, November 19, 2015, p.8.

ABC/Giant site are roughly comparable during the evening rush hour, traffic in the left-hand turn lane from North Washington Street onto First Street already exceeds capacity during the peak PM hour. During the morning rush hour, traffic on First Street is currently about 40% greater than that on Montgomery Street. These differences are particularly relevant to our concern about the proposed locations of garage entrances and exits, discussed later.

Projecting into the future, several pipeline developments (excluding the Edens development) are expected to generate an additional 326 AM peak hour trips, 458 PM peak hour trips and an additional 5,510 trips daily by the year 2021. The proposed development at the ABC/Giant site, when completed, will generate another 3,964 daily trips, and the queue at the left-hand turn lane from North Washington Street onto First Street—already exceeding capacity—will increase by an additional 100 feet during the PM rush hour. (In reality, of course, these cars would be required to drive past First Street, turn left at an alternate cross street, and loop back to reach the development.)

Obviously, the foregoing analysis should raise concerns among all who live and work in the neighborhoods surrounding the proposed Edens development. But the adverse impact of the project on traffic flows *can* be mitigated to some degree, simply by limiting the height and density of the proposed development.

Location of Proposed Garage Entrance and Exits

A final concern, especially for the residents of Watergate of Alexandria and Liberty Row, involves the proposed locations of the garage entrances and exits. The attached drawings vividly illustrate the problem. The developers propose to locate a single entry/exit for *all* cars (both residential and retail) combined with a service entrance for *all* trucks servicing the 51,000 square feet of retail/restaurant space on First Street. This would require a gaping three-lane entrance/exit that would extend for approximately one-quarter of the entire block face, or roughly 50 feet. A separate exit for trucks servicing the retail establishments would be located on North Pitt Street.

This single feature of the proposed design has, it seems, caused more consternation among residents than any other. During the public meeting at which this aspect of the proposed development was presented, residents of the surrounding community were both shocked and perplexed. The negative reaction was nearly universal, as documented by a petition circulated immediately following the presentation of this feature of the design that was signed by approximately 90% of attendees.

The reasons for this reaction should be obvious. First, as indicated in the traffic flow analysis presented earlier, First Street is already about 40% more congested than Montgomery Street, a possible alternative location for the garage entrance, and already suffers from substantial backup in the left-turn access lane from North Washington Street. One can only imagine eighteen-wheelers, with their wide turn

radius, swinging out into oncoming traffic to make a right turn into the garage entrance, further impeding the flow of traffic on First Street. Second, and perhaps even more critical, the proposed location of the garage entrances and exits on First Street and North Pitt Street would threaten the quality of life and financial investment of those living adjacent to the site at Watergate of Alexandria and Liberty Row. Noxious exhaust fumes and noise from 60'-long trucks entering and exiting the site would become a regular feature of their lives, and, according to the assessment of realtors consulted by VISION, property values would plummet.

Concluding Remarks

We ask that the Alexandria City Council consider the concerns outlined in this letter and partner with VISION, Edens, and other stakeholders to reach an equitable solution to the deficiencies highlighted here. We welcome this development and do not ask to dictate any single feature of its design. However, as our elected representatives, we ask that the City Council seriously weigh our concerns and negotiate an arrangement that meets the interests of both Edens and local residents.

Sincerely,

Darrel W. Drury
President, VISION

Attachment

OLD TOWN NORTH SMALL AREA PLAN UPDATE
PROJECT ASSESSMENT (VISIONING TOOL)
(Staff, Advisory Group, and Charrette Input)

Draft December 4, 2015

Abc City Staff
Abc Advisory Group Comments
Abc Public Comments / City Staff reiterated in public comments

	Planning, Design, and Land Use	Transportation	Housing
Guiding Principles	<p>Identify and enhance Old Town North's unique character and sense of place to complement area's history, culture, and existing neighborhoods and to promote an active and balanced community.</p> <p>Promote sustainable balance of land use and urban design patterns throughout OTN (Major future development sites will be looked at in the context of the full planning area)</p> <p>Maintain the diverse population, livability and sense of community of OTN</p> <p>New urban feel with mixed development</p>	<p>Further encourage an integrated multi-modal transportation network (public transportation) using the existing street grid, and grid extensions where necessary, to promote a healthy, auto-independent lifestyle (walkability and accessibility).</p>	<p>Encourage a variety of housing choices that are affordable and accessible to a diverse range of ages, incomes, abilities and household sizes throughout the plan area.</p>
Objectives	<p>Achieve a variety of building types, heights and densities that are appropriately scaled for the surrounding neighborhood and community</p> <p>Maintain existing scale of residential property (human scale)</p> <p>Encourage high quality architectural building design (varied architecture) that further defines the unique neighborhood character of OTN.</p> <p>Achieve and sustain a balanced land use mix including key features that help create a complete neighborhood with a sense of place and to meet the community's social and economic needs.</p> <p>Identify areas for public facilities and institutions.</p> <p>Identify areas for active street frontages including reinforcing the retail focus areas in the 1992 OTN SAP</p> <p>Promote high quality pedestrian oriented streetscapes, such as that utilize appropriate lighting, landscaping (paving, brick sidewalks) and signage to promote a safe and vibrant community.</p> <p>Explore tools that allow flexibility in the land use mix to accommodate changing market trends</p>	<p>Consistent with the Transportation Master Plan, provide an interconnected network that supports walking, biking, and transit use.</p> <p>Investigate opportunities for improving the existing network by utilizing major future redevelopment sites and the railroad tracks</p> <p>Continue to investigate and monitor parking conditions (including tour bus parking) as properties in OTN develop</p> <p>Study traffic, parking and other infrastructure impacts related to new developments</p> <p>Improve and expand bike storage facilities in commercial and residential developments</p> <p>Consider the potential impacts of future technology such as autonomous cars , car share and bike share</p> <p>Minimize impacts of loading and unloading facilities</p> <p>Access and Connectivity: Improve access to OTN from Parkway - Connectivity between Old Town, OTN, Braddock and Potomac Yards - Connectivity to Marina Towers using existing grade crossing at Slaters Lane for vehicle/ future bike and trolley - Increase in public transportation to metro stations (Braddock, King St, and future Potomac Yards Metro) using the railroad tracks</p>	<p>Fully utilize tools within the Housing Master Plan such as leveraging the density bonus policy to achieve affordable units.</p> <p>Prioritize the provision of on-site affordable housing.</p> <p>Replace ARHA units on a one-to-one basis, and on-site to the greatest extent feasible, as properties in Old Town North develop.</p> <p>Explore innovative housing solutions such as micro-units and building conversions if feasible</p> <p>Incorporate community spaces within housing developments</p> <p>Ensure on-site recreational space in new ARHA redevelopment</p> <p>Flexibility in building design to allow people to age in place</p> <p>Promote opportunities to live near employment and transit</p>
Draft Products Addressed in Charrette	<p>Land Use Plan</p> <ul style="list-style-type: none">- Draft Generalized Land Use Plan- Urban Design - Waterfront Viewsheds <p>Streetscape plan (including cross sections)</p> <ul style="list-style-type: none">- Draft Streetscape Enhancements on Washington Street (Plan and cross section) (See Historic Preservation)- Draft Opportunities for Streetscape Enhancements (Blank Street Walls) <p>Renderings</p> <ul style="list-style-type: none">- Sketchup Model- Montgomery Street (view looking west)- View to Monuments (looking north from NRG) <p>Graphics and Maps</p> <ul style="list-style-type: none">- Generalized Land Use Plan- Washington Street Streetscape- Urban Design - Waterfront Viewsheds- Potential Retail + Arts/Entertainment District- Streetscape Enhancements (Blank Street Walls)	<p>Map of proposed bike network and facilities</p> <ul style="list-style-type: none">- Draft bicycle and auto circulation map (Proposed Bike Network and Facilities) <p>Concepts for train track re-use such as light rail (in coordination with the railway company)</p> <ul style="list-style-type: none">- Draft Connectivity and Grid Extensions map <p>Graphics and Maps</p> <ul style="list-style-type: none">- Transportation: Bike and Auto Circulation- Transportation: Connectivity	<p>Housing principles and strategies for OTN that are aligned with the City's Housing Master Plan</p> <ul style="list-style-type: none">- Draft Housing Principles and Objectives
Products To Be Addressed	<p>Development Plan</p> <p>Design Guidelines</p> <p>Principles outlining building use conversions</p>	<p>Street sections that have multi-modal characteristics</p> <p>North/ south and east/west studies for the extension of the free public trolley</p> <p>Options for connections to existing and/ or proposed water transportation routes</p> <p>Expansion of Car Share, alternative fuel stations, and bikeshare station locations</p>	<p>Land use and Development Plan "See Planning, Design and Land Use products"</p> <p>Building use conversions "See Planning products"</p> <p>Rental/ Ownership analysis</p>
Implementation*	<p>Tax Revenue</p> <p>Developer Contributions</p> <p>Development Phasing</p> <p>Zoning</p>	<p>Tax Revenue</p> <p>Developer Contributions</p> <p>Development Phasing</p> <p>Zoning</p>	<p>Tax Revenue</p> <p>Developer Contributions</p> <p>Development Phasing</p> <p>Zoning</p>
Measures	<p>Community Satisfaction Survey</p> <p>New building construction that meets or exceeds the design guidelines, including mass, scale, design and style</p> <p>New s.f. of residential, commercial, and entertainment relative to desired land use mix</p> <p>Net New s.f. of residential, commercial and entertainment</p> <p>Number of streetscape improvements, such as tree canopy, sidewalks and lights, compared to baseline</p> <p>Change in Walkscore, or equivalent</p> <p>Percent of active street frontages in targeted areas</p>	<p>Increase in transit ridership/ service</p> <p>Increase in number of bike/ ped trips</p> <p>Traffic Counts</p> <p>Lower rate of car ownership</p> <p>Increase in Walkscore, or equivalent</p> <p>Increase in transit score</p> <p>Increase in bike score</p> <p>Decrease in crashes, injuries, and fatalities for all users</p>	<p>Net new units by type, tenure, size and accessibility</p> <p>Increase in number of committed units affordable at various income levels</p> <p>% of affordable units (market affordable and committed affordable) as a proportion of new and total number of units within the plan area and city wide</p>

* Implementation section includes possible topics to be addressed as the planning process progresses. There will be an Implementation section under each category with the topics possibly changing as appropriate

OLD TOWN NORTH SMALL AREA PLAN UPDATE
PROJECT ASSESSMENT (VISIONING TOOL)
 (Staff, Advisory Group, and Charrette Input)

Draft December 4, 2015

Abc: City Staff
 Abc: Advisory Group Comments
 Abc: Public Comments/ City Staff reiterated in public comments

	Infrastructure & Environmental Sustainability	Open Space, Recreation & Cultural Activities	Historic Preservation
Guiding Principles	Create an eco-district model with sustainable environmental solutions that support sewer and stormwater management including infiltration and re-use, efficient energy use including renewable energy, and clean air and soil	Expand, enhance and connect publicly accessible passive and active open space	Further identify, protect, and enhance the historic architectural and archaeological elements and resources of Old Town North.
Objectives	<p>Consistent with the EAP, the EDCP, and the associated Action Plan, and associated Master Plans, implement innovative design throughout the plan area to minimize fossil fuel use and improve energy, water, air, and soil quality at the district scale through:</p> <ul style="list-style-type: none"> Unlocking renewable energy <ul style="list-style-type: none"> • Sustainable energy efficiency required of buildings • Encourage renewable district energy <ul style="list-style-type: none"> - Solar - Ground Source Heat Pumps - Microgrid - Battery storage Prioritize clean energy or low carbon fuels provided through external utility distribution as a supplemental energy source, only • Encourage natural gas use directly from the grid <p>Reducing the negative environmental effects through green roofs, trees and permeable pavement</p> <p>Minimizing impact of combined sewer overflow through green infrastructure and BMPs</p> <p>Improving plantings, native trees, and other green infrastructure to support stormwater methods (LID)</p> <p>Integrating a green infrastructure elements in all aspects of design and development (e.g. Home and Ne)</p>	<p>Use open space to connect neighborhoods to viewsheds and public amenities such as parks, and the Waterfront.</p> <p>Action and discussion to be in the Waterfront (Waterfront Plan)</p> <p>Identify new open space and cultural activities.</p> <p>Identify new public art opportunities.</p> <p>Design open space to accommodate a variety of recreational and cultural uses for all ages and abilities especially for mobility challenged people.</p> <p>Identify new opportunities for cultural spaces and activities</p> <p>Explore opportunities for interior community spaces that accommodate all ages and abilities (such as libraries, community centers, etc.)</p> <p>Preserve existing cultural spaces and social gatherings (e.g. The Art League, Metro Stage, etc.)</p> <p>Explore the feasibility of a visitor hospitality center on the NRG site</p> <p>Promote Montgomery Park as the heart of the community</p> <p>Explore opportunities for new public open spaces on private properties (Alexandria Historic Park, surface parking lots, etc.)</p>	<p>Preserve, integrate and celebrate historic and archaeological resources to maintain neighborhood authenticity</p> <p>Enhance and reinforce the special character of the Washington Street corridor</p> <p>Promote cultural richness and an understanding of the history of the neighborhood by making history an integral part of the plan</p> <p>Historic interpretation reflected in natural environment</p> <p>Celebrate railroad history</p>
Draft Products Addressed in Charrette	<p>An integrated Eco-District plan for OTN aligned with the vision and relevant goals from EAP, the Eco-City Charter and associated Master Plans</p> <ul style="list-style-type: none"> - Eco-District Concept Elements and Measures for OTN <p>A pilot project which highlights a given element of the Eco-District in a manner that is unique to OTN</p> <p>Graphics and Maps</p> <ul style="list-style-type: none"> - Eco-District Concept (Elements and Measures) 	<p>Open space, cultural and public art plan for OTN</p> <ul style="list-style-type: none"> - Draft Open Space Plan and Street Connections - Draft Potential Retail Corridor and Arts/Entertainment District (see Economic Development) - Draft Waterfront Viewsheds map - Concepts for Linear Parks along the Waterfront and the Railroad Tracks <p>Graphics and Maps</p> <ul style="list-style-type: none"> - Open Space - Urban Design - Waterfront Viewsheds - Potential Retail + Arts/Entertainment District 	<p>Strategic plan to integrate historic sites with development in OTN</p> <p>Identify Theme Areas</p> <ul style="list-style-type: none"> - Draft History and Archaeology: Theme Areas - Draft Streetscape Enhancements on Washington Street plan and cross section (See Planning, Design and Land Use) <p>Graphics and Maps</p> <ul style="list-style-type: none"> - Washington Street Streetscape - History & Archaeology: Theme Areas
Products To Be Addressed	A pilot project which highlights a given element of the Eco-District in a manner that is unique to OTN	<p>Park Maintenance plan</p> <p>Updated Bike/ Ped trail map</p>	<p>Plan/ Policy to evaluate and identify 20th century buildings of historic significance in OTN</p> <p>Common Elements for historic interpretation</p>
Implementation*	<p>Tax Revenue</p> <p>Developer Contributions</p> <p>Development Phasing</p> <p>Zoning</p>	<p>Tax Revenue</p> <p>Developer Contributions</p> <p>Development Phasing</p> <p>Zoning</p>	<p>Tax Revenue</p> <p>Developer Contributions</p> <p>Development Phasing</p> <p>Zoning</p>
Measures	<p>% of energy supply from renewable resources</p> <p>Number of green/ vegetative roofs, light colored pavements and increase in tree canopy coverage</p> <p>% reduction of impervious surfaces</p> <p>Number of green infrastructure projects</p> <p>Increase in number of acres treated through CSO mitigation</p> <p>Measures for redevelopment sites that align with environmental sustainability objectives</p>	<p>Reduction in unmet recreational and cultural needs (activities and facilities)</p> <p>% of open space (acreage) in OTN</p> <p>Increased miles of Bike/ Ped trails & connections</p> <p>Shoreline quality and access improvement</p> <p>Number of identified public art sites</p>	<p>Number of historic sites identified and interpreted in the plan area</p> <p>Architectural and cultural analysis of 50 year old buildings</p> <p>Number of historically related programming opportunities for identified areas</p> <p>Community Satisfaction Survey</p> <p>Public art sites "See Open Space, Recreation and Cultural activities"</p>

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(Staff, Advisory Group, and Charrette Input)

Abc City Staff
Abc Advisory Group Comments
Abc Public Comments / City Staff reiterated in public comments

	Economic Development Attract unique uses that serve as an economic engine to grow and sustain a balanced economy.
Guiding Principles	
Objectives	Use NRG site as a catalyst * Subject to full involvement by NRG. Reinforce the identified retail focus areas in the 1992 OTN SAP plan (3rd Street, Montgomery Street, Montgomery Center) and expand beyond the focus area to: Further strengthen St. Asaph as a concentrated retail corridor Strengthen hospitality related economic opportunities in Old Town North. Maintain balanced office space inventory as part of the desired balance of land use Maximize proximity to metro, biking, walking as an economic tool (Transit Oriented Development [T.O.D.]). Encourage development that can moderate parking demand through: Encourage/ provide opportunities for employment of local residents. Encourage mixed land development. Preserve and expand small neighborhood retail mix.
Charrette Draft Products	Draft Potential Retail Corridor and Arts/ Entertainment District (See Open Space, Recreation and Cultural Activities)
Products Partially Addressed in Charrette Draft Products	Retail Strategy for OTN - Draft Potential Retail Corridor and Arts/Entertainment District (See Open Space, Recreation and Cultural Activities)
Products To Be Addressed	Economic Development Analysis (Residential, retail, commercial, entertainment, etc.) Building use conversions "See Planning, Design and Land Use products"
Implementation*	Tax Revenue Developer Contributions Development Phasing Zoning
Measures	% of occupied retail (\$/) per household (Compare existing and potential purchasing power in the neighborhood) Comparison of plan's desired land use ratio goals to existing baseline data Increase of retail \$/ in targeted corridors and focus areas Increase in small businesses (neighborhood level services) Existing vs future anticipated tax revenue

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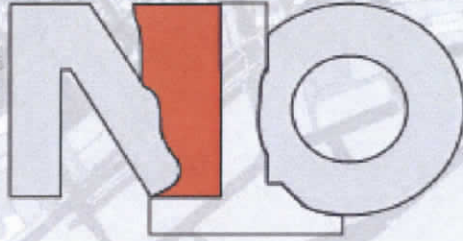


City Council Public Hearing
Saturday, December 12, 2015
9:30 AM

OLD TOWN NORTH **SMALL AREA PLAN UPDATE**

City of Alexandria, Virginia

SMALL AREA PLAN



OTN SAP PLANNING HISTORY

1974 CITY MASTER PLAN

- Transition of OTN from an industrial area to a **mixed-use neighborhood**

1992 OTN SAP

- Strengthened OTN's **mixed-use**

character and balance with comprehensive planning tools: zoning, urban design, retail focus areas, street network

OTN SAP Update

- To further strengthen the **mixed use character and balance** of the neighborhood given
 - Pending Development/Redevelopment
 - Projected Growth





OTN SAP UPDATE WORK PLAN

(Sept 2015 – January 2017)

- **Phase I – Plan Framework Elements Phase**
 - Plan principles/goals/objectives and themes
 - Plan categories
 - Plan concept designs
- **Phase II – Study Phase**
- **Phase III – Testing/Refinements Phase**
- **Phase IV – Recommendations Phase**
- **Phase V – Plan Development, Consideration and Implementation Phase**

COMMUNITY INPUT CRITICAL COMPONENT OF ALL PHASES

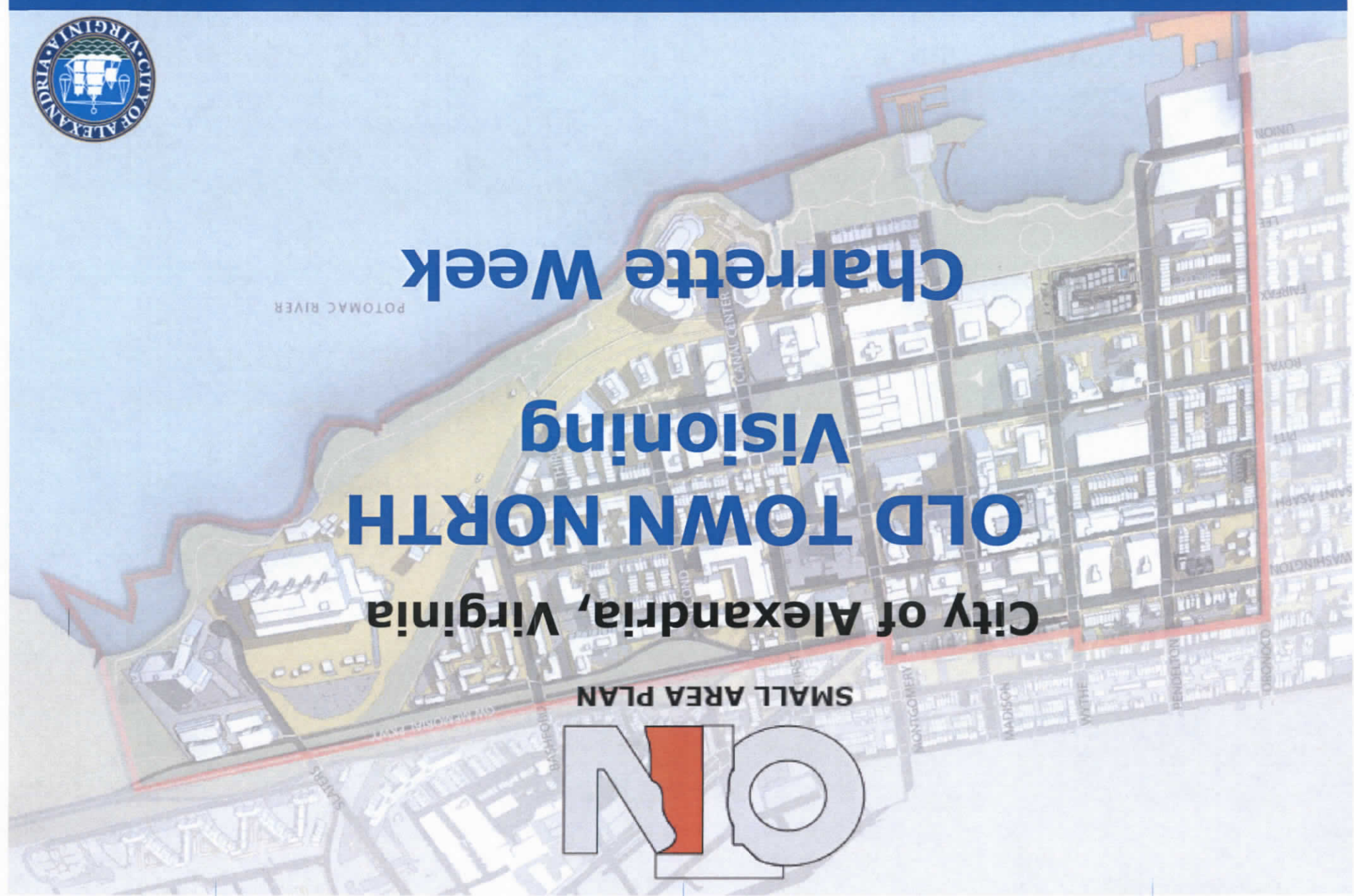


Charrette Week

Old Town North

City of Alexandria, Virginia

visioning



CHARRETTE OVERVIEW

**LOCATION – 44 CANAL CENTER PLAZA, 4TH FLOOR
(American Real Estate Partners)**

HOURS – 8:00 AM TO 9:00 PM

**ACCESS – WEEKLONG OPEN PUBLIC ACCESS PROVIDED; A
COMMUNITY TOUR ON MONDAY; AND THREE COMMUNITY
OPEN HOUSES DURING THE WEEK**

THREE PUBLIC MEETINGS

- **Public Meeting #1 – Monday, November 16, 2015**
Purpose – Discussion and Community Input on Principles/Goals/Objectives and Identification of Themes
- **Public Meeting #2 – Wednesday, November 18, 2015**
Purpose – Discussion and Community Input on Themes, Plan Categories and Conceptual Design Options
- **Public Meeting #3 – Friday, November 20, 2015**
Purpose – Synthesis of Weeklong Community Input



Community Input: Plan Principles/Goals/Objectives and Themes by Plan Categories

Planning, Design, Land Use

- Enrich community livability
- Cultivate urban village character
- Manage development scale and context
- Promote viable balance of uses
- Parking
- Building heights

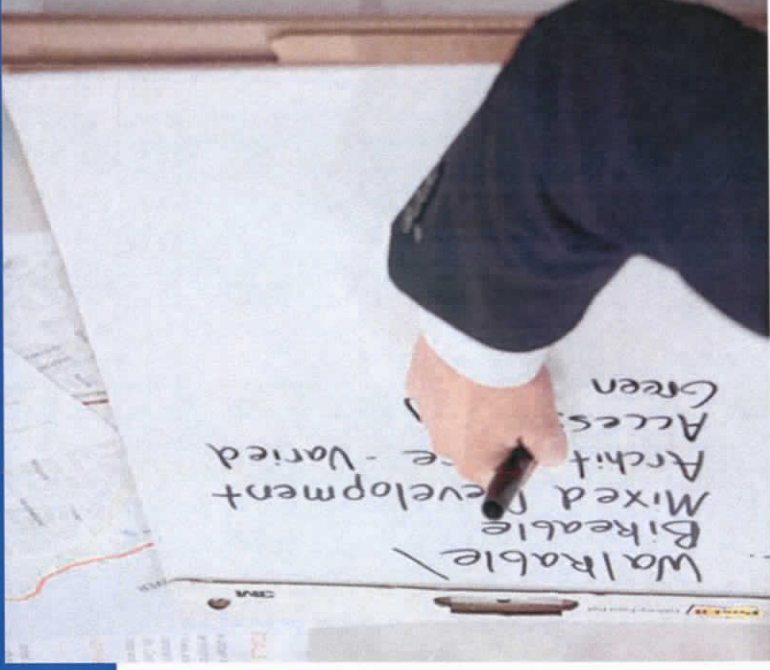


Community Input: Plan Principles/Goals/Objectives
and Themes by Plan Categories

Transportation

- Foster neighborhood walkability
- Improve connectivity between Marina Towers, Parkway and Old Town

- Strengthen transit, bicycle, pedestrian links to Metro
- Use of tracks/trail
- Connectivity
- Streetscape improvements



Community Input: Plan Principles/Goals/Objectives
and Themes by Plan Categories

Housing

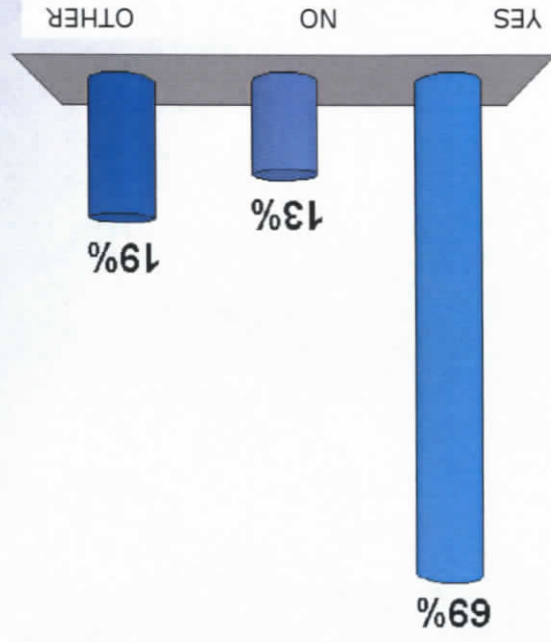
- Increase housing opportunities for a range of incomes and abilities
- Community facilities
- Rental/ownership/specifics



Community Input: Plan Principles/Goals/Objectives
and Themes by Plan Categories

Infrastructure/Environment

- Establish an eco-district **with measures**
- Employ neighborhood energy efficiency
and stormwater recovery solutions
- Specifics for redevelopment sites



Community Input: Plan Principles/Goals/Objectives
and Themes by Plan Categories

Open Space, Recreation, Culture

- Preserve & support cultural spaces & the arts
- Enhance & connect existing parks and public spaces
- Add community open spaces
- Add community meeting spaces
- Montgomery Park as heart of the community
- Waterfront activity



Community Input: Plan Principles/Goals/Objectives
and Themes by Plan Categories

Historic Preservation

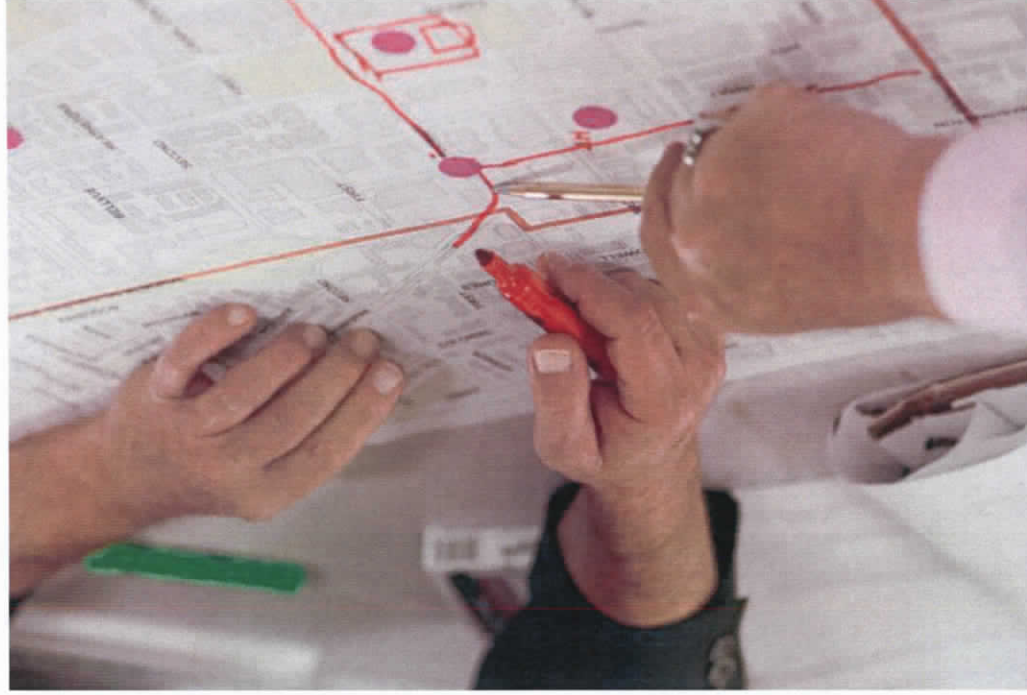
- Memorialize and celebrate industrial and transportation heritage
- Make history an integral part of the Plan



Community Input: Plan Principles/Goals/Objectives
and Themes by Plan Categories

Economic Development

- Support and increase small businesses and retail establishments
- Focus/target retail areas







Old Town North Working Draft Framework Plan



Working Draft Framework Plan: Existing Open Space



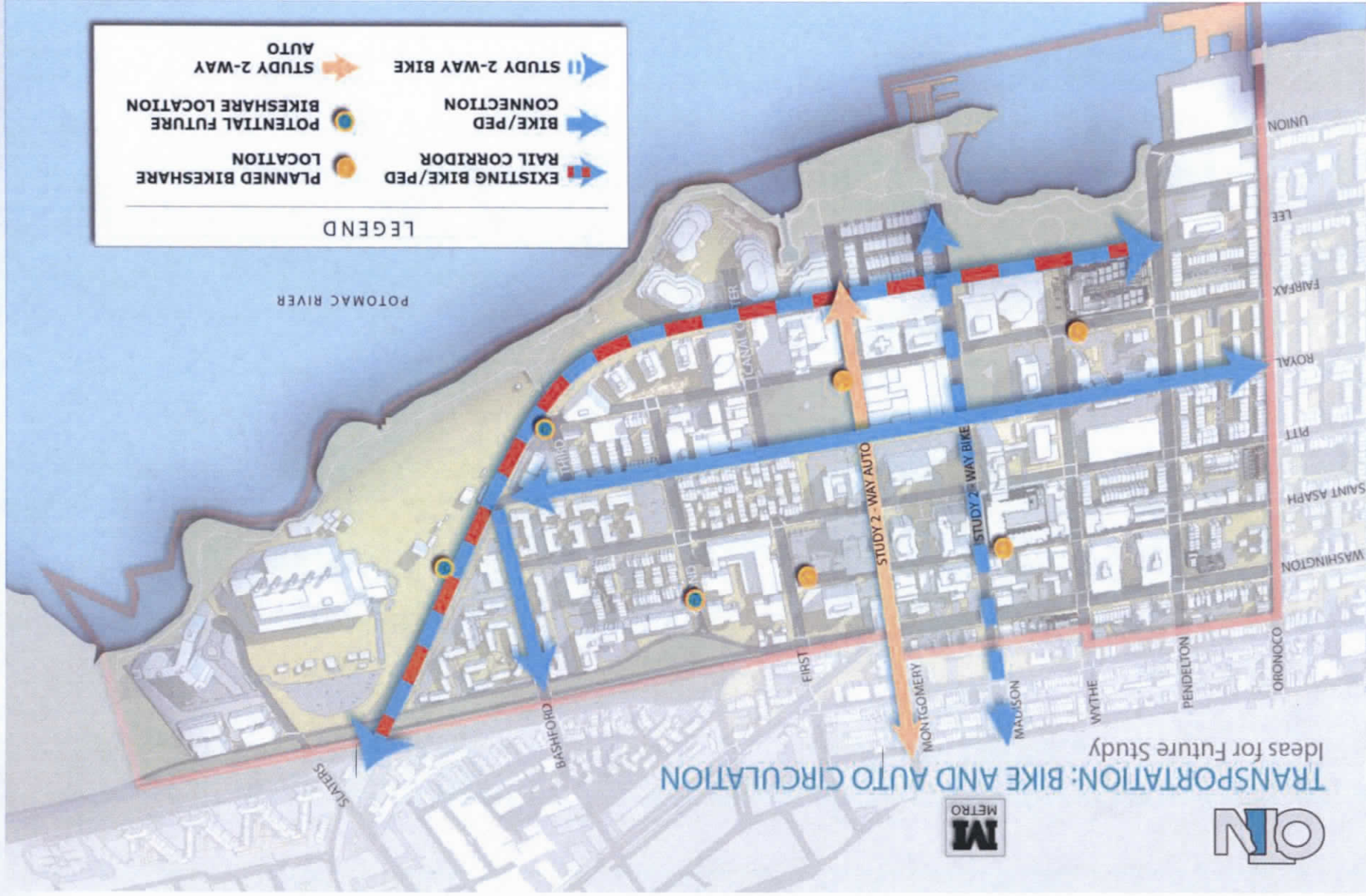
WORKING DRAFT FRAMEWORK PLAN: OPEN SPACE



- OPEN SPACE AS A PRIORITY ON THE NRG SITE
- MAXIMIZE OPEN SPACE CORRIDOR ON THE WATERFRONT



Working Draft Framework Plan: Transportation



BACKGROUND Forms of Connections



Working Draft Framework Plan: Transportation



WORKING DRAFT FRAMEWORK PLAN LAND USE



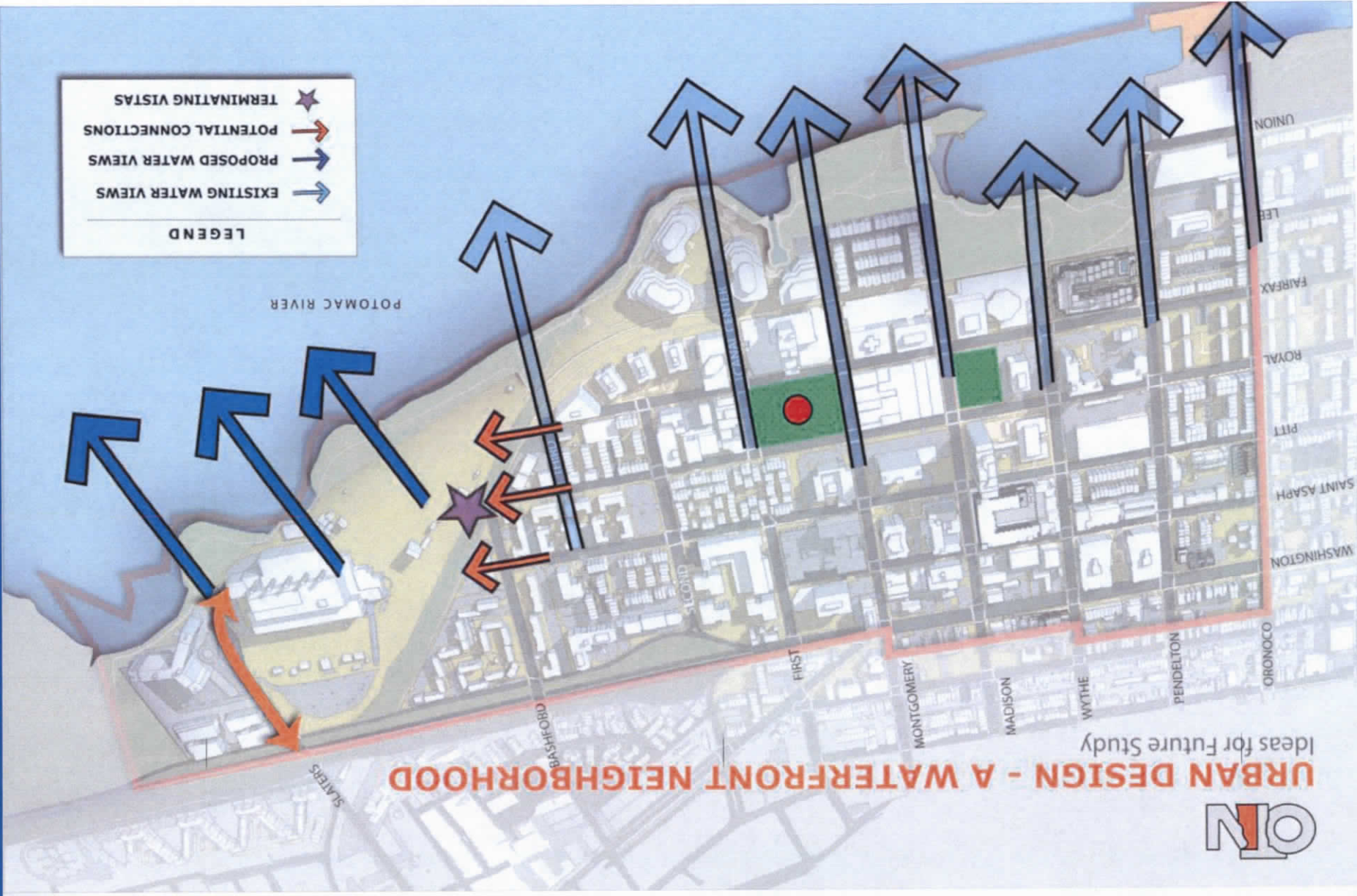
WORKING DRAFT FRAMEWORK PLAN: POTENTIAL RETAIL



Working Draft Framework Plan Land Use



[22]



Potential Enhancements View to Monuments



View looking North from NRG

Potential Enhancements Montgomery Street

View looking West



Working Draft Framework Plan: Historic Preservation



(25)



Affordability at all life stages

- Who
 - Young people
 - Families
 - Empty nesters
 - Seniors - aging in place
- **Benefits**
 - Housing choices for all incomes, life stages, and physical abilities
 - People can live near employment & transit
 - Promote economic diversity in communities
 - Allow people to age-in-place



ON ECO DISTRICT CONCEPT

Implementing Eco-City Alexandria and sustainability through the Small Area Plan Process



DIVERSITY & MIXED USE

- Achieve a variety of building types, heights, and densities that support a diverse population and allows for aging in place.
- Prioritize the provision of on-site affordable housing.
- Achieve, sustain, and utilize a balanced land use mix including key features to create a complete neighborhood to meet the community's social and economic needs.
- Explore innovative housing solutions such as micro-units and existing building conversions as feasible.
- Use open spaces to connect neighborhoods to view-sheds and public amenities such as, parks, and the Water front.

MULTI-MODAL TRANSPORTATION

- Provide a mix of land uses with an interconnected network that emphasizes walking, biking, and public transit to reduce vehicle trips.
- Prioritize public transport, biking, and walking as an economic, environmental and public health tool.
- Enable adoption of low-emission & electric vehicles through charging and clean fuel infrastructure.

ENERGY AND GREEN BUILDING

- Prioritize energy efficiency and high performance and enhanced green building.
- Emphasize on site renewable and district-scale energy systems
 - o solar
 - o microgrid
 - o storage

CARBON FOOTPRINT REDUCTION

- Prioritize clean, renewable and low-carbon energy sources locally and from external utility distribution.
- Promote 'Smart Cities' technologies.

WATER QUALITY

- Address impact of combined sewer overflows (CSOs).
- Implement stormwater management through green infrastructure and low-impact development.
- Increase tree canopy and enhance green space through appropriate planting, native trees and green roofs.
- Conserve water through re-use and use of low-flow fixtures.

MEASURES

- Energy and Greenhouse gas emissions per capita.
- Increase in open space.
- Percent of energy supply from renewable resources.
- Number of green / roofs, light colored pavements and increase in tree canopy coverage.
- Number of green infrastructure projects.
- Number of acres with separated sewer system.
- Increase in transit ridership / service.
- Increase in number of bike / pedestrian trips.

Next Steps (Jan. – Aug. 2016)



Evaluate the feasibility and potential impacts of proposed plan elements and design concepts

- **Phase II (Study)** – Study Plan Framework Elements
- **Phase III (Test/Refine)** – Test Framework Elements and Refine

- **Phase IV (Plan Recommendations)** – Recommendations for Plan Development

SPEAKER'S FORM
DOCKET ITEM NO. 7

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: Robert Cuthoun
2. ADDRESS: 510 King St Alexandria VA 22314
TELEPHONE NO. 703 684 2000 E-MAIL ADDRESS: Robert1522@AOL.COM
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? 1201 North Royal St Associates LP
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: _____ AGAINST: _____ OTHER: NONE
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney for property owner
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES ☒ 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.