

Development Special Use Permit#2014-0006
Transportation Management Plan# 2014-0102
Special Use Permit #2015-0012
Special Use Permit #2015-0013
Special Use Permit #2015-0014

Application	General Data	
Project Name: Robinson Terminal South	PC Hearing:	April 9, 2015
	CC Hearing:	April 18, 2015
	If approved, DSUP Expiration:	April 18, 2020
	Plan Acreage:	3.22 Acres (140,420 sq. ft.)
Location: 2 and 3A Duke Street 226 The Strand	Zone:	W-1 / Waterfront Mixed-Use
	Proposed Use:	Mixed-Use
	Dwelling Units:	92 – 96 units
	Commercial Square Footage:	11,473 sq. ft.
	Gross Floor Area:	280,656 sq. ft.
Applicant: RT South Associates LLC, represented by Jonathan P. Rak	Small Area Plan:	Old Town / Waterfront Plan
	Historic District:	Old and Historic Alexandria District
	Green Building:	Compliance with Green Building Policy, with flexibility requested for the historic warehouse.

Purpose of Application
The applicant requests approval of a development special use permit with site plan and modifications to construct a mixed-use development including 26 townhouse units, 66 multi-family residential units, 11,473 square feet of commercial uses, including a 251-seat restaurant.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> Development special use permit with site plan and modifications to / for: <ol style="list-style-type: none"> Increase the Floor Area Ratio (FAR) per section 5-504(D); A cluster residential development per section 11-600; Increase the height from 30 feet to 50 feet pursuant to section 6-404(A); Increase the number of penthouses per section 6-403(B); Land without frontage; A parking reduction; Valet parking; Special use permit for a facility for docking boats per section 5-503(C); Special use permit for a restaurant per section 5-503(J); Special use permit for a retail shopping establishment per section 5-503(K); Special use permit for a transportation management plan; Modifications to: <ol style="list-style-type: none"> Side and rear yard setback per section 5-506(B); and Vision clearance per section 7-800.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert Kerns, AICP, Development Division Chief (Robert.Kerns@alexandriava.gov)

Dirk Geratz, AICP, Principal Planner (Dirk.Geratz@alexandriava.gov)

Jessica McVary, AICP, Urban Planner (Jessica.McVary@alexandriava.gov)

PLANNING COMMISSION ACTION, APRIL 9, 2015: On a motion by Vice Chairman Dunn, seconded by Commissioner Brown, the Planning Commission voted to recommend approval of Development Special Use Permit #2014-0006, Special Use Permit #2015-0012, Special Use Permit #2015-0013, Special Use Permit #2015-0014 and Transportation Management Plan SUP #2014-0102, subject to compliance with all applicable codes, ordinances, and staff recommendations, with amendments to DSUP conditions 1, 7, 31, 38, 46, 58, 59, 76, 134 and 138 and the addition of condition 16 in SUP #2015-0013. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis and recommendation that the proposal complied with the Waterfront Plan, but acknowledged full achievement of the Goals and Guidelines was challenging due to the elimination of the hotel envisioned on the site in the Waterfront Plan. The Commissioners discussed the importance of site activation and historic interpretation, the appropriateness of the mass, scale and architectural character and the adequacy of the proposed parking. Commissioners also discussed the importance of the rear elevations in creating successful carriageways. The Planning Commission supported the staff recommendations which encouraged activation of the site, but deferred decisions on the monetary contributions required in conditions 135 and 136 to the City Council for consideration. The Planning Commission supported the staff recommendation which accepted amendments to condition 138, only if the language within condition 136 remains unchanged.

Speakers:

Mr. Bob Youngentob, representing the applicant, spoke in support of the applications and provided a presentation.

Mr. Jonathan Rak, representing the applicant, spoke in support of the applications.

Ms. Holly Hull, 305 S. Union Street, expressed her appreciation that the density was not maximized on this site and support for the connections to the Potomac River.

Ms. Susan Askew, 34 Wolfe Street, summarized the efforts of the adjacent neighbors to address concerns related to the mass and scale of Building 3 and requested that the Planning Commission require additional setbacks along South Union Street. Ms. Askew also noted her opposition to the request for a parking reduction.

Mr. Bert Ely, 200 S. Pitt Street, spoke on behalf of the Friends of the Alexandria Waterfront and expressed concerns with the proposal. Mr. Ely noted that the mass, scale and height are excessive and the architectural character is not compatible with the Old and Historic Alexandria

District. Mr. Ely expressed particular concern with the proposed parking and requested that future residents and visitors be prohibited from obtaining residential parking permits.

Mr. John Bordner, 908 Rolfe Place, spoke on behalf of the Ad-hoc Monitoring Group for Waterfront Construction and requested two amendments to the conditions of approval which addressed trucks and noise abatement on the weekends. Mr. Bordner also requested that the City designate an employee or Department to assist in the challenges associated with the simultaneous construction of several projects. He also opposed the proposed parking reduction.

Ms. Corinne Marlowe, 619 N. Columbus Street, spoke in support of the applications and noted that the proposal, including the promenade and open spaces, will activate the waterfront and provide additional public access to the waterfront.

Mr. Phil Muse, 635 S. Henry Street, spoke in support of the proposal and noted that the redevelopment opens access to the waterfront and activates the site.

Mr. Greg Hudgins, 1128 Colonial Avenue, spoke in support of the proposal and noted that the contemporary design is appropriate for the historic context. He noted that the proposal creates a waterfront that is of the future for the future.

Mr. John Woods, 212 Wilkes Street, spoke in support of the proposal, particularly of the architecture.

Mr. Ernest Lehman, 621 N. Saint Asaph Street, spoke in general support of the application, but expressed concern that the applicant is not proposing to use geothermal technology, solar panels or green roofs on the project.

Mr. Dan Crowe, 1023 N. Royal Street, spoke in support of the application, noting the increased public access to the waterfront, the mixed-use development, the preservation of the historic structure and the design of the proposed development.

Mr. Robert Atkinson, 1009 Pendleton Street, spoke in support of the application. Mr. Atkinson referenced the importance of improving the waterfront and also noted that the design approach for the proposal is appropriate.

Mr. Jerry McAndrews, 12 Wolfe Street, expressed concern that the proposed parking is seriously inadequate. Mr. McAndrews noted that the proposal to accommodate the residential visitor parking within the commercial parking of the garage is inadequate.

Ms. Yvonne Weight Callahan, 735 S. Lee Street, noted that the commitment to barge should not result in the flexibility to restore the four additional units and expressed support for conditions which include considerations for adjacent and nearby property owners including pre- and post-construction surveys and an ombudsman.

Ms. Sherry Schiller, 524 S. Pitt Street, stressed the importance of attention to detail during the implementation of the project to ensure a successful project. Ms. Schiller noted that the King Street Gardens were a design idea that was not successfully implemented or executed.

Ms. Katy Cannady, 20 E. Oak Street, expressed concern that the proposed buildings are not representative of the Alexandria character. Ms. Cannady noted that the promenade is a requirement of the settlement agreement and that the modern buildings will act as a barrier to the waterfront.

Mr. John Long, President and CEO of the Alexandria Chamber of Commerce, noted the rich history of commercial uses along the Waterfront and the general conformance of the proposal with the Waterfront Plan. Mr. Long spoke in support of the project but expressed concerns related to public access along the waterfront, the operation of the pier and barging access to the construction site.

Ms. Nancy Visser, 38 Wolfe Street, stated that barging will result in a silting problem for the privately owned slips and requested that the applicant remove silt to ensure that owners have access to their slips.

Mr. Michael Jennings, 10 Potomac Court, expressed concern with the proposed parking reduction request, including the proposal to accommodate residential visitors and the valet parking operation. Mr. Jennings also requested that the Planning Commission amend condition 76 to expand the monitoring area from 200 to 300 feet.

Ms. Elaine Johnston, representing the Historic Alexandria Foundation, endorsed the comments of the Waterfront Commission. Ms. Johnston advocated for public benefits which advance the Waterfront Plan and expressed concern that the historic interpretation has not been fully integrated into the design. Ms. Johnston also expressed concern with potential damage to historic properties by construction and hauling.

Mr. Arthur Tamayo, 113 S. Columbus Street, spoke in support of the application, particularly the public access to the waterfront for economic, social and community benefits.

Mr. Beal Lowen, 321 S. Lee Street, expressed concern with the proposed parking and requested that the Planning Commission not grant the approval of the parking reduction.

Ms. Lauren Stack, 210 Duke Street, spoke in support of the proposal, noting that the revitalization of the waterfront is overdue. Ms. Stack stated that the proposal is consistent with the vision of the Waterfront Plan, provides public benefits and integrates contemporary design into the historic context.

Mr. Van Van Fleet, 26 Wolfe Street, spoke on behalf of the Old Town Civic Association in opposition to the project. Mr. Van Fleet expressed concern with the mass, scale and architectural character, stating that the proposal does not have a connection to the Old and Historic Alexandria District. Mr. Van Fleet also expressed concern with the proposed parking.

Ms. Kathryn Papp, 504 Cameron Street, requested that the Planning Commission review each of the special use permit requests separately and consider these approvals in the context of the Transportation Management Plan.

Mr. Melvin Garbow, 19 Wilkes Street, expressed concern with the proposed parking and noted that tandem spaces are inefficient and create additional problems.

Mr. Bob Wood, 711 Potomac Avenue, expressed concern with the mass, scale and architectural character of the proposal. Mr. Wood indicated that the proposal is inconsistent with the Waterfront Plan and special use permits should not be granted for additional floor area ratio and height.

Ms. Lynn Hampton, 215 Park Road, spoke in support of the application, noting that the proposal will be iconic on the waterfront. Ms. Hampton also indicated that the changing demographics of the City should be considered in the parking request.

Mr. Tim Morgan, 319 S. Union Street and President of the Waterford Place Homeowners Association, expressed concern with the mass and scale of Building 3, the proposed parking and construction management. Mr. Morgan stated that at least 15 percent residential visitor parking should be provided, the garage should include free valet parking, and off-site valet contract should be provided and the special use permit should limit the total number of restaurant seats.

Ms. Ana Gomez-Acebo, 100 Duke Street, expressed concern with the changing landscape of Alexandria and noted that the proposal does not meet the unique character and historic context of Alexandria.

Mr. Hal Hardaway, 311 S. Union Street, expressed concern with the proposed parking and noted that the parking situation has worsened. Mr. Hardaway also expressed concern that the proposal is incompatible with the surrounding neighborhood context, but did not his support for the rehabilitation of 2 Duke Street.

Mr. Trae Lamond, 4 Kennedy Street, spoke on behalf of Chadwicks Restaurant and stated that parking for all new and existing businesses is needed.

Mr. Philip Matyas, 200 North Pitt, recommended that the Planning Commission defer action to allow the community to develop a shared vision which benefits businesses and residents. Mr. Matyas also noted that additional parking at several of the anticipated development sites is necessary.

Mr. Boyd Walker, 1307 King Street, requested that the proposal consider space for the Alexandria Seaport Foundation and also requested that a historic report be required prior to the demolition of the existing Alexandria Marine Building.

Ms. Beth Gibney, 300 S. Lee Street, expressed concern with the proposed parking and requested that the applicant reconsider the parking.

Ms. Gibney also noted that she supported the modern composition, but believed that a direction which recalled warehouses would be more appropriate.

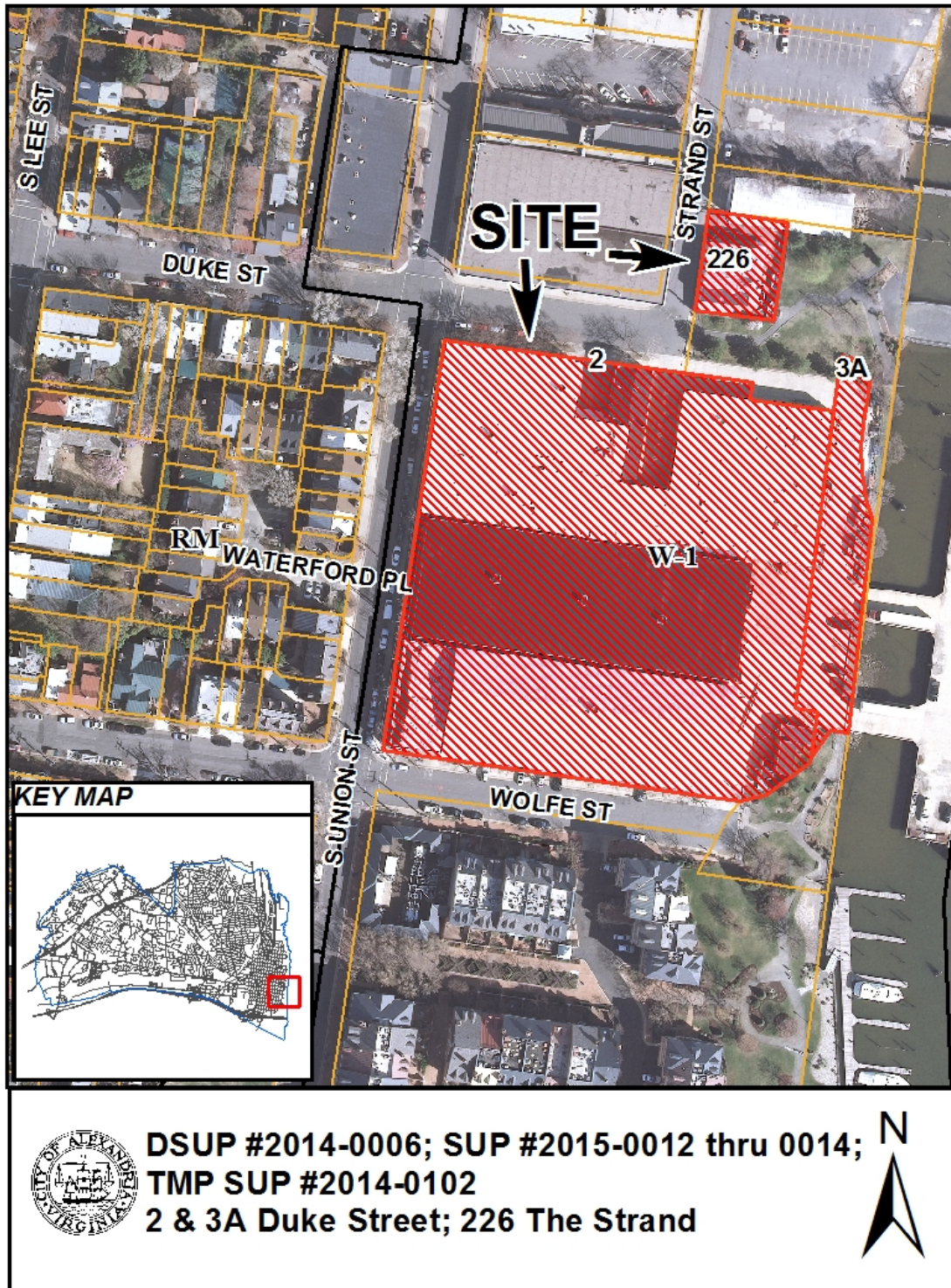
Ms. Tina Lamareaux, 116 Wolfe Street, expressed concern with the impact of the development, the density of the buildings along Union and Wolfe Streets and the proposed parking.

Ms. Charlotte Hall, 205 The Strand, spoke on behalf of the Potomac Riverboat Company. Ms. Hall stated that parking in the waterfront area is a challenge and expressed concern with the proposed parking. She advocated for a creative solution to address parking for residents and businesses.

Mr. Peter Kilcullen, 464 S. Union Street, suggested that a public-private partnership be formed to provide additional parking below Point Lumley Park.

Ms. Hank Savitch, 128 Waterford Place, expressed concern with the building mass, scale, and height particularly the setbacks along S. Union Street. Mr. Savitch requested that the setbacks on S. Union Street be proportionate to the setbacks on Wolfe Street.

Ms. Susan Savitch, 128 Waterford Place, requested that the Planning Commission advocate for active, publicly accessible space.



I. SUMMARY

A. Recommendation

Staff recommends approval of the request for a development special use permit with site plan and modifications to construct 26 townhouses, 66 multi-family units, and 11,473 square feet of commercial uses, including a 251-seat restaurant, subject to compliance with the staff recommendations. The proposal provides a number of public benefits that address impacts of the development including:

- Preservation and restoration of 2 Duke Street;
- Dedication of 226 The Strand (0.22 acres) to expand Point Lumley Park and provide land for the future civic building anticipated with the Waterfront Plan;
- Improved access to the Potomac River with:
 - The dedication of a rehabilitated and improved pier, to accommodate active uses such as an outdoor cafe, programmed events and passive seating areas at a total investment of approximately \$2.5 million;
 - The dedication of new floating docks and gangways to accommodate transient boats at an investment of over \$1 million;
 - Publicly accessible open space between the waterfront buildings and the promenade; and
 - The construction of the bulkhead and promenade from Point Lumley Park to Roberdeau Park at an investment of over \$800,000;
- Compliance with the Public Art Policy and activation of the publicly accessible carriageways and open spaces with art;
- Contribution of \$988,416 for affordable housing;
- An annual contribution of \$100,000 dedicated to the long-term operation and maintenance of the Waterfront Plan area, including the pier and floating docks;
- Enhanced streetscapes on Duke, South Union and Wolfe streets, which include underground utilities, brick sidewalks, street lights, and street trees; and
- Compliance with the City's Green Building Policy, with flexibility requested for the existing historic warehouse.

B. General Project Description and Summary of Issues

The applicant, RT South Associates LLC, requests approval of a development special use permit with site plan and modifications to construct nine buildings on a 3-acre site, which includes a collection of six townhouse rows on the northwestern portion of the site, two-mixed use buildings along the eastern portion of the site, and a multi-family residential building with frontage on Wolfe Street. The applicant proposes a total of 92 residential units (26 townhouses and 66 multi-family units), 5,299 sq. ft. of retail and a 251 seat restaurant. The applicant requests flexibility to include an additional 4 units within the proposed building envelope of the multi-family residential building on Wolfe Street. The applicant also proposes to preserve and adaptively reuse the existing late-19th-century two-story brick warehouse identified as 2 Duke

Street to accommodate a portion of the retail. Parking for the proposed townhouses are provided within each townhouse unit, while parking for the multi-family units and commercial uses are provided within one level of below-grade parking. Several open space amenities are provided, including a carriageway network to provide connectivity through the site, outdoor seating areas, passive open spaces configured in outdoor rooms, and an open lawn area. The applicant also proposes to stabilize and improve the existing concrete pier, as well as construct floating docks to increase public access to the Potomac River.

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

- Development special use permit with site plan and modifications to / for:
 - Increase the Floor Area Ratio (FAR) per section 5-504(D);
 - A cluster residential development per section 11-600;
 - Increase the height from 30 feet to 50 feet pursuant to section 6-404(A);
 - Increase the number of penthouses per section 6-403(B);
 - Land without frontage;
 - A parking reduction;
 - Valet parking;
- Special use permit for a facility for docking boats per section 5-503(C);
- Special use permit for a restaurant per section 5-503(J);
- Special use permit for a retail shopping establishment per section 5-503(K);
- Special use permit for a transportation management plan;
- Modifications to:
 - Side and rear yard setback per section 5-506(B); and
 - Vision clearance per section 7-800.

Key issues that were considered with this proposal, which are discussed in further detail below include:

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

II. BACKGROUND

A. Site Context

The property is located on the redevelopment site identified in the Waterfront Plan as the Robinson Terminal South block, which is bordered by Duke Street and Point Lumley Park to the north, the Potomac River to the east, Wolfe Street and Roberdeau Park to the south and South

Union Street to the west. In addition to this approximately 3-acre block, the project site also includes approximately 0.22 acres across Duke Street at 226 The Strand. A late-19th-century brick warehouse, identified as 2 Duke Street, mid-20th-century metal warehouses, brick buildings and a concrete pier currently occupy the primary site area, while a small one-story brick building, identified as the Alexandria Marine Building, exists on the site at 226 The Strand. The site slopes gently from west to east, with a change in grade of approximately 2 feet across the length of the site. Due to the proximity of the site to the Potomac River, a significant portion of the site is located within the 100-year floodplain and Resource Protection Area.

The site is situated at one of the City's most historic places, Point Lumley, named for a ship captain who frequented the area, and the site of Alexandria's first shipyard established by Thomas Fleming in 1749. The 3-acre block encompasses some of the earliest waterfront development in Alexandria, including a series of wharves, warehouses, and stores built by enterprising merchants and traders who helped develop Alexandria into a thriving port city. In the 1850's an enormous flour processing plant—Pioneer Mill—was built on the property, and a decade later during the Civil War the Union Army used the mill and other facilities on the property to supply its troops. The archaeological remains of these various chapters of Alexandria's history likely remain buried on the property. Archaeologists will excavate the site prior to its development in order to learn more about the City's rich historical heritage.

Due to its location within Old Town and adjacent to the Potomac River, a variety of uses surround the site. Retail, restaurant and office uses are located within one block north of the site, while residential uses, including Harborside and Waterford Place, are located south and west of the site. The proposed Carr Hotel, approved by the City Council in January 2014, is located across Duke Street from the site, at 220 South Union Street.

The site is well served by transit, including the King Street Trolley, DASH, Metrobus and Metrorail. In addition to the transit options located in close proximity to the site, the site is also well served by existing pedestrian and bicycle infrastructure.

B. Procedural Background and Project Evolution

The Robinson Terminal South site is subject to compliance with the 1983 settlement agreement between the Robinson Terminal Warehouse Corporation and the United States of America (Settlement Agreement), which resulted from a 1973 lawsuit by the federal government regarding ownership of the edge of the property along the Potomac River. The Settlement Agreement guides the use of the subject site and establishes restrictions on land use, building height and floor area ratio. The Settlement Agreement specific to Robinson Terminal South permits a mixture of uses on the site, including residential, and establishes a maximum building height of 50 feet and a maximum floor area ratio of 3.0. In addition, the Settlement Agreement requires a publicly accessible open space adjacent to the Potomac River.

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

the Plan area to two, with a maximum of three hundred rooms in the Waterfront Mixed-Use / W-1 zone. This amendment was particularly relevant to the redevelopment of the Robinson Terminal South site, as a hotel was previously approved on the Cummings-Turner block located north of the site, and a second hotel was proposed on the Robinson Terminal North site.

Prior to submission of a concept plan, the applicant met with staff to evaluate land uses and identify opportunities for the redevelopment of the site. Due to the location of the site and the limited viability of securing an office tenant in a predominantly residential neighborhood, staff determined that a mixed-use development (residential and commercial uses) was appropriate for the Robinson Terminal South block. However, staff expressed concern with a predominantly residential development due to the inherent conflict between residential units and the active, programmed open space, anticipated in the Waterfront Plan.

In response to these concerns, the applicant prepared a concept plan which proposed two mixed-use buildings on the eastern portion of the site, a multi-family residential building on the southern portion of the site and townhouses on the northwestern quadrant of the site. The mixed-use buildings along the waterfront included active uses at the ground level to provide an improved relationship between the ground floor and the adjacent publicly accessible open space. While the mixed-use buildings included residential units on the above floors, the units did not have direct access to the waterfront. In addition, the applicant proposed a “thru-unit” design to achieve greater compatibility with the public activity anticipated in the implementation of the Waterfront Plan. The thru-units were designed to position living and dining areas adjacent to public spaces, and locate private living areas such as bedrooms away from the public spaces.

Despite these design solutions, staff had initial concerns with the predominantly residential development, and the proposal’s compliance with the goals and guidelines of the Waterfront Plan, which emphasized inviting uses to create activity along the waterfront. With these goals and guidelines in mind, staff began to consider additional design alternatives, to achieve an inviting site design with direct access to the Potomac River. In reviewing the proposed concept plan, staff recognized the value of the vehicular and pedestrian network proposed by the applicant, and advocated for the creation of a “carriageway” concept to promote porosity and walkability throughout the site.

In this concept, high quality paving materials are used for both the vehicular passageways and the pedestrian walkways, with street trees, foundation plantings and lighting to create a space which is welcoming to the residents and the passersby. In addition, each building elevation is considered a “front” elevation, as it is possible to view and experience from all angles. Therefore, each building elevation is treated with the same high-quality materials, level of architectural detailing and refinement provided on the primary elevation. Through the introduction of these important design concepts, staff and the applicant arrived at an appropriate site design, as proposed within the preliminary plan.

C. Detailed Project Description

The applicant, RT South Associates, LLC requests approval of a development special use permit with site plan and modifications to construct nine buildings on the Robinson Terminal South site, as well as preserve and adaptively reuse the historic warehouse at 2 Duke Street. The proposal includes two mixed-use buildings, identified as Buildings 1 and 2, along the Potomac River frontage; a multi-family residential building (Building 3) adjacent to Wolfe Street; and twenty-six townhouses within Buildings 4 through 9. A 251-seat restaurant (135 indoor and 116 outdoor seats) is proposed within a two-story volume at the northeast corner of Building 1 and approximately 2,000 square feet of retail is proposed within Building 2. Approximately 3,000 square feet of retail is also proposed within the adaptively reused warehouse at 2 Duke Street, located just west of Building 1 at the corner of Duke Street and The Strand.

Consistent with the Waterfront Plan, the applicant proposes to extend The Strand into the site with a vehicular connection to South Union Street, just south of 2 Duke Street, and a pedestrian only connection to Wolfe Street. In addition to the primary vehicular route, the applicant also proposes a second pedestrian alley north of Building 3 to provide an additional connection between South Union Street and The Strand. Internal streets, designed as carriageways with high-quality paving materials to distinguish vehicular and pedestrian travel paths, are proposed adjacent to each of the townhouse buildings. The carriageways are all publicly accessible and provide options for traveling between South Union Street and the waterfront.

Buildings 1, 2 and 3 are served by one-level of below-grade parking on a portion of the site, while parking for the townhouses is provided in individual at-grade garages. The parking garage entrance, as well as the loading area, is accessed from the extension of The Strand at Building 1, while access to each of the individual townhouse garages is provided through the internal carriageway network.

The applicant also proposes several open space amenities adjacent to the waterfront. Immediately east of Buildings 1 and 2, the applicant proposes outdoor seating and hardscape to establish a relationship between the ground floor commercial uses and adjacent open space. The outdoor seating area transitions to a series of outdoor rooms, providing pedestrian connectivity to the promenade, which will ultimately extend the entire length of the waterfront. Beyond the promenade, the applicant proposes to preserve, stabilize and rehabilitate the existing concrete pier and construct floating gangways and docks to accommodate transient day boats.

As the site is located within the floodplain, the applicant proposes to re-grade the property by adding approximately 15,000 cubic yards of fill material to officially remove the site from the floodplain, a process administered by the Federal Emergency Management Agency (FEMA). The applicant then proposes to excavate approximately 55,000 cubic yards of fill to complete the improvements proposed in the preliminary plan.

As part of the proposal, the applicant requests approval of a range of units, between 92 and 96, in a combination of townhouses and multi-family units. Initial concept submissions proposed 96 units, with 26 townhouses and 70 multi-family units. However, the Old and Historic Alexandria

District Board of Architectural Review (BAR) requested that the applicant provide additional setbacks at the fourth and fifth floors of the multi-family building along Wolfe Street (Building 3) to reduce the overall mass and scale. As a result, the total number of units was reduced to 92. The applicant requests approval to regain the 4 units within the same building envelope of Building 3 by reducing the size of the proposed units. Staff is supportive of the request, if the applicant provides additional parking to accommodate the units and demonstrates compliance with applicable Zoning Ordinance requirements, including minimum lot size and open space.

III. ZONING

Property Address:	2 Duke Street, 3A Duke Street and 226 The Strand	
Total Site Area:	3.22 acres (140,420 sq. ft.)	
Zone:	W-1, Waterfront Mixed Use Zone	
Current Use:	Warehouse	
Proposed Use:	Mixed-Use	
	Permitted/Required	Proposed
FAR	2.32 (380,529 sq. ft.)*	1.94 (272,611 sq. ft.)
Density	30 units / acre	28.5 units / acre
Height	30 ft. (50 ft. with SUP)	50 ft.
Open Space:		
Ground Level		45,943 sq. ft.
Amenity		6,883 sq. ft.
Total	27,600 sq. ft.	52,826 sq. ft.
Setbacks:		
Front	N/A	N/A
Side		
Townhouses	8 ft. (interior end units)	N/A (No interior end units)
Multi-Family	1:2 (16 ft. minimum)	0 feet**
Rear		
Townhouses	8 ft.	0 feet**
Multi-Family	1:2 (16 ft. minimum)	0 feet**
Parking:		
Townhouses	52 spaces	52 spaces
Multi-Family Units	123 spaces	132 spaces (includes 17 tandem)***
Retail / Restaurant	87 spaces	58 spaces (includes 16 tandem and 8 valet)***
Total	262 spaces	242 spaces
Loading spaces:	1 space	1 space
*The site area included within the Waterfront Plan was identified as 163,696 sq. ft. but the actual site area is 140,420 sq. ft.		
**Cluster residential development special use permit and modifications requested.		
***Parking reduction special use permit and valet parking special use permit requested.		

IV. STAFF ANALYSIS

A. Compliance with the Waterfront Plan

The Waterfront Plan includes several goals and guidelines to guide the redevelopment of the Robinson Terminal South site. The following paragraphs outline the proposal's compliance with the development goals, while compliance with the development guidelines is provided within Attachment I. The Waterfront Commission also evaluated the proposal's compliance with the Waterfront Plan and documented their findings in a letter to the City Council dated February 19, 2015. A copy of the letter is included as an attachment for reference. In general, the Commission found that the proposal complied with many goals and guidelines, but also found significant disparities between the proposal and the Waterfront Plan. The Commission noted that strict adherence to the goals and guidelines was challenging, as the Plan envisioned a hotel on the site.

Goal #1: Employ a land use mix and design which invites the public and encourages activity within the proposed development and in the adjacent public spaces.

While the proposal is predominantly residential, the applicant has worked with staff to develop a plan that provides a mixture of uses at strategic locations to activate the site, the adjacent Point Lumley Park and the waterfront. The Waterfront Plan, as well as the Phase I Schematic Design for the Waterfront Landscape and Flood Mitigation Design Project ("Phase I Schematic Design"), envisions The Strand as an active, pedestrian-oriented street that connects the important civic plazas and park spaces proposed along the waterfront. The proposed site design extends this activity into the Robinson Terminal South site, with a restaurant occupying the ground floor of Building 1 and retail within both Building 2 and the existing historic structure at 2 Duke Street.

Staff believes that the land use mix and design proposed within the northeastern portion of the site, coupled with the high-quality carriageways will invite the public and encourage activity both within the site and the adjacent public spaces. Furthermore, the proposed mixture of uses provides an appropriate synergy with the adjacent hotel and civic building envisioned across Duke Street within Point Lumley Park. However, staff has some concern that the residential amenity space proposed within Building 2 will ultimately privatize the adjacent public space or at the least, create an uninviting area in this zone, which may discourage public use. To address this concern, staff has included a recommendation which requires the applicant to make a portion of the amenity space available to local community and non-profit organizations in addition to City agencies at least 24 times per year. In addition, the recommendation also requires that the space be available to uses which comply with section 5-502(H) (i.e. uses which foster art, history and cultural awareness) and open for the enjoyment of the larger community a minimum of 4 times per year.

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

In addition to the restaurant and retail noted above, the development also provides public amenities including public art; publicly accessible open space between the waterfront buildings and the promenade; a water feature; areas for outdoor seating; an improved public pier; and floating docks to accommodate transient boats. The proposed public amenities, including on-site and off-site improvements being provided by the applicant to meet the Waterfront Plan requirements exceed \$20 per square foot, including the value of physical improvements to the site and through dedication of land for public space.

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

- The preservation and restoration of 2 Duke Street is a public amenity, as it preserves the only remaining historic structure on the site to convey the long industrial history of this block, and adaptively reuses the structure to promote a vibrant, pedestrian-oriented character envisioned by the Plan. Beyond the preservation of the exterior building walls, the applicant has also agreed to preserve the interior timber framing of the roof structure.
- The dedication of 226 The Strand provides the City with an opportunity to expand Point Lumley Park for the construction of a future civic building as envisioned in the Waterfront Plan.
- Publicly accessible open space between the waterfront buildings and the promenade, designed to accommodate seating areas, a water feature, and an open lawn for uses ranging from passive recreation to concert seating.
- Use of high-quality materials in streetscapes and open spaces consistent with the materials, patterns and fixtures proposed within the Phase I Schematic Design and the Common Elements palette to create a cohesive design, regardless of ownership.
- Beyond the requirements of the Public Art Policy, the applicant has also agreed to work with staff to activate the on-site publicly accessible open spaces and The Strand with art, which may include festivals, temporary exhibits and other programming, such as the City's Mobile Art Lab, and to fund these activities for an initial five-year period. In addition, the applicant has expressed interest in participating in the City's anticipated program for artist designed manhole covers.
- Enhanced streetscapes on Duke, South Union and Wolfe streets, which include underground utilities, brick sidewalks, street lights, and street trees.
- Contributions for affordable housing, and the long-term operation and maintenance of the waterfront plan area, including the pier and floating docks.

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

- The construction of the bulkhead and promenade from Point Lumley Park to Roberdeau Park, consistent with the Phase I Schematic Design.
- The dedication of a rehabilitated and improved pier, designed to accommodate active uses such as an outdoor restaurant, programmed events and passive seating areas.
- The dedication of new floating docks and gangways designed to accommodate transient boats.

Goal #3: Improve access by extending neighboring streets and create new east-west alleys.

The applicant has worked with staff to achieve enhanced pedestrian access and porosity throughout the site. Specifically, the applicant proposes to extend The Strand into the site, with a vehicular connection to South Union Street (immediately south of the historic building at 2 Duke Street) and a pedestrian-only connection to Wolfe Street. An east-west pedestrian-only connection is also proposed between Buildings 1 and 2 to provide an unobstructed view to the Potomac River from South Union Street. In addition, a second pedestrian connection is provided north of Building 3 to provide a second connection between South Union Street and the pedestrian extension of The Strand. Each of these connections, in addition to the carriageways, are publicly accessible and intended to achieve a porous, pedestrian-friendly site, which encourages pedestrians to access the waterfront using their desired path. Public access and walkways are also incorporated into the open space adjacent to the waterfront.

Goal #4: Create improved pedestrian connections to an improved and expanded public pier.

As noted above, the site provides enhanced pedestrian connections with options for traveling between South Union Street and the waterfront. Pedestrian connections are provided along Duke Street, an east-west connection between Buildings 1 and 2, and at Wolfe Street. A second east-west connection further south on Union Street, adjacent to Building 3, also provides direct pedestrian access into the site.

While expansion of the pier is not contemplated with this development, the applicant proposes to rehabilitate, improve and dedicate the pier consistent with the goals of the Waterfront Plan to ensure public access to this unique amenity in perpetuity. The applicant elected not to establish the additional connections between Duke and Wolfe Streets to the pier, as proposed within the Waterfront Plan, as these connections would limit the proposed floating gangways and docks.

Goal #5: Pay homage to historic Point Lumley through public space design and interpretive features.

The applicant and their design team have completed historic research and developed schematic concepts for historic interpretation on the site, including the use of pavement materials, patterns

and engravings to convey the prominent location of the site throughout the City's history, including the commercial and industrial character of the working waterfront. While this is preliminary in nature, staff has included recommendations which require the applicant to integrate, incorporate and interpret elements of the historical character and archaeological findings into the design of the open space; to identify locations, themes and materials for the historic interpretation; and to prepare interpretive elements for incorporation in the project. It is also important to note that the site elements related to historic preservation are subject to review by the Old and Historic Alexandria District Board of Architectural Review (BAR) through the Certificate of Appropriateness process.

Goal #6: Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.

As noted in the Waterfront Commission letter, Commission members and local community members expressed concern with the proposed mass and scale, as well as the relationship between the proposed development and the existing fabric across South Union and Wolfe streets. The applicant worked extensively with staff and the Old and Historic Board of Architectural Review (BAR) to reduce the overall mass and scale in five concept review work sessions. The mass, scale and general architectural character are discussed in greater detail in the building design section of the report, but it is important to note that the mass, scale and general architectural character were endorsed by the BAR. In addition, staff finds that the proposed building scale complies with the Potomac River Vicinity Height District.

Goal #7: Maximize water views from buildings, streets and rooftop open spaces.

While the proposal does not include rooftop amenities on the mixed-use buildings adjacent to the water (Buildings 1 and 2) or the multi-family building along Wolfe Street, a rooftop terrace, envisioned as an outdoor room, is proposed for each of the townhouse units. Several of the townhouse units, particularly those along Duke Street, and overlooking the historic building at 2 Duke Street will enjoy a view of the River. Although rooftop amenities are not proposed on the mixed-use and multi-family buildings, the residential units within these buildings are equipped with large terraces or balconies, currently designed with glass railings to enable unobstructed views.

The proposed mid-block vehicular and pedestrian connections provide additional views to the Potomac River from South Union Street, views that will terminate at an improved and inviting pier on the water. The applicant has worked with staff to ensure that the trees within the pedestrian connections will not impede the view. In addition, as the grade decreases from west to east, the River will be highly visible from South Union Street. While the goal does not reference the maximization of views from the water, staff believes that it is important to note that the improved pier will provide a unique opportunity for unobstructed views of the entire waterfront.

Finally, water views will also be maximized in the restaurant at the northeast corner of the site. The proposed glass façade will enable unobstructed views from the interior of the restaurant, and

the proposed outdoor dining provides an opportunity to see and experience the water from the site.

Goal #8: Redevelopment that includes a new pleasure boat marina is encouraged.

The applicant explored the creation of a new pleasure boat marina, but discovered challenges with the feasibility of constructing the marina into the channel of the Potomac River. Staff has included a recommendation which requires the applicant to notify future residents that a new pleasure boat marina may be constructed in this location in the future. However, staff notes that the pleasure boat marina does create challenges, including the potential need for additional parking and services to accommodate the boats, including fueling, waste removal and security. In lieu of a pleasure boat marina, the applicant proposes to construct and dedicate new floating docks and gangways to accommodate transient day boats.

B. Robinson Terminal South Pier

Existing Pier

The development proposal includes a large industrial pier located immediately to the east of the subject site. The pier is part of the Robinson Terminal conveyance to the applicant. The approximately 16,000 square foot pier configuration includes a 308 +/- foot long section parallel to the shoreline that is connected to the future promenade by two perpendicular segments. The Waterfront Plan recommends that the pier become an attractive amenity that is open to all to enjoy. As envisioned by the Plan, the pier is intended to be an extension of the waterfront open space that consists of a series of parks and plaza spaces connected by a pedestrian promenade and walkway.

Pier Amenities

The applicant proposes a \$1.3 million investment in amenity improvements to the pier. These include a structure for a café at the northern end of the pier, a sun shelter with seating at the center of the pier, a lawn panel for various activities at the southern end of the pier and new hardscape material to tie all the elements together. The pier is situated approximately 9 feet above the water level. This height was designed to accommodate large ships but is too high for pleasure boats. Thus, floating piers are planned to be added to the northern and southern ends of the pier for transient boat tie ups. The floating piers will float at a height that is easily accessible to pleasure boats as well as enable visitors on foot to engage more closely with the water. The floating piers are located such that they would not preclude visiting small cruise ships and tall ships from docking at the main pier. These amenities will provide for a variety of activities planned to activate the pier and invite residents and tourists to visit the pier.

Pier Dedication

Though future ownership of the pier was not contemplated in the Waterfront Plan, the applicant intends to dedicate the pier to the City. City staff carefully evaluated the pros and cons of City

ownership and determined that public ownership would be in the best interest of the residents of Alexandria. Public ownership allows for the following:

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

As an alternative to public ownership, staff did consider private ownership of the pier with a public access easement. This approach creates a number of concerns including the ability of 92 homeowners to fund the maintenance of a large pier for the long term, as well as management of daily maintenance. Additionally, though public access easements would allow the public to use the pier, the pier would remain in private hands and be subject to restricted use with regard to hours, use and activities, as governed by the homeowners.

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

Structural Condition and Proposed Improvements

Staff has confirmed that the pier consists of a concrete structure which sits on concrete pilings. The pier is constructed with 115 concrete filled steel monotube piles supporting 180 W-Shaped steel beams and concrete decking. The decking is finished with a continuous pour, with concrete curbs turned up at all edges. This type of construction is similar to vehicular bridges which, in general are considered to have a long life span.

An inspection and Load Rating of the pier was conducted by Moffatt & Nichol for the applicant. No significant structural defects were observed by the consultant, with the overall pier being in fair condition. However, the northernmost walkway connecting the pier to land has some structural deficiencies, and is recommended to be repaired using new beams. In addition, based on photographs provided by the consultant, the beams supporting the deck appear to have surface corrosion. A structural analysis of the pier was conducted, and the analysis determined that, with appropriate repairs and replacements of deficient members, the pier can support a distributed vertical live load of 200 pounds per square foot.

To address the structural issues the applicant plans to invest over \$1.2 million in stabilizing and upgrading the pier before dedicating it to the City. This work will include, among other repairs, the following:

- Detailed underdeck inspection to identify locations of repairs;
- Installation of steel beams and steel plate repairs;

- Install new beams for the north pier connection;
- Concrete spall repair throughout;
- Concrete fascia beam; and
- Corrosion Protection for piles.

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

Financial Considerations of Pier Ownership

Staff has also researched and analyzed the cost associated with the long term structural maintenance of the pier. Information provided by the applicant indicates that yearly structural maintenance of the pier would cost approximately \$15,000 each year. This would include concrete patch and painting work of the main pier, repairs to the floating piers and maintenance of the lawn panel. A separate revenue stream would need to be considered to pay for the maintenance and eventual replacement costs of the pier structure. Again, the applicant has provided information to the City indicating the amount of funding recommended for long term repairs and replacement reserves for the three primary elements of the pier as noted in Table 1. The applicant maintains that, with regular maintenance, total replacement will not be necessary, but an investment similar to the proposed scope will be necessary in twenty years.

Table 1: Repair and Replacement Reserves for Pier and Floating Docks

Pier Element	Useful Life In Years	Current Replacement Costs
Fixed Pier	20	\$1,070,247
Floating Piers	25	\$588,787
Lawn Panel	15	\$15,000
Total		\$1,674,034

Source: RT South Associates, LLC, 3/2/15

Another approximately \$45,000.00 would be required annually to provide daily operations maintenance of the pier. This would include among other maintenance tasks, things such as emptying trash cans, replacing light fixtures, and power washing the pier surface. Staff determined this fee based on the operational costs associated with Market Square. This public

space is similar in the way it is used for public activities such as concerts and farmer's market and is maintained at a higher quality level similar to what is expected for the pier.

To support both the long term maintenance and reserve costs along with daily operational costs staff is recommending a condition that would require the future residential and commercial property owners to make an annual contribution of \$100,000.00 into a City fund targeted for waterfront maintenance and operations. This figure was determined by adding the yearly cost of the structural maintenance, yearly cost of the operational maintenance and the approximate yearly amount needed to fund the replacement costs (for a twenty year period).

Potential Revenue

As part of our research, staff identified activities that could generate income for the City. These included charging fees for transient boat tie-ups and small cruise ships. The City could collect lease fees from future operators of the café. Fees could also be collected for special events such as weddings, corporate functions and from vendors participating in fairs and festivals. To create a successful waterfront it will be critical to establish a structure by which the waterfront can be maintained, managed and programmed by a single entity. The following section describes how this could be accomplished.

Governance

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

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

C. Compliance with the City's Floodplain Ordinance

As previously mentioned, Robinson Terminal South is located within the 100-year floodplain. Although Robinson Terminal South includes a mixture of commercial and residential uses, it is regulated as a residential development in the administration of the floodplain requirements.

The following paragraphs provide additional information on the floodplain requirements, as well as the process required to remove the site from the floodplain and permit residential construction in this location.

Letter of Map Revision Based on Fill

As codified in section 6-300 of the Zoning Ordinance, the lowest floor of each new building in the Special Flood Hazard Area (SFHA) shall have an elevation which is a minimum of 1-foot above the Base Flood Elevation (BFE) established by the Flood Insurance Study (FIS) and Flood Insurance Rate Maps (FIRMS), effective June 16, 2011. While floodproofing is permitted for floors below the BFE on non-residential development, it is not permitted for new or substantially improved residential development.

For Robinson Terminal South to comply with the City's Floodplain Ordinance, the development site must be removed from the floodplain, which requires a Letter of Map Revision based on Fill (LOMR-F) issued by the Federal Emergency Management Agency (FEMA). To accomplish this, the site must be re-graded by adding fill material to an elevation above the BFE. The following sequence of events must be completed to comply with the City's Floodplain Ordinance:

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

Upon issuance of the final LOMR-F by FEMA, the site is removed from the floodplain and in compliance with the City's Floodplain Ordinance. The development can proceed as proposed. To date, the applicant has applied for the CLOMR-F, the application has been reviewed by FEMA, and the City has received the CLOMR-F letter from FEMA.

Development Phasing

As the applicant anticipates that the LOMR-F process will require approximately one year to complete, they propose to submit a grading plan and demolition permit to the City prior to release of the final site plan. The initial grading plan allows staff to review the demolition, proposed grading, erosion and sediment control and stormwater management to ensure compliance with the development special use permit conditions of approval, as well as all applicable codes and ordinances. The applicant then proposes to disconnect all utilities,

demolish the existing warehouse structures (excluding the historic building at 2 Duke Street) and construct a retaining wall on the site to support the imported fill material, which is proposed to remain for the ultimate condition. The applicant proposes to leave the majority of the building slabs in place, or crush the slabs on-site to reduce the overall quantity of fill imported. The applicant then proposes to import approximately 15,000 cubic yards of fill to raise the grade of the site an approximate average of 3 feet to elevation 11.2 feet. Upon completion of the fill import, the applicant will complete an as-built survey and submit the survey to FEMA for review. During the FEMA review process, the applicant proposes to initiate the extensive archaeological investigations anticipated for this site as well as proceed with the final site plan review, Board of Architectural Review Certificates of Appropriateness and building permit review processes.

D. Construction Management

Hauling

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

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

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

The need to import fill material and excavate both the imported fill, as well as the existing soil to construct the below-grade garage results in approximately 70,000 cubic yards which must be ultimately hauled from the site prior to construction of the below-grade garage. While the import of fill is anticipated to occur approximately one year prior to the excavation, the overall quantity of soil proposed for hauling is significant for a project of this size. As a result, concerns have been raised by nearby residents with regard to the potential impacts hauling by trucks may have

on their properties. Proximity of the Robinson Terminal South site to the Potomac River, and access to an existing industrial sized pier, has prompted residents to request that the City explore requiring the applicant to haul soil by barge in lieu of dump trucks.

Additional Materials for Removal or Delivery

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

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

Hauling Methods

Recent redevelopment projects throughout the City have exclusively used trucks for hauling and transport however, based on community concern, City staff requested that the applicants analyze hauling by barge as well as by train. The applicant made a convincing argument that utilizing a rail option would be infeasible for the Robinson Terminal South site as to haul by train would require loading all materials onto trucks and driving them through Old Town for transfer to the rail cars at a location north of the Robinson Terminal North site. Hauling materials to the site would utilize the same operation in reverse. The rail option would create logistical challenges with regard to where one could stage the transfer of materials from truck to train and train to truck. The train option would impact traffic because the train would have to cross several streets including the George Washington Memorial Parkway at the north gateway to Old Town. Staff determined the impacts associated with this operation on Old Town and Old Town North did not merit any further investigation. The applicants did, however, thoroughly analyze the barging option which is discussed below.

Barging Option

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

This information was reviewed by City staff along with a third party engineering firm to get an outside opinion. The results indicate that barging is a viable option but at a significant additional cost. The key findings noted by the study indicate that barges carrying material could not be berthed directly against the existing pier structure. Furthermore, they estimated that the live load

capacity of 200 pounds/square foot would preclude heavy trucks from traveling across the pier while transporting soil to and from the berthed barge.

Moffatt & Nichol recommended an alternate operation method of utilizing barges without impacting the existing pier. This proposal would require a materials barge (barge which will actually haul the fill and spoils) to anchor just outboard of the current pier and thus would not transfer any lateral forces against the pier. The materials barge would be held in place by dropping spud piles into the river bed. A second barge, supporting a crane, would be located inboard of the pier and used to actually transfer the fill material between the material barge and the site.

Alternatively, a conveyor system could be used in lieu of the crane barge. The conveyor would transfer the soil materials directly between the materials barge and the site. It should be pointed out that in either option excavators and trucks would be required to move the soil materials to and from the site to the materials barge.

Cost Differential

The amount of fill required to raise the subject site out of the flood plain amounts to 15,000 cubic yards. The amount of soil that needs to be removed for construction is estimated at 55,000 cubic yards. Moffatt and Nichol has estimated that using the barges for both the import and export of soil would cost approximately \$4,170,000. This would be approximately \$1,437,960 more than hauling by truck. The table below provides a breakdown comparison of the cost to bring in the fill and to remove the soil by truck and barge.

Table 2: Cost Differential Between Truck and Barge

Material	Truck	Barge	Differential
Import of Fill	\$345,000	\$457,500	\$112,500
Export of Soil	\$2,475,000	\$3,712,500	\$1,237,500
Total	\$2,820,000	\$4,170,000	\$1,437,960
<i>Source: RT South Associates LLC, Memo dated 2/9/2015</i>			

Recommendation

In reviewing the benefits and challenges associated with both trucks and barging, the applicant has agreed to barge all mass fill and mass excavation, which is consistent with the recommendations of the Ad hoc Monitoring Group on Waterfront Construction. Staff has included recommendations which require the applicant to barge all mass fill and excavation materials, as well as the City's standard construction management conditions. It is important to note that demolition and construction materials will depart and arrive at the site by truck, which is typical of development projects in the City.

E. Building Design

The mass, scale, site design and architectural character have been discussed at length between staff and the applicant, as well as the community and the Old and Historic Alexandria District Board of Architectural Review (BAR). Over the course of five BAR work sessions over the last year, the building design has evolved to incorporate traditional materials within a contemporary design vocabulary, consistent with the Waterfront Plan recommendation to achieve “modern design inspired by historic precedent.” The BAR had an extensive dialogue about what was appropriate contemporary architecture for Alexandria. They clearly noted that good contemporary architecture was not replicative of historic styles but that it should be rooted in the design and materials traditionally found in Alexandria’s buildings of genuine architectural merit.

The proposed buildings respond to their context, with more traditionally inspired buildings on the western portion of the site and clearly contemporary buildings on the waterfront. The BAR supported the proposed site design in the initial work sessions and by the fifth work session supported the overall height, scale, mass and general architectural character, with some guidance for future refinement after the development special use permit approval. Due to the prominent location on the waterfront, as well as the porosity of the site, staff has worked closely with the applicant’s design team to achieve buildings which are well-designed, well-proportioned and include high-quality materials on all elevations. The design approach for each building type is discussed in greater detail below, but it is important to note that the design details will be refined through the required BAR approval of Certificates of Appropriateness for each building and the final site plan review process.

Waterfront Buildings (Buildings 1 and 2)

From the first work session, the BAR encouraged a contemporary architectural character for the waterfront buildings, they emphasized the need to achieve this expression through the use of traditional building forms and materials present in Alexandria. In response to this direction, the applicant conceived a contemporary interpretation of the Alexandria waterfront, as viewed in 19th-century photographs, with bay spacing that recalls the spacing of the historic warehouses, curved bay windows that reference the curve of sails and vertical posts inspired by the masts of ships along the historic waterfront. The interpretation resulted in a rhythmic and articulated contemporary expression, which evoked the history of Alexandria’s waterfront.

The waterfront buildings are predominantly glass facades with red brick vertical elements to establish the bay spacing and break the larger building into smaller scale modules. The waterfront facades feature a rhythmic, repetitive and articulated design that recalls the seafaring past of the Alexandria waterfront. The brick vertical elements extend slightly above the roof and terminate at a roof projection, which achieves both a variety in the roof forms, as well as mechanical screening. The vertical posts, which recall the site’s maritime history, are actually designed with internal halyards to function as flagpoles. While these are functional flagpoles, the vertical posts are important design elements, which introduce further verticality and provide visual interest.

While staff fully supports the design direction of the waterfront buildings, further refinements are necessary to ensure an architectural expression, which is reflective of the prominent location of the site, at the southern terminus of the Waterfront Plan Core Area. Staff has recommended that the applicant pursue the following refinements with the Certificates of Appropriateness for the waterfront buildings:

- Emphasize the northeast corner of Building 1 to make it a feature element;
- Distinguish the first floor levels of Buildings 1 and 2 on the waterfront and park elevations from the upper level residential uses to clearly identify the first floor as active, public spaces; and
- Continue to define the transition above the 30-foot height on the waterfront façade of Buildings 1 and 2.

Wolfe Street Building (Building 3)

Building 3 is located at the southwest corner of the site, directly adjacent to existing non-historic residential developments to the south and west. The applicant worked closely with staff, the community and the Board of Architectural Review on the design of Building 3 to achieve an adequate transition between the more traditional vocabulary of the existing townhouses and the contemporary expression of the waterfront buildings, as well as establish an appropriate mass, scale and design identity.

Although Building 3 functions as a single multi-family residential building, the southern façade is designed with two distinct components: a series of townhouse scale forms which transition to a small, multi-family building form. The townhouse scale forms incorporate three-story projecting brick facades, with significant setbacks at the fourth and fifth floors, which relate in scale to the existing townhouses across Wolfe Street. The small, multi-family building form provides a connection to transition from the townhouse scale to the scale of the waterfront buildings.

Townhouses – Buildings 4 -9

The twenty-six townhouses, located on the northwestern portion of the site, are designed to recall industrial waterfront buildings, rather than individual townhouses, with large punched windows in a highly detailed brick building within a larger composition. The townhouses are primarily brick, cast stone and natural slate, with a palette of red, tan and grey brick. The colors and details of the townhouses are composed to establish relationships between and among the proposed townhouses, the historic building at 2 Duke Street and the existing buildings adjacent to the site.

The fourth story of the townhouse units was a particular concern to staff during the initial review of the application. The applicant worked with staff and the BAR to vary the location of the partial fourth floor to achieve increased variation between the townhouse buildings as well as avoid a solid mass of “lofts” that were unrelated to the below buildings. The varying setbacks of this element and integration with the overall building design make this element much more successful than similar forms in other developments. While the fourth-floor is clad in natural

slate shingles, a high-quality material which recalls the slate roofs prevalent on nearby townhouses, staff has recommended further refinements to the fourth floor, such as additional windows, appropriate trim and detailing to ensure the integration of the fourth floor into the overall townhouse. This refinement, in addition to further refinement of architectural details such as front entrances, stoops, balconies, lighting and well-detailed side and rear elevations will be reviewed through the Certificate of Appropriateness process with the BAR.

2 Duke Street

As previously noted, the applicant proposes to retain and adaptively reuse the existing 19th-century brick warehouse identified as 2 Duke Street. The existing building has been extensively modified over the years and changes include replacement windows and a different fenestration as well as the addition of a circa 1990 façade. As the grade of the site will be raised to comply with the Floodplain Ordinance, the structure will be converted from two-stories to a one-story plus mezzanine structure. The applicant proposes to restore original window locations at the first and second stories but employ a two-story bay window in the original window locations, as well as introduce large openings within the ground floor on the eastern elevation to make it suitable for active retail use .

Green Building and Sustainable Site Design

The applicant proposes to comply with the City's Green Building Policy, adopted in April 2009, for the new construction, but requests flexibility for the preservation and rehabilitation of 2 Duke Street. The policy outlines the City standard to have newly constructed residential buildings achieve Certification in Leadership in Energy and Environmental Design (LEED) and non-residential buildings achieve LEED Silver Certification from the United States Green Building Council (USGBC), or equivalent. However, the policy also allows flexibility or exemption for historic buildings.

Staff supports the request for flexibility on 2 Duke Street, as this is a historic structure which was identified as a priority for preservation in the Waterfront Plan and a requirement of the Board of Architectural Review's endorsement of the project. The preservation of this historic structure is a priority and is inherently "green" as it preserves an existing structure, rather than constructing anew. In addition, due to the modest size of the building and the scope of the rehabilitation, achieving LEED Silver certification would present significant challenges, particularly related to the attainment of prerequisites related to energy and efficiency. In lieu of the LEED Silver requirement, staff has included recommendations which require the applicant to incorporate green building design elements during the final site plan and building permit processes.

F. Special Use Permit Requests

Section 11-500 of the Zoning Ordinance gives authority to the City Council to approve special use permits. This application includes several requests that require approval of special use permits, many of which are associated with the proposed site and building design of the development special use permit, including the requests for a cluster residential development, land

without frontage and increased floor area ratio, height and number of penthouses per building. The applicant also requests approval of special use permits for the proposed boat dock facility, restaurant and retail uses, consistent with the W-1 / Waterfront Mixed-Use Zone. The following paragraphs outline the requests and the rationale for approving each use. The requests for approval of a parking reduction, valet parking operation and transportation management plan are discussed in greater detail in the parking and transportation sections of the report.

Cluster Residential Development

With this application, the applicant requests approval of a special use permit for a cluster residential development, pursuant to Section 11-600 of the Zoning Ordinance. Consistent with the purposes of the cluster development, the applicant proposes the cluster to achieve a variety of residential dwelling types on the site, preserve the historic building at 2 Duke Street and provide open and usable space consistent with the goals and guidelines of the Waterfront Plan. Cluster developments are permitted in locations where single-family, two-family and townhouse dwellings are permitted. As these dwelling types are permitted within the W-1 Zone, the applicant is able to request approval of a special use permit for a cluster residential development on the Robinson Terminal South site. Section 11-603(C) of the Zoning Ordinance identifies the uses permitted within a cluster development as “those residential uses permitted in the applicable zone as well as private and public recreational facilities.” Therefore, the 26 townhouses and 27 multi-family units proposed within Building 3 (a total of 53 units) are permitted within the cluster development.

As section 11-603(C) does not permit commercial uses, such as restaurants and retail, in cluster developments, the applicant requests approval for the cluster development on a portion of the site; specifically parcels E, G and M, as shown in Attachment II. Section 1-400(B)(3)(c) of the Zoning Ordinance permits the land area within the cluster to be considered a “tract” for purposes of calculating floor area ratio and density, which permits compliance on the full area of the cluster, rather than on individual lots. A tract, as defined in Section 2-199 is “a unit or units of land under single ownership or control which are to be used, developed or built upon pursuant to a common development plan.” As the Zoning Ordinance does not state that the lots within the tract must be contiguous, staff determined that it is permissible for Parcels E, G and M to be included within the cluster residential development.

Staff carefully analyzed the proposed request to ensure compliance with the Zoning Ordinance, specifically Sections 1-400 and 11-600. The applicant proposes both a cluster tract and a waterfront lot, as shown in Attachment II. The proposed development on the cluster tract complies with the development limitations noted in section 11-603, including the permitted uses, density, floor area ratio and area requirements. The proposed density and floor area ratio do not exceed the floor area and number of units which could have been developed under the W-1 / Waterfront Mixed-Use Zone.

As permitted by Section 11-604, the proposal reduces the required lot size for the 26 townhouses and the multi-family units within Building 3. The applicant proposes to provide an equivalent amount of land in the form of open space and common areas to enhance pedestrian connectivity

between South Union Street and the waterfront. In addition to the carriageways, described in greater detail above, the applicant proposes to preserve the historic building at 2 Duke Street and dedicate Parcels E and M to the City to accommodate a future civic building.

Section 11-606 includes several items to consider during the review of a cluster development, including:

- Compliance with the Master Plan and Zoning Ordinance;
- No adverse effect on the character of the neighborhood;
- Does not destroy or damage scenic or historic features;
- Includes usable open space;
- Provides originality in site layout and design;
- Relates to adjacent properties; and
- Provides the dedication of land for public parks, amongst other factors.

Staff finds that the cluster residential development complies with the Section 11-606 as it achieves compliance with several goals and guidelines included in the Waterfront Plan including improved access through the site to the water's edge; a compatible building scale; and nearly an acre of publicly accessible open space and common areas. In addition, staff finds that the cluster residential development results in a site design which is consistent with the surrounding neighborhood character and achieves originality in the overall design to achieve a pedestrian-oriented, permeable site which incorporates high-quality materials for both the individual buildings and the streetscapes. Finally, the cluster development also results in the dedication of Parcels E and M to the City for the future civic building envisioned in the Waterfront Plan.

Increase in Floor Area Ratio

The applicant requests approval of a special use permit for an increase in floor area ratio, consistent with Zoning Ordinance Section 5-504(D) which states: "for property that is part of a development site identified in the waterfront small area plan, with a special use permit, the maximum floor area ratio may be increased provided that the development meets and is consistent with the Development Goals and Guidelines listed in the Waterfront Plan for that property." The Waterfront Plan envisioned a total of four buildings on the Robinson Terminal South site, including two larger c-shaped buildings on the northern portion of the site, and two smaller buildings adjacent to Wolfe Street on the southern part of the site. The Plan permitted a total square footage of 380,529 sq. ft. (equivalent to a floor area ratio of 2.32), consistent with the 1983 Settlement Agreement previously discussed.

As previously discussed, the applicant proposes to construct Buildings 3 through 9 on the cluster tract and accommodate the historic warehouse, as well as Buildings 1 and 2 on the waterfront lot. The square footage proposed on the cluster tract is 138,312 sq. ft. (equivalent to a floor area ratio of 1.62), while the square footage proposed on the waterfront lot is 142,344 sq. ft. (equivalent to a floor area ratio of 2.41). The overall square footage proposed is 280,656 sq. ft. (equivalent to a floor area ratio of 1.94), well below the 380,529 sq. ft. shown in the Waterfront Plan and permitted by the Settlement Agreement.

Staff notes that the floor area ratio proposed on the waterfront lot is 2.41, which exceeds the general reference of 2.32 shown in the Waterfront Plan, but also notes that the Zoning Ordinance does not reference a floor area ratio of 2.32, but rather states that the “maximum floor area ratio may be increased provided that the development meets and is consistent with the Development Goals and Guidelines.” As discussed in greater detail in both the staff analysis and Attachment I, staff finds the application largely consistent with the Development Goals and Guidelines, and notes that the proposed square footage, mass and scale are less than that envisioned in the Waterfront Plan. In particular, the site design proposed by the applicant results in nine smaller buildings, rather than the four large structures depicted within the illustrative plan. Also, the placement of the two largest buildings along the waterfront provides an important transition from a smaller scale along South Union Street to a larger scale along the waterfront.

Staff supports the special use permit request and believes that the proposed mass and scale are compatible with the surrounding context.

Increase in Height from 30 to 50 feet

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

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

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

Increase in Number of Penthouses

Zoning Ordinance Section 6-403(B) establishes general regulations and exemptions for rooftop mechanical penthouses and specifically states that “only one penthouse is permitted unless the number is increased by a special use permit.” The applicant requests approval for two

penthouses on Building 1, three penthouses on Building 2 and three penthouses on Building 3. These penthouses are required due to the thru-unit design of the multi-family units, proposed to achieve greater compatibility with the public activity anticipated in Point Lumley Park and along the waterfront. In the thru-unit design, living and dining areas are positioned to face the adjacent public spaces, and private living areas such as bedrooms are located away from the public spaces. To achieve the thru-unit design, the units are paired with a common stair and elevator penthouse, rather than serviced by a central corridor. Staff supports the request for the additional penthouses, and believes that the thru-unit design creates an improved relationship between the residential units and the adjacent public open space.

Land without Frontage

As previously discussed, the applicant proposes to subdivide the lot into the cluster tract and the waterfront lot. The twenty-six townhouses and the multi-family units within Building 3 are proposed on the cluster tract, while the historic 2 Duke Street, Building 1 and Building 2 are proposed on the waterfront lot. The cluster lot has frontage on Duke, South Union and Wolfe Streets. The existing building at 2 Duke Street has frontage on Duke Street, and the proposed mixed-use buildings (Buildings 1 and 2) have frontage on Wolfe Street. However, the applicant requests approval of a special use permit for land without frontage for the proposed mixed-use buildings, as the Phase I Schematic Design for the Waterfront Landscape and Flood Mitigation project anticipates the creation of a street end garden at the foot of Wolfe Street. While the extent and design of the street end garden will be evaluated in subsequent phases of the Waterfront Landscape and Flood Mitigation project, the applicant requests approval of the special use permit to ensure that the waterfront lot is legal regardless of the final alignment and design of the Wolfe Street end garden. Staff supports the request, and believes that the proposed building achieves the frontage requirements by its presence adjacent to Wolfe Street and the future street end garden.

Facility Used for Docking Boats

The Waterfront Plan proposed the Robinson Terminal South pier as the potential location for a future private marina for pleasure boats. The applicant engaged a marine engineer, Moffatt and Nichol, to evaluate the feasibility of a new marina and ultimately determined that it was infeasible due to the cost of construction and the proximity to the shipping channel. In an effort to achieve the waterfront activity desired by the Plan, the applicant therefore proposed to construct day slips to the north and south ends of the pier to allow short-term docking for pleasure vessels. While this type of infrastructure was envisioned in the Plan, the W-1 / Waterfront Mixed-Use Zone requires approval of a special use permit for “facilities used for docking or berthing of boats or ships, including public or private marinas and/or boat docks with related facilities limited to water and electricity connections” (Section 5-503(C)).

The applicant proposes to construct platforms adjacent to the northern and southern walkways of the existing pier. Floating gangways, approximately 70 to 80 feet in length are proposed from the platforms to the floating docks. The floating docks are approximately 60 feet in length at the northern end of the pier, and approximately 30 feet in length at the southern end of the pier, and

are sized to ensure adequate access is maintained to the existing pier at Point Lumley Park and the private Harborside marina. The applicant does not propose individual slips, but rather proposes a linear length of docking for boat tie-ups, which will accommodate between 5 and 6 boats depending upon the size of the vessel.

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

Staff supports the special use permit request, subject to compliance with the staff recommendations included at the end of the development special use permit conditions. Staff believes that the floating docks provide an opportunity to access the Potomac River from the shore, as well as a vehicle by which to encourage day sailors to visit the City by boat. In addition, the proposed floating docks provide an opportunity for the City to regain some of the pleasure boat slips which may be lost with the relocation of the Old Dominion Boat Club.

Restaurant Use

The applicant proposes a fine dining restaurant within Building 1 on the northeastern portion of the site, adjacent to Point Lumley Park and the publicly accessible open space along the waterfront promenade. The proposed restaurant occupies approximately 6,000 square feet and includes 135 indoor seats. While dining is proposed only on the first floor, the restaurant is designed with a 20 foot ceiling height, which is expressed architecturally as a two-story volume on the northern and eastern building elevations. In addition to the 135 indoor seats, the applicant also proposes 116 outdoor seats along the eastern edge of Building 1, for a total of 251 seats. The outdoor seating is approximately 60 feet in length and 12 feet in width.

Staff supports a restaurant in this location due to the ability of the use to activate both Point Lumley Park and the promenade. While staff supports the restaurant use, it is important to note that a specific restaurant tenant has not been identified by the applicant. The applicant has submitted an application for a Restaurant Special Use Permit and identified the parameters of the restaurant based on their vision for creating an active, vibrant, pedestrian-oriented environment at the site, as well as their experience creating other commercial development in the City.

As a specific tenant has not been identified, staff has reviewed the special use permit application and prepared recommendations which limit the hours of operation, number of seats, type of service, sale of alcohol, and entertainment, amongst other issues. These recommendations, included at the end of the development special use permit conditions, are based on the application submitted by the applicant, as well as an analysis of restaurants in close proximity to the site, including the proposed restaurant at 220 South Union Street and Chadwick's, located at 203 The Strand. It is important to note that the future restaurant tenant is required to obtain approval of a change of ownership special use permit and agree to the conditions of approval. In the event the restaurateur proposes to amend any of the conditions which constitute an

intensification of the restaurant use, the restaurateur shall apply for a separate special use permit.

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

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

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

Retail Shopping Establishment Use(s)

The applicant also requests approval of a special use permit to provide approximately 5,300 square feet of retail including nearly 2,000 square feet in the northern portion of Building 2 and the remainder in the adaptively reused building at 2 Duke Street. Staff supports the request to provide retail in these strategic locations, subject to compliance with the staff recommendations included at the end of the development special use permit conditions. Staff finds that the use achieves compliance with the goals and guidelines of the Waterfront Plan, which emphasize the importance of active uses such as restaurants and retail in the redevelopment of the site.

The applicant has not yet identified a tenant for either of the retail spaces, but envisions specialty retail uses, such as a small gourmet market at 2 Duke Street, and comparable tenants within the retail space in Building 2.

G. Open Space

Cluster Tract

The W-1 / Waterfront Mixed-Use Zone requires a minimum of 300 sq. ft. of open and usable space per dwelling unit as well as an open space walkway and bike way adjacent to the Potomac River. As the applicant requests approval of a cluster residential development, the open space requirements of the cluster are applicable with this application rather than the W-1 zone requirement. The proposal complies with the cluster open space requirements, as described in greater detail below:

The cluster open space requirements, defined in Section 11-604 of the Zoning Ordinance, allow the reduction of the lot size required by the zone (in this case, 1,452 sq. ft. per unit) “provided that an equivalent amount of suitable land in open space or common area is preserved and maintained for its scenic or historic value, or for schools, community buildings, historic buildings or sites, or related uses.” The open space requirements further state that “such common areas may be used as open space, recreational or parking areas” and “at least 15 percent of the common area provided shall be open and usable space which is coterminous and undivided and to which direct access is provided from each dwelling unit.”

The applicant is required to provide 37,198 sq. ft. of open space or common area on the cluster tract, and approximately 39,590 sq. ft. of open space and common area is proposed, as detailed in Table 3. The applicant proposes 22,956 sq. ft. of ground-level open space which complies with the Zoning Ordinance definition of open and usable space, as well as approximately 16,634 square feet of common areas, which include the extension of The Strand and the internal carriageway network. While The Strand and the carriageways are not technically open space, as defined by Zoning Ordinance Section 2-180, they are publicly accessible common areas, designed with high-quality paving and building materials to encourage pedestrian connectivity to the waterfront. These carriageways, in combination with the ground level courtyard open spaces achieve the requirement for at least 15 percent of the common area to be “coterminous and undivided.”

Table 3: Cluster Tract - Open Space and Common Area

Open Space and Common Area Required	
Total Lot Size Required Per W-1 Zone	76,956 sq. ft. <i>(1,452 sq. ft. x 53 units)</i>
Total Lot Size Provided per Cluster	39,758 sq. ft. <i>(Includes townhouse lots and Building 3)</i>
Minimum Open Space and Common Area for Reduced Lot Size	37,198 sq. ft. <i>(Total Lot Size Required – Total Lot Size Provided)</i>
Open Space and Common Area Proposed	
Ground-Level Open Space	22,956 sq. ft.
Common Area	16,634 sq. ft.
Total Open Space and Common Area	39,590 sq. ft.

The ground-level open space proposed by the applicant (22,956 sq. ft.) equates to approximately 433 sq. ft. of open space, as defined by section 2-180, per unit in the cluster tract, which exceeds the W-1 / Waterfront Mixed-Use Zone requirement of 300 sq. ft. per unit. In addition to the 433 sq. ft. of ground level open space per unit and the common area described above, the applicant also proposes 6,883 sq. ft. of rooftop terraces on the individual townhomes.

Waterfront Lot

The applicant proposes 22,987 sq. ft. of ground-level open space on the waterfront lot, equivalent to 589 sq. ft. per dwelling unit. The proposed open space is divided into a series of outdoor rooms that provide opportunity for passive recreation or programmed events. Within the interior

of the site, the open space is designed to accommodate pedestrians and passive activities, with shade trees and seating areas. The majority of the open space is located on the eastern portion of the site, between the waterfront buildings and the Potomac River. While this open space is also designed to encourage pedestrian connectivity between the site and the waterfront, active and programmable spaces are integrated to establish a relationship between the ground floor uses and the adjacent open space.

At the northeast corner of the site, an outdoor dining area is proposed to serve the restaurant within Building 1. This outdoor dining area activates the open space and provides an opportunity for dining along the waterfront. An 8-foot walkway is proposed adjacent to the outdoor dining area to provide a direct pedestrian connection from The Strand to the promenade. A passive seating area with seat walls and shade trees is proposed between the 8-foot walkway and the promenade. The seating area is interspersed with walkways to encourage connectivity and porosity to the promenade.

The next “room” within this linear open space includes a series of seat wall stairs which surround a water feature. The placement of the water feature, on axis with the pedestrian connection between Buildings 1 and 2 provides a focal element to draw pedestrians from the site to the waterfront. This “room” transitions to open lawn panels, which also include low seat walls. Together, these spaces create a plaza and amphitheater setting, which could accommodate small music events, movies, or viewing opportunities for waterfront events.

The plaza and open lawn area transition to a second outdoor garden room with shade trees, seating areas and walkways at the southeast corner of the site. The placement of this passive seating area is intentional to reduce activity as the linear open space approaches existing residential units south of the site.

The most active portions of the open space are the proposed promenade and the rehabilitated pier. The promenade is approximately 20-feet in width and will ultimately, with the implementation of the Waterfront Plan, extend the entire length of the waterfront. The construction of the promenade fulfills a primary goal of the Waterfront Plan, and achieves compliance with the requirement of the W-1 / Waterfront Mixed-Use zone to provide an “open space walkway and bikeway adjacent to the high watermark of the Potomac River.”

The applicant proposes to rehabilitate and improve the existing concrete pier. Similar to the design of the on-site linear open space, the applicant envisions the pier as a series of rooms which transition from active to passive as the pier approaches the existing residential development. At the northern end of the pier, the applicant proposes a seasonal cafe, with seating and lounge areas. Within the center of the pier, the applicant proposes a shade structure and lounge chairs for passive and programmable events. At the southern end of the pier, a sloped lawn panel provides an opportunity for passive recreation or seating.

H. Pedestrian and Streetscape Improvements

Pedestrian Experience

The pedestrian experience will be greatly improved from the current condition which consists of narrow concrete sidewalks and street trees in very poor condition. The proposed improvements will not only improve pedestrian safety and connectivity but will greatly enhance the overall aesthetics of the streetscape environment. The old concrete sidewalks will be replaced with brick sidewalks along all three public street frontages. Brick sidewalks will be widened to a minimum of 6 feet on Duke, South Union and Wolfe Streets which will include a four foot wide planting strip between the curb and sidewalk to allow for the planting of new street trees.

A 20-foot wide pedestrian promenade will be constructed adjacent to the waterfront in conformity with the Waterfront Plan and Zoning Ordinance. The promenade will connect the waterfront pathway at Harborside to the south with Point Lumley Park to the north. The promenade will also create a critical access point to the refurbished pier and the associated amenities planned for the pier.

Common Elements

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

Staff, with assistance from OLIN, reviewed several reference materials such as the Phase I Common Elements Narrative; existing City-standard paving materials and lighting fixtures; applicable design guidelines; and the City’s Park Facilities Manual, as examples. Staff and OLIN then developed a palette of paving materials and lighting fixtures for the following areas: The Strand; the intersections of The Strand with Wolfe, Duke and Prince Streets; North Union Street between Oronoco and Pendleton Streets; and the promenade.

The resulting paving and lighting palette emphasizes the importance of the waterfront location, but provides a foundation in the City’s historic character and existing palette for Old Town. As a result, staff recommends a palette which consists of a yellow/brown brick within the streets, such as The Strand, together with the City’s standard red brick sidewalks. Lighting for the promenade will be based on an acceptable alternative for the City standard Gadsby lights to achieve more energy efficiency, and their posts may be slightly modified from those fixtures along South Washington Street.

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

I. Parking

The applicant proposes to accommodate parking for the multi-family residential units, residential visitors, and commercial space within one level of below grade parking. Two-car garages are proposed to accommodate parking for the twenty-six townhouse units. Access to the below-grade garage is provided from the extension of The Strand, near the intersection with Duke Street, while access to each of the townhouse garages is provided through drive aisles internal to the site. Within the below grade garage, the applicant proposes 190 parking spaces which includes 102 standard, 42 compact, 33 tandem, 8 valet-only and 5 accessible spaces. In addition, 52 spaces are proposed within the two-car garages of the townhouses, for a total of 242 spaces on the site. As discussed in greater detail in the following paragraphs, the applicant requests approval of a parking reduction for the multi-family units and commercial parking. The applicant proposes to comply with the Zoning Ordinance requirement of two spaces per unit for the townhouses.

Multi-Family Parking

The Zoning Ordinance requires 123 parking spaces to accommodate the multi-family residential units. In addition to the Zoning Ordinance requirement, it is the City's policy to request an additional 15 percent of the required multi-family spaces to accommodate residential visitors. In this case, a total of 142 spaces (123 multi-family residential plus 19 visitors) are required. With this application, the applicant proposes to provide 132 multi-family spaces, in a combination of standard, compact and tandem spaces. As discussed in greater detail below, the applicant proposes to accommodate residential visitors in the commercial portion of the garage, which is managed through an on-site valet.

The applicant proposes to assign two parking spaces to each multi-family unit in a secure portion of the below-grade garage with the sale of the unit. As noted in the staff recommendations, a parking management plan is required with the submission of a final site plan, and must be approved by staff prior to release of the final site plan. The parking management plan provides additional information on the controlled access to separate the commercial and residential portions of the garage, as well as the management of the garage. In this case, the parking management plan must also provide additional information detailing how each space will be assigned to specific residential units, including the 17 tandem spaces proposed within the residential portion of the garage. As currently proposed, each of the 17 tandem spaces are paired with a standard space which can be assigned to specific residential units. Staff supports the use

of tandem spaces paired with standard spaces, as this configuration is similar to the parking associated with typical single-family or townhouse developments.

While each of the spaces within the residential portion of the garage will be assigned to a unit, it is possible that these spaces will not be fully utilized. As noted in the Parking Demand Analysis prepared by Wells and Associates, Inc., dated October 21, 2014 and revised through January 30, 2015, approximately 52 percent of the owner occupied households within the applicable Census Tract own one or no vehicle, with an average of 1.55 vehicles per household. Therefore, it is likely that multi-family unit owners could accommodate some visitor parking for their guests by granting access to the residential portion of the garage.

As a point of reference, if the parking standards for new multi-family residential developments were applied to this project, the multi-family portion would be required to provide 129 spaces, inclusive of visitor spaces. To calculate this, a base ratio of 1.0 spaces per bedroom was applied, and no credits were applied. Providing 132 spaces is three spaces more than would be required under the proposed ordinance for multi-family residential and visitor parking.

Commercial Parking

The applicant proposes to accommodate parking for the restaurant and retail space within the below grade portion of the garage. As the site is located within Parking District 1, the Zoning Ordinance requires a total of 87 spaces for the restaurant and retail uses. The applicant proposes 58 spaces to accommodate the commercial uses, in a combination of standard, compact, tandem and valet-only spaces. As discussed in greater detail below, the applicant proposes to manage the commercial spaces through an on-site valet operation.

The applicant requests approval of a 29-space reduction for the commercial uses. Restaurants located within the Central Business District, which abuts the site to the north, are exempt from the parking requirements. As this site is across the street from the boundary of the Central Business District, the restaurant is required to provide 63 parking spaces.

It is important to note that the parking requirement includes both indoor and outdoor restaurant seats. As itemized in Table 4, the applicant proposes 135 indoor seats and 116 outdoor seats, which require 63 parking spaces if both indoor and outdoor dining areas are filled to capacity at the same time, which typically does not happen throughout the year. Other areas of the City offer exemptions for a specified number of outdoor seats. For example, the Mount Vernon Overlay District exempts up to 20 outdoor seats and the King Street Transit Parking District reduces the overall parking requirement to 1 space per 10 seats.

Table 4: Commercial Parking Requirements

Use	Zoning Ordinance Requirement	Required Spaces
Restaurant	135 indoor seats / 4 116 outdoor seats / 4	34 spaces 29 spaces
Retail	5,301 SF / 220	24 spaces
Total		87 spaces

The Parking Demand Analysis prepared by Wells and Associates, Inc., also evaluated the occupancy of parking facilities within a five-minute walk of the site, including the Solo Parking at 101 Duke Street, Central Parking at 115 South Union Street and Colonial Parking at 102 North Union Street. Parking occupancy counts were collected by Wells and Associates on a typical weekday, Friday, and Saturday between 5:00 p.m. and 11:00 p.m. As illustrated in Table 5, the peak parking occupancy occurred at 5:00 p.m. on a typical weekday, with 69 percent of the 478 available spaces occupied; 9:00 p.m. on Friday, with 79 percent occupancy; and 7:00 p.m. on a Saturday, with 81 percent occupancy. The results of the parking occupancy counts are provided within Table 5.

Table 5: Parking Occupancy Summary

Time	Tuesday (Typical Weekday)		Friday		Saturday	
	Parked Vehicles	(%) Occupancy	Parked Vehicles	(%) Occupancy	Parked Vehicles	(%) Occupancy
5:00 p.m.	332	69%	311	65%	310	65%
6:00 p.m.	268	56%	282	59%	318	67%
7:00 p.m.	227	47%	327	68%	387	81%
8:00 p.m.	227	47%	375	78%	381	80%
9:00 p.m.	161	34%	378	79%	350	73%
10:00 p.m.	94	20%	293	61%	253	53%
11:00 p.m.	64	13%	187	39%	182	38%
Total Supply	478 spaces					

The occupancies summarized within Table 5 assume that the parking demand currently provided within The Strand surface lot (recently approved for the Old Dominion Boat Club development) will be shifted to one of the three previously referenced parking facilities. Table 5 demonstrates that even with 100 percent of the parking demand shifting to these three facilities, 91 parking spaces are still available at the peak on a Saturday evening.

The occupancy data for the off-site garages is generally consistent with the findings in the Waterfront Plan as well as the 2009 and 2014 Old Town Area Parking Study. The reports and data found that excess capacity in many garages exist in Old Town, even at peak times.

Valet Parking

The applicant proposes to provide a combination of on-site valet parking and parking attendant operations to serve the commercial uses and residential visitors. A recent amendment to the Zoning Ordinance by City Council allows valet parking in the W-1 zone through an administrative Special Use Permit. As this request is part of a larger development special use permit, the valet parking has been incorporated in this review. As proposed, parking valets are available to park a car for any visitor arriving to patronize a restaurant or retail use or to visit a resident within the development. A staging area is set aside for the valet service on the private internal streets. From there, the cars are parked in the 50 commercial spaces, which include 25 standard, 8 compact, and 17 tandem spaces. The layout of the garage allows for 8 additional spaces that could be used by valet operators without blocking drive aisles. Using these operational efficiencies, an additional 8 spaces can be identified, for a total of 58 commercial spaces. It is important that the garage is monitored by an attendant to maximize the commercial spaces provided, especially the tandem spaces.

Section 11-513(N) of the Zoning Ordinance includes specific performance standard with which the valet parking operation must comply. These include, among others, a prohibition on parking valeted vehicles on public streets, a restriction on displacing required parking associated with other uses (unless it is determined those spaces are not needed during certain times of the day) and an initial six month limit on the approval after which the valet operation shall be reviewed for compliance with these standards. If, on review, the City determines the valet operation is operating in compliance with the standards, then the permit shall be extended indefinitely with a review required at the end of each one-year period going forward. If the City determines there is a problem with the valet operation in the future, staff can require changes to the operation or require the operator to apply for a special use permit to address operational impacts of the valet service, including securing an agreement with an off-site parking facility to operate an off-site valet parking service.

The applicant is required to provide a parking management plan with the final site plan submission to be approved by the Departments of Planning and Zoning and Transportation and Environmental Services. Staff has received more detail at this early stage than typical as a result of community input. Staff finds that the valet operation complies with these standards, and recommends approval of the request.

J. Transportation

The Waterfront Plan recommended a “Transportation Management Plan that comprehensively addresses parking, motor coach, freight loading and other impacts along the Union Street corridor” to be “completed prior to approval of any new development.” To address this recommendation, the Department of Transportation and Environmental Services, in coordination with the Department of Planning and Zoning, initiated the Union Street Corridor Study. The Union Street Corridor Study was reviewed by the City Council in December 2012, and the Council approved the Study’s short-term recommendations with continued refinement of the long-term recommendations.

The Union Street Corridor Study utilized several plans and policies to inform the recommendations, including the Waterfront Plan; Pedestrian and Bicycle Mobility Plan; Comprehensive Transportation Master Plan; Old Town Area Parking Study; Alexandria Waterfront Traffic Impact Study; and the Motor Coach Task Force Reports, amongst other plans, policies and reports. The Study also included extensive data collection of pedestrians, bicycles, motor coaches, delivery trucks, general traffic and parking. Ultimately, the Study recommended several strategies to balance the needs of all transportation modes, while enhancing safety and fostering connectivity.

Vehicular Traffic

Wells and Associates, Inc. prepared a Traffic Impact Study to evaluate the adequacy of the existing transportation network to support the proposed development of the Robinson Terminal South site, as well as identify necessary mitigation strategies if necessary. The following information summarizes the findings of the study, dated October 21, 2014, and revised on December 19, 2014 and January 30, 2015.

The proposed mixtures of uses at Robinson Terminal South are projected to generate 109 AM peak hour trips, 122 PM peak hour trips and 134 Saturday peak hour trips. Typical with development applications of this size, Wells and Associates, Inc. met with staff early in the development review process to discuss the traffic impact analysis and identify the applicable non-auto mode split for the proposed development. Due to the surrounding density, mixture of uses within walking distance of the site, and the availability of parking within nearby facilities, the peak hour trips include a 10 percent non-auto mode split reduction for the residential units, a 25 percent non-auto mode split reduction for the commercial uses on weekdays and a 40 percent reduction for the commercial uses on Saturdays.

The Traffic Impact Analysis encompassed a rather large study area, including several intersections along the Washington Street corridor. Intersections such as those at South Washington and Franklin Streets, as well as North Washington and Queen Streets were included to reflect the patterns of vehicles traveling to and from the site, including during the AM and PM peak periods, when turns are restricted. The analysis evaluated the impacts of the proposed development on the stop-controlled intersections adjacent to the site, as well as several signalized intersections further from the site, and considered both the existing conditions as well as after project completion, assumed in 2018. The following table summarizes the proposed changes to intersection delay for several key intersections:

Table 6: Intersection Delay for Key Intersections (delay in seconds per vehicle)

Intersection	2018 without development	2018 with development	Change in Delay
South Union and Duke Streets (All-Way Stop)	AM Peak – 8.2 PM Peak – 9.0 SAT Peak – 8.9	AM Peak – 8.5 PM Peak – 9.5 SAT Peak – 9.5	AM Peak – +0.3 PM Peak – +0.5 SAT Peak - +0.6
South Union and Wolfe Streets (All-Way Stop)	AM Peak – 7.8 PM Peak – 8.0 SAT Peak – 7.7	AM Peak – 7.9 PM Peak – 8.2 SAT Peak – 7.9	AM Peak – +0.1 PM Peak – +0.2 SAT Peak - +0.2
South Washington and Duke Streets (Signalized)	AM Peak – 88.7 PM Peak – 62.1 SAT Peak – 38.5	AM Peak – 94.4 PM Peak – 64.4 SAT Peak – 48.2	AM Peak – +5.7 PM Peak – +2.3 SAT Peak - +9.7

As visible in Table 6, the intersections immediately adjacent to the site have capacity during peak hours, and the increase in delay is minimal at these intersections. The increase in delay is more pronounced at the intersection of South Washington and Duke Streets, with an increase of approximately 6 seconds per vehicle in the AM peak hour, 2 seconds per vehicle in the PM peak hour and 10 seconds per vehicle during the Saturday peak. This increase in delay is not significant and is largely due to regional traffic traveling through Alexandria. As a result, improvements to the intersections along the Washington Street corridor are not proposed with this application.

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

Transportation Management Plan

As noted in the staff recommendations, the applicant is required to participate in the Citywide Transportation Management Plan to mitigate traffic impacts through transportation demand management strategies such as utilizing public transportation, walking, biking, carpooling and teleworking. Prior to the issuance of a certificate of occupancy permit, the applicant is required to contribute to the Citywide TDM fund at an annual rate of \$82.42 per dwelling unit, \$0.21 per square foot of retail and \$0.26 per square foot of commercial (restaurant) space. This contribution, due to the City semi-annually and ultimately administered by an on-site TMP coordinator representing the Master Owners Association, is used to reduce single occupancy vehicle use and encourage alternative means of transportation.

Transit

The site is well served by transit, including the King Street Trolley, DASH, Metrobus and Metrorail. The King Street Trolley, with service between the unit block of King Street and the King Street Metrorail Station, is located two blocks north of the Robinson Terminal South site. Several DASH bus routes are also located in close proximity to the site, including the AT2, AT3,

AT4, AT5, AT7 and AT8 with stops located three to four blocks from the site and service to the Braddock, King Street, Eisenhower, Van Dorn and Pentagon Metrorail Stations. While Metrobus service is not immediately adjacent to the site, the 9A, 10A, 10B, 11Y, 29K and 29N are all located within six blocks of the site along Washington Street, and provide access to the Braddock, Pentagon, Ballston, Huntington and Vienna Metrorail Stations, as well as downtown Washington, D.C.

Pedestrian and Bicycle Infrastructure

In addition to the transit options located in close proximity to the site, the site is also well served by existing pedestrian and bicycle infrastructure. Sidewalks are present along both sides of South Union, South Lee, King, Prince, Duke, Wolfe and Wilkes Streets. While sidewalks do not currently exist along The Strand, pedestrian enhancements are anticipated with the implementation of the Waterfront Plan and the construction of the hotel at 220 South Union Street. Crosswalks are provided at each of the stop-controlled approaches, with the exception of the intersections of Wilkes and South Lee Streets and Gibbon and South Lee Streets.

While there are few dedicated bicycle lanes in close proximity to the site, there are streets that serve as dedicated bikeways in which bicycles share the road with vehicular traffic. These streets include South Royal, Wilkes and South Union Streets. While the bicycle lanes on South Union Street are marked with “sharrows,” rather than a dedicated lane, South Union Street receives a significant amount of bicycle traffic as it is designated as the Mount Vernon Trail through the Old Town Area, and provides access to Washington, D.C. and Mount Vernon.

Capital Bikeshare facilities are also located in close proximity to the site, including at the intersection of Prince and South Union Streets. This facility, located one block north of the site, includes 18 docks. A second facility is located at Market Square, approximately four blocks from the site.

While the site is well served by both pedestrian and bicycle infrastructure, the applicant proposes further streetscape improvements adjacent to the site on Duke, South Union and Wolfe Streets. The applicant proposes to construct sidewalks along each of these frontages which are approximately 10 feet in width, with a minimum unobstructed width of 6 feet, an enhancement from the existing sidewalk conditions. These enhancements, along with the addition of street trees and pedestrian scale lighting will significantly improve the pedestrian environment in this portion of the City. The applicant also proposes to provide a total of 20 bicycle parking spaces at grade, and an additional 98 parking spaces within the below grade garage.

K. Affordable Housing

The applicant has agreed to make a voluntary contribution in accordance with the 2013 Developer Contribution Work Group Report recommendations for affordable housing contributions. A contribution of \$988,416 will be made to the Housing Trust Fund to be used for affordable housing purposes in the City.

L. Requested Property Conveyance

With this application, the applicant requests approval to subdivide the property adjacent to the waterfront to dedicate the area of the future promenade and rationalize the shared property lines with the City to clarify future maintenance responsibilities. Specifically, the applicant requests approval to dedicate 3,116 square feet of land to the City, and requests conveyance of 2,804 square feet from the City. The property in question is identified as Parcel H within the 1983 Settlement Agreement previously discussed. The areas of land requested for conveyance, at the northeastern and southeastern corners of the property, were expressly required to be dedicated to the City in the Settlement Agreement. Therefore, staff determined that conveyance of this property to the applicant would violate the Settlement Agreement. Staff agrees that the property lines are rather unclear; however, the unclear lines were established by the Settlement Agreement and it is beyond the authority of the City to change without the approval of all parties to the Settlement Agreement. Staff does not believe that the City has the legal authority or mechanism to convey property to the applicant and therefore does not support this request. To clarify future maintenance responsibilities, staff has included a recommendation which requires the applicant, or its successors, to maintain all proposed site and landscape improvements shown on the preliminary plan in perpetuity, with the exception of improvements dedicated to the City.

While staff does not support the conveyance of land, staff requests that the applicant dedicate the 3,116 square feet of land, as this land area is the location of the future promenade. The dedication is important to ensure that the future promenade is not privatized, or limited to the public. The Settlement Agreement states that Parcel H shall be used as an open space public park area, which shall be and remain accessible to the public. In addition, the Zoning Ordinance requires the provision of an “open space walkway and bikeway adjacent to the high watermark of the Potomac River.” While a public access easement could achieve compliance with the Settlement Agreement and the Zoning Ordinance, staff is concerned that the public access easement is less definitive than dedication and could result in limits to the public access desired for the promenade. Precedent with residential development adjacent to the waterfront has demonstrated that public access easements are not entirely successful in granting full access to the public, or preventing the privatization of open space. Therefore, staff has included a recommendation which requires the applicant to dedicate the promenade prior to the issuance of the first certificate of occupancy permit for the waterfront buildings.

M. Modifications

Section 11-416 allows the Planning Commission to approve modifications to the minimum requirements for the zone if they determine that such modifications are necessary or desirable for good site development, that specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which the modification is sought, and that the modification will not be detrimental to the neighboring property or the public. The applicant has requested approval of two modifications for this development as discussed below.

Modification to side and rear yard setbacks

Due to the unique nature of the cluster tract and the waterfront lot, the applicant requests approval of modifications to the side and rear yard setbacks for Buildings 1 and 2. Section 5-506 of the Zoning Ordinance requires two side yards based on a setback ratio of 1:2 or a minimum of 16 feet for multi-family residential buildings. As Buildings 1 and 2 directly abut the perimeter boundary of the cluster tract, the applicant requests approval of a 25-foot modification to the western side yards of both buildings. While a 25-foot modification appears significant, it is important to note that The Strand and the pedestrian extension of The Strand are located between Buildings 1 and 2 and the properties within the cluster tract, which provides a buffer of 30 to 40 feet between the waterfront buildings and those within the cluster tract.

Similarly, the applicant requests approval of the side yard setback for the eastern side yard of Building 2. As the Potomac River is not considered a front yard, the side yard setback requirements apply. Therefore, the applicant requests approval of a modification of approximately 8 feet at the eastern property line.

As the waterfront lot has frontage only on Wolfe Street, the yard along Point Lumley Park is considered a rear yard. Section 5-506 also requires a rear yard based on a setback ratio of 1:2 or a minimum of 16 feet. The applicant requests approval of a 25-foot modification to the rear yard setback. While technically considered a rear yard, the location of Building 1 adjacent to Point Lumley Park is functionally similar to a front yard. Therefore, while a 25-foot rear yard is required, staff supports the modification request as the proposed building placement successfully frames the City park.

Staff supports the modification request and finds that the modifications comply with Section 11-416. Specifically, The Strand, and the pedestrian extension of The Strand are significant pedestrian amenities which compensate for the side-yard modification request. Likewise, the position of Building 1, immediately adjacent to Point Lumley Park is beneficial for the overall site development as it provides an opportunity to frame the park with an active building façade.

Modification to vision clearance

Section 7-800 establishes the requirements for maintaining an area clear of structure, shrubbery or other obstructions at intersections for the purpose of safety of travel on streets. In this case, as is the case for many lots in the historic district, maintaining this vision clearance would require significant building setbacks, which is contrary to historic development and the Plan's guidelines for active street frontage. The applicant is requesting a modification to the vision clearance at both the intersection of South Union Street at Duke Street and South Union Street at Wolfe Street. Given the low speeds on these streets and all-way stop signs at each intersection, staff believes the encroachment into the vision clearance will not create an unsafe condition. Furthermore, strict application of the vision clearance requirement would likely result in a site layout that is inconsistent with the Plan and the historic character of the neighborhood.

Staff supports the modification request and finds that it complies with Section 11-416, as the modification results in a site development which is consistent with the surrounding neighborhood context.

N. School Impacts

The applicant proposes to construct 66 multi-family units and 26 townhouse units. The student generation rate for new residential condominiums is 0.03 students per unit and the generation rate for new townhouses is 0.096 students per unit, which results in 4.5 students for the proposed development. Robinson Terminal South is located within the Lyles Crouch elementary school attendance area, approximately a quarter mile from the site. The expected enrollment from the project will be incorporated in 2015 enrollment projections and in the long-term enrollment projections of the Long Range Educational Facilities Plan currently being undertaken by the City and Alexandria City Public Schools.

V. COMMUNITY

The proposal was discussed during five work sessions of the Old and Historic Alexandria District Board of Architectural Review (BAR). Each of the work sessions, held in April 2014, July 2014, October 2014, December 2014 and January 2015 were public meetings with public testimony. At the most recent meeting, the Board endorsed the proposed scale, mass and general architectural character, with site and building details to be reviewed in detail during the Certificate of Appropriateness process.

The proposal was also presented to the Waterfront Commission on several occasions during the last year. During the January and February Commission meetings, the Commission discussed the proposal's consistency with the Waterfront Plan, and noted that strict adherence to the goals and guidelines was challenging, as the Waterfront Plan anticipated a hotel on the Robinson Terminal South site. The Commission found that the proposal complied with many goals and guidelines, but also found significant disparities between the proposal and the Waterfront Plan. The Commission documented their findings in a letter to the City Council, dated February 19th, which is included for your reference.

In addition to the BAR and the Waterfront Commission, the applicant met with several residents and business associations, including residents located in close proximity to the site such as Harborside and Waterford Place; the Old Town Civic Association; the Alexandria Chamber of Commerce; the Old Town Business and Professional Association; and several other citizen and business groups.

During each of the formal and more informal meetings, the community expressed concern with consistency with the Waterfront Plan; the scale, mass and general architectural character; parking; traffic and construction management. Each of these topics were discussed in greater detail within this report, but it is important to note that staff has included several recommendations in an effort to address concerns specifically related to compliance with the Waterfront Plan, parking and construction management. These include:

- A portion of the amenity space along the waterfront shall be available to local community and non-profit organizations, City agencies, and the larger community several times per year.
- Review of the valet parking operation within six months, with subsequent annual reviews;
- A parking management plan to provide additional information on the garage management, including the use of tandem spaces and the strategies to accommodate residential visitor parking within the underutilized spaces of the residential portion of the garage; and
- Detailed construction management conditions, developed in consultation with the Ad hoc Monitoring Group on Waterfront Construction which require a soils management plan; a building monitoring plan for adjacent and nearby structures to include pre- and post-construction surveys to assess potential property damage; expanded public notice of the pre-construction meeting, and a recommendation for use of barges for hauling of fill and excavation materials and limited hauling by truck.

VI. CONCLUSION

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

VII. GRAPHICS



Figure 1: Proposed Site Plan



Figure 2: Proposed Waterfront Buildings



Figure 3: Proposed Rehabilitation of 2 Duke Street (View from The Strand)



Figure 4: Proposed Townhouses (View from Duke and South Union Streets)

VIII. STAFF RECOMMENDATIONS

1. **CONDITION AMENDED BY PLANNING COMMISSION:** The Final Site Plan shall be in substantial conformance with the following: the preliminary plan dated December 23, 2014; the supplemental information received January 30, 2015 and March 9, 2015; the scale, mass and general architectural character endorsed by the Old and Historic Alexandria District Board of Architectural Review (BAR) during five work sessions; the Certificate(s) of Appropriateness to be approved at a later date; and comply with the following conditions of approval. Wherever these conditions require the Applicant to maintain facilities, the Applicant may assign its obligations to its successors or the property owners association. (PC)
 2. Note: where conditions relate to the City Council approved Phase I Schematic Design for the Waterfront Landscape and Flood Mitigation Design Project, the project is referred to as the Phase I Schematic Design hereinafter, and shall include any updated versions of this plan.
- A. *PEDESTRIAN/STREETSCAPE:***
3. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements associated with each building prior to the issuance of a final certificate of occupancy permit for that building.
 - b. All materials in the right-of-way shall be consistent (in terms of material selection and installation techniques) with those in the Phase I Schematic Design and the ‘Common Elements’ palette, as enumerated in Planning and Zoning comment F-1. These materials shall include the sidewalk paving, curb and tree well elements.
 - c. Install ADA accessible pedestrian crossings serving the site.
 - d. Construct all sidewalks to City standards. The minimum unobstructed width of newly constructed public sidewalks shall be 6 feet. Sidewalks on The Strand (private) shall be a minimum unobstructed width of 5 feet.
 - e. All brick sidewalks shall comply with the City’s Memos to Industry 05-08 and 01-13, unless otherwise modified by the Phase I Schematic Design and Common Elements palette.
 - f. Sidewalks shall be flush across all driveway crossings.
 - g. All newly constructed curb ramps in Alexandria shall conform to ADA requirements and current VDOT standards.
 - h. Provide separate curb ramps for each direction of crossing where field conditions allow (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - i. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving

materials so as to minimize any potential visible impacts. ***
(P&Z)(RP&CA)(T&ES)

4. Provide a perpetual public access easement for the lots identified as 531 and 532 on the preliminary subdivision plan dated December 23, 2014 and the portions of the sidewalk on Duke, South Union and Wolfe Streets which are not located within the public right-of-way to the satisfaction of the Directors of P&Z and T&ES. All easements shall be depicted on the easement plat, which shall be approved prior to release of the final site plan. (P&Z)(T&ES)*
5. Pavement materials and patterns on the private portion of The Strand and the pedestrian extension of The Strand shall be consistent with the materials and patterns identified in the Phase I Schematic Design and Common Elements palette. Pavement materials within the vehicular and pedestrian alleys shall be high quality materials, which are comparable to those selected in the Phase I Schematic Design, Common Elements palette and approved by the Old and Historic Alexandria Board of Architectural Review. (P&Z)

B. PUBLIC ART:

6. Per the City's Public Art Policy, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Waterfront Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. The commissioning of public art on public property (or future public property including but not limited to the pier) shall following the process outlined in the Public Art Implementation Plan. Public art on public property shall include an endowment to the Public Art Fund for the future maintenance of the artwork. The amount of the endowment shall be determined when the public art is approved.
 - a. The next submission shall identify the location, type and goals for public art. Prior to release of the final site plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. The art shall be installed prior to the issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and RP&CA. (RP&CA)(P&Z) *, ***
7. **CONDITION AMENDED BY PLANNING COMMISSION:** Work with staff to identify opportunities to activate the on-site publicly accessible open spaces and The Strand with art, which may include festivals or temporary exhibits and other programming through local art and cultural organizations. The applicant shall sponsor and fund a minimum of five ~~seven~~ on-site activities and/or exhibits per year to the greatest extent possible for three ~~five~~ years following the release of the final Certificate of Occupancy. The on-site activities and/or exhibits shall total a minimum of \$25,000

~~\$15,000~~ per year. In the event \$25,000 ~~\$15,000~~ is not spent due to unforeseen circumstances, the balance shall be credited to the applicant for use during subsequent years to the satisfaction of the Director of RP&CA. The applicant or its assigned successors shall not preclude the continuation of these activities following the initial three ~~five~~-year period by the City or a future governance structure, in the event such a structure is established. (RP&CA)(P&Z)(PC)

8. Work with staff to integrate the City's artist designed manhole covers into the manhole covers used on-site. (RP&CA)(P&Z)(T&ES)

C. OPEN SPACE/LANDSCAPING:

9. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
 - a. Ensure positive drainage in all planted areas.
 - b. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - c. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)
10. Provide the following modifications to the landscape plan and supporting drawings:
 - a. The trees within the pedestrian connection between Buildings 1 and 2 shall be clipped to contain the tree canopy and preserve the views of the Potomac River from South Union Street. (P&Z)(RP&CA)
11. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, P&Z and Code Administration.

- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
 - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. Install all lines beneath paved surfaces as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)
12. Develop a palette of site furnishings in consultation with staff which is consistent with the Phase I Schematic Design and the Common Elements palette.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, P&Z and T&ES.
 - b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, and other associated features. (RP&CA)(P&Z)(T&ES)
13. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
14. In conformance with the Waterfront Plan and the Phase I Schematic Design, both of which contain strong art and history/cultural components, work with staff and the landscape designers to integrate, incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, provide details for all proposed interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA.* (Arch)(P&Z)(RP&CA)
15. The promenade shall be constructed from the southern boundary of Point Lumley Park to the northern boundary of Roberdeau Park to the satisfaction of the Directors of P&Z, DPI, T&ES and RP&CA prior to issuance of a certificate of occupancy. The design of the promenade, including the materials, lighting and site amenities shall be consistent with those identified in the Phase I Schematic Design and Common Elements palette. The portion of the promenade which is currently owned by the applicant shall be dedicated to the City prior to the issuance of the first certificate of occupancy permit for the waterfront buildings (i.e. Building 1 and Building 2). (P&Z)(DPI)(T&ES)(RP&CA)

16. Provide a perpetual public access easement for the open space between the waterfront buildings and the promenade. All easements shall be depicted on the easement plat, which shall be approved prior to release of the final site plan. (P&Z)(T&ES)
17. If any public park, open space or ROW is within the limits of work, then during construction, the applicant shall be responsible for all grounds maintenance within the limits of work. Upon completion of work, the Applicant shall restore impacted areas to the satisfaction of the City. Restoration shall include remedy of compacted soil, turf management, vegetation, irrigation, lighting and other site and utility conditions. (RP&CA)
18. All materials in public parks, open space or right-of-way shall be consistent (in terms of material selection and installation techniques) with those in the Phase I Schematic Design and the Common Elements palette. Elements not identified in the Phase I Schematic Design or the Common Elements palette shall be consistent with the City of Alexandria Park Facility Standards Manual and Landscape Guidelines. (P&Z)(RP&CA)(T&ES)
19. The applicant, or its successors, shall maintain all proposed site and landscape improvements shown on the preliminary plan dated December 23, 2014 in perpetuity, with the exception of the improvements dedicated to the City. (RP&CA)(P&Z)

D. BUILDING:

20. The building design shall exhibit a high-quality architectural finish based on the conceptual endorsement of the project's scale, mass and general architectural character as well as the design direction for further refinement stated by the Old and Historic Alexandria District Board of Architectural Review (BAR) during the five BAR concept review work sessions. Final building design, including materials, roof forms, fenestration, architectural details and color selection is subject to the BAR approval of a Certificate(s) of Appropriateness. (P&Z)
21. Preserve the interior timber framing of the roof structure of the historic building at 2 Duke Street to the satisfaction of the Director of P&Z. (P&Z)
22. Provide the following building refinements to the satisfaction of the Director of P&Z and the BAR:
 - a. First floor commercial and amenity space shall be clearly differentiated as public spaces from the above residential floors with architectural detailing, lighting and signage. Operable doors shall be provided along the waterfront frontage.
 - b. All side and rear building elevations shall feature fenestration, proportions, materials, and detailing commensurate with the quality proposed on the primary elevations.
 - i. The rear elevations of the townhouses shall employ similar vertical proportions and detailing as the primary elevations.

- ii. Work with staff to include windows in the first floors of townhouses where windows are not currently proposed, specifically on buildings 4 and 5.
 - c. Establish and employ a common vocabulary among the secondary elements including but not limited to the balcony, balcony railings, front doors, pedestrian doors, garage doors, canopies and utility covers.
 - d. The garage and pedestrian doors on the rear elevations of the townhouses shall be high quality and consistent with the detailing present elsewhere on the façade, including the detailing of the balconies and railings.
 - e. Proposed townhouse decks shall be integrated into the overall building design and enhance the overall character of the carriageways. The decks shall be constructed of high quality materials. Wood, synthetic wood and similar typical deck materials are prohibited.
 - f. Ventilation for the restaurant and retail spaces shall be accommodated through the roof, and not located near any intake vents. Ventilation for the multi-family units shall be accommodated through the roof to the greatest extent possible; when ventilation through the roof is impossible, ventilation shall be integrated into the overall building design.
 - g. Ventilation for the townhouses shall be accommodated through the roof wherever possible and shall not occur on the primary facades. In the event that roof ventilation is not possible, alley facades may be used, but all such ventilation shall be flush mounted and/or architecturally integrated with the building design with regard to both placement and color.
 - h. The five flagpoles on buildings 1 and 2 shall be designed with an internal halyard system. Flags shall be limited to official government flags, unless otherwise permitted in the Zoning Ordinance. The use of flags shall be limited to ten days per year, unless otherwise approved by the Director of Planning and Zoning. (P&Z)
23. Utility meters shall be located below grade, recessed within the building wall, or integrated into the building design to the satisfaction of the Director of P&Z. Utility meter, cable box or other covers shall be consistent with the adjacent paving and/or building materials. (P&Z)
24. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, entrance canopies, stoops, railings, cornices, windows and material details including the final detailing, finish and color of these elements during the final site plan review. Separate design drawings shall be submitted for each building typology at a scale of $\frac{1}{4}'' = 1'$. (P&Z)
25. Final building materials shall be high-quality and include brick, natural stone, cast stone, slate, metals and glass. Fiber cement siding and panels are prohibited. Naturally weathering metals are encouraged. (P&Z)

26. Final building materials and finishes shall be reviewed through the submission of a materials board(s) and the construction of an on-site mock-up panel(s).
 - a. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - b. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - c. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - d. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
27. Per the City's Green Building Policy adopted April 18, 2009, achieve, to the satisfaction of the Directors of P&Z and T&ES, a green building certification level of LEED Certified (or equivalent) for the multi-family and mixed-use buildings, a green building certification level of LEED Certified with the LEED for Homes rating system (or equivalent) for the townhouses, a green building certification level of LEED Silver (or equivalent) for the commercial interiors, exclusive of the historic building at 2 Duke Street. The historic building at 2 Duke Street shall incorporate green building technologies to the satisfaction of the Directors of P&Z and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. Provide evidence of the project's registration with LEED (or equivalent) for the multi-family and mixed-use buildings and the townhouses with the submission of the first final site plan. Provide a draft checklist showing how the project plans to achieve the certification for the multi-family and mixed-use buildings and the townhouses with the first final site plan.*
 - b. Provide a summary of the green building technologies proposed for use in the historic building at 2 Duke Street with the first final site plan.*
 - c. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) for the multi-family and mixed-use buildings prior to issuance of a certificate of occupancy. Provide evidence of a contractual agreement with a LEED for Homes Provider and/or Green Rater (or equivalent) prior to the issuance of a certificate of occupancy for the townhouse units. Provide evidence of the green building technologies used in the historic building at 2 Duke Street prior to issuance of a certificate of occupancy.***
 - d. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy for the multi-family and mixed-use buildings.
 - e. Provide documentation of LEED Certification from USGBC (or equivalent) for the multi-family and mixed-use buildings and townhouses within two years of obtaining a final certificate of occupancy.

- f. With the submission of building permits for the fit-out of the commercial uses, provide evidence of the uses' registration with LEED (or equivalent) and a draft checklist showing how the uses plan to achieve LEED Silver Certification from USGBC (or equivalent) for the commercial interiors. Provide documentation of LEED Silver Certification from USBGC (or equivalent) for the commercial interiors within two years of obtaining a final certificate of occupancy. The requirement to achieve LEED Silver Certification (or equivalent) shall be included in the lease agreement to notify the tenant of this requirement prior to building permit submission.
 - g. Failure to achieve LEED Certification (or equivalent) for the residential uses and LEED Silver (or equivalent) for the commercial interiors will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply.
 - h. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED. (P&Z) (T&ES)
28. The applicant shall work with the City for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
29. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)
30. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

E. PIER AND BULKHEAD

31. **CONDITION AMENDED BY PLANNING COMMISSION:** The structural integrity of the pier shall be evaluated by a licensed professional structural engineer registered in the Commonwealth of Virginia, and a pier condition survey shall be submitted to the satisfaction of the Director of T&ES prior to release of the final site plan. The applicant will be responsible for the costs of a third party review by a structural engineer of the City's choosing. Any structural deficiencies identified in the survey that would prevent the pier from being used as contemplated in the DSUP application shall be repaired by the applicant to the satisfaction of the Directors of T&ES, RP&CA and General Services.* (T&ES)(RP&CA)(GS)(**PC**)
32. The pier shall be stabilized and improved consistent with the preliminary plan submission prior to or concurrently with the issuance of the final Certificate of Occupancy for the waterfront buildings.*** (P&Z)(T&ES)(RP&CA)

33. Post a separate performance bond for the full cost of any work required for the pier, including any required stabilization, structural repairs and landscape improvements prior to release of the final site plan. The bond estimate shall be submitted for review with the second final site plan submission. If the estimate is a lump sum, a line item breakdown shall be included. Upon completion of the pier construction, the applicant shall submit as-built plans (to include the structural plans / drawings) certified by a licensed professional engineer registered in the Commonwealth of Virginia to the City for review and approval. After approval of the as-built plans by the City, the applicant shall maintain the pier for five years, including but not limited to structural and operational maintenance. At the end of the five year period, the applicant shall dedicate the pier to the City. Prior to acceptance by the City, the applicant shall demonstrate that the pier has been stabilized and maintained as required herein. The bond shall be maintained in good standing until final acceptance of the pier and dedication to the City. (P&Z)(T&ES)(RP&CA)(GS)
34. The applicant shall work with staff to identify opportunities to activate the pier, which may include festivals, temporary exhibits, movies or other events during the five years which follow the approval of the pier as-built plans by the City. (P&Z)
35. Temporary / seasonal structures on the pier are subject to review and approval by the BAR if in place for more than 30 consecutive days. All pier improvements require approval by the BAR. (P&Z)
36. The bulkhead, from the north side of Duke Street to Wolfe Street shall be stabilized and/or reconstructed, with appropriate transitions to the existing bulkhead prior to the issuance of the final Certificate of Occupancy for the waterfront buildings to the satisfaction of the Directors of T&ES, DPI, RP&CA and P&Z. The promenade shall be constructed above the bulkhead, consistent with the Phase I Schematic Design to the satisfaction of the Directors of T&ES, DPI, RP&CA and P&Z. (T&ES, DPI, RP&CA, P&Z) ***
37. The applicant, its successors or assigns, shall not preclude the future docking of cruise ships, tall ships or similar vessels.(P&Z)(RP&CA)

F. RETAIL USES:

38. **CONDITION AMENDED BY PLANNING COMMISSION:** No less than 600 square feet ~~A portion~~ of the first floor space designated as “amenity” for meeting rooms in Building 2 shall be made available to local community and non-profit organizations in addition to Alexandria City government agencies at least 12 24 times per year for a minimum of 48 hours to the satisfaction of the Director of P&Z. The space shall be made available during the hours of 8:00 a.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays on a space-available basis, upon request. As part of this requirement, this space may ~~shall~~ also be made available to uses complying with section 5-502(H) (i.e. uses which foster art, history and cultural awareness) and open for the enjoyment of the

larger community a ~~minimum of 4 times per year~~, consistent with the art programming required in condition 7. The condominium association has the authority to require refundable security deposits or institute alternative requirements for non-City government agencies, with the exception of charging user fees, to protect against damage. (P&Z)(**PC**)

G. SIGNAGE:

39. All signs are subject to approval by the Old and Historic Alexandria District Board of Architectural Review for a coordinated sign master plan. (P&Z)
40. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

H. HOUSING:

41. A voluntary contribution of \$988,416 shall be consistent with the conclusion of the Developer Housing Contribution Work Group, accepted by the Alexandria City Council in December 2013. (Housing)

I. PARKING:

42. The design and allocation of parking shall be subject to the following to the satisfaction of the directors of P&Z, T&ES, and Code Administration:
 - a. The townhouse garages shall contain a minimum unobstructed interior dimension of 18 ft. x 18.5 ft. to enable two adjacent parking spaces. The parking space dimensions shall not include columns, walls, or obstructions. Dimension lines for interior garages for each of the unit types shall be provided.
 - b. All parked vehicles shall be prohibited from encroaching on the proposed streets, drive aisles, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition.
 - c. Each of the townhouse units shall provide a sufficient area within each unit, garage, or in an enclosed area for a city standard super can and recycling container exclusive of the area required for parking.
 - d. Individual townhouse garages shall be utilized only for parking and cannot be converted to living space; storage which interferes with the use of the garages for vehicle storage is prohibited. (P&Z)(T&ES)(Code Administration)
43. Locate a minimum of 190 parking spaces (inclusive of valet and tandem spaces) in the underground garage and 2 spaces per townhouse for a total of 52 parking spaces for a grand total of 242 on-site parking spaces. Assigned residential parking spaces located within the garage shall be separated from commercial spaces. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)

44. The parking garage shall be served by an attendant beginning at 7:00 a.m. daily. The attendant will collect keys from drivers utilizing tandem parking spaces to maximize use of all available spaces and to ensure cars can be moved as necessary within the tandem area. The parking garage shall be served by valet services when the commercial uses on the site are open. The hours of attended and valet parking may be adjusted administratively with the approval of the Directors of T&ES and P&Z if warranted. (T&ES)(P&Z)
45. The valet parking shall be reviewed within six months of operation by the Directors of P&Z and T&ES to determine compliance with the conditions herein and all applicable codes and ordinances. Subsequent to the initial six-month review, if no changes are required to the program, further reviews will be scheduled annually or as-needed by the Directors of P&Z and T&ES to determine that the valet parking program is operating in compliance with this approval. As part of the initial or subsequent reviews under this paragraph, the Directors may require the operator to adjust the features of the program.
 - a. In the event the initial six month or subsequent annual reviews demonstrate the need for additional parking, the applicant shall obtain administrative approval for off-site valet parking and secure an agreement(s) with nearby off-site garages to accommodate overflow vehicles to the satisfaction of the Directors of P&Z and T&ES. No surcharge or additional fee beyond the customary valet parking fee shall be charged to commercial patrons or residential visitors if vehicles must be parked at an off-site valet location. (P&Z)(T&ES)
46. **CONDITION AMENDED BY PLANNING COMMISSION:** The valet parking zone shall occur on-site. The loading and unloading of passengers and the temporary staging of passenger vehicles is not permitted to occur within the public right-of-way. The main valet station for drop off and pick up must be located on site (~~on internal private streets~~). (P&Z)(T&ES)(**PC**)
47. The valet operator shall provide sufficient staff and resources to operate the valet service safely and effectively. Double-parking, staging within the right-of-way, and storage of vehicles in locations other than designated facilities shall be considered indicators of inadequate staff to meet vehicle volumes. If any of the above conditions are observed, the Directors of P&Z and T&ES shall require additional staffing and/or resources necessary to comply with this condition. (P&Z)(T&ES)
48. The valet parking operator shall record the number of vehicles using valet service, keep an ongoing written log, and make the log available to the City upon request to provide data for City parking studies. (P&Z)(T&ES)
49. The commercial portion of the on-site parking garage shall meet the following requirements to the satisfaction of the Directors of P&Z and T&ES:
 - a. The commercial portion of the garage shall be reserved exclusively for parking of patrons and employees of the restaurant and retail, and residential visitors.

- b. Temporary staging and/or re-stacking of vehicles to gain access to the tandem parking spaces shall occur within the parking garage and shall not negatively impact the public right-of-way.
 - c. The maximum number of vehicles at any time within the commercial portion of the garage shall not exceed 61 vehicles. (P&Z)(T&ES)
50. Provide 22 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES)
51. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
- a. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
 - b. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
 - c. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
 - d. A description of access control equipment and an explanation of how the garage will be managed. Include information on hours of operation, and accommodation for the various users of the garage (short and long term parking, car and vanpools, bicycles, etc.).
 - e. Detailed information on operation of the valet spaces, including a plan for how the vehicles will be moved/relocated to access any partially obstructed spaces.
 - f. A description of how spaces will be assigned to residential units, including the tandem spaces.
 - g. Strategies to accommodate residential visitor parking within the underutilized spaces of the residential portion of the garage.
 - h. Information on proposed staffing needs for peak, non-peak and overnight hours.
 - i. How rates will be determined and details of validation program if proposed.
 - j. Details of appropriate signage for the commercial parking indicating hours which are reserved for valet operations.* (P&Z)(T&ES)
52. Loading for the commercial uses shall occur off-street, utilizing the site's loading dock. Loading schedules shall be coordinated to facilitate off-street loading and minimize idling by waiting vehicles. The loading dock door shall be closed except when delivery vehicles are entering or leaving the loading area. (P&Z)

J. TRANSPORTATION MANAGEMENT PLAN:

53. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage

residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. (T&ES)

54. A TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for assisting the City in implementing and facilitating the TMP on site. The coordinator must provide City staff access to the property and tenants/residents in order to implement TDM measures such as surveys, mailings and hosting events to encourage participation and inform residents and tenants about benefits available to them. *** (T&ES)
55. The TMP shall be required to make a monetary payment twice per year to the Citywide TDM Fund. TMP funds shall be deposited to the Citywide TDM Fund on January 15 and July 15 of each year. The annual base assessment rate for this development shall be \$82.42 per residential unit, \$0.21 per square foot of retail space and \$0.26 per square foot of commercial (restaurant) space. The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins.
56. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the property may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the city council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance.
57. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)

K. SITE PLAN:

58. **CONDITION AMENDED BY PLANNING COMMISSION:** The total number of units shall not exceed 96. In the event the number of units increases from 92, as shown in the preliminary plan dated December 23, 2014 to 96, the applicant shall comply with all applicable Zoning Ordinance requirements, including but not limited to parking, lot size, open space and the provisions of Section 11-600. The Applicant may use tandem spaces to provide additional parking. (P&Z)(**PC**)
59. **CONDITION AMENDED BY PLANNING COMMISSION:** Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null

and void, unless substantial construction of the project is commenced within 36 60 months after initial approval and such construction is thereafter pursued with due diligence. In the event substantial construction of the project is delayed due to the federal processing of the Letter of Map Revision based on Fill, the expiration of the development special use permit shall be extended to 60 months after initial approval. The applicant shall provide written status reports to staff 18 months and 36 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)(**PC**)

60. Submit the plat and all applicable easements and dedications concurrently with the final site plan submission. The plat(s) shall be approved prior to the release of the final site plan.* (P&Z)(T&ES)
61. The plat shall be recorded and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit associated with the final site plan.** (P&Z)
62. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells.
 - d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RP&CA)(BAR)
63. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, RP&CA in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Proposed street lights and lights on the promenade and pier shall be consistent with the light fixtures selected through the Phase I Schematic Design and the Common Elements palette.
 - c. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - d. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite

- side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - h. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - i. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - j. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - k. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - l. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - m. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)
64. Provide a unit numbering plan for each floor of a multi-unit building with the first final site plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Restaurant) if known. (P&Z)
65. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
66. Demonstrate that all Emergency Vehicle Easements (EVE) are a minimum of twenty-two feet in width, unobstructed. Relocate all bollards, planter boxes and trees which encroach into the EVE or select a bollard type (or similar) which is acceptable to the Fire Department. Any fire department access points that require fire apparatus to mount a curb, with the exception of flush curbs, shall conform to the modified 3 inch curb design standard MOD CG-3 or MOD CG-7 design, as shown in Attachment 1.(Fire)

67. Work with staff to accommodate mail delivery for all residential units within the lobbies of the mixed-use or multi-family buildings to the satisfaction of the Director of P&Z. Typical gang mailboxes shall be avoided, unless specifically required by the United States Postal Service. (P&Z)

L. CONSTRUCTION MANAGEMENT:

68. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan.* (T&ES)
69. Submit a construction management plan to the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - b. Include an overall proposed schedule for construction;
 - c. Include soils management plan for import, export and stockpiling of fill during construction, including identifying control measures to control fugitive dust from leaving the site;
 - d. Include a plan for temporary pedestrian circulation;
 - e. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
 - f. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)
70. Provide off-street parking for all construction workers without charge to the construction workers with locational preference given to those who carpool. Construction workers shall not be permitted to park on-street. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 80% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)

71. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
72. No major construction staging shall be allowed within the public right-of-way on South Union Street, Wolfe Street or Duke Street. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)
73. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
74. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
75. Prior to commencing demolition, clearing and grading of the site, the applicant shall hold a meeting(s) with notice to all adjoining property owners and tenants, including civic associations and businesses, to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
76. **CONDITION AMENDED BY PLANNING COMMISSION:** Provide a Building Monitoring Plan, to include a plan for addressing damage to adjacent property, for adjacent and nearby structures that is approved by the Director of T&ES to detect building movement, settlement, and/or damage directly or indirectly attributed to the excavation or construction activities. The Building Monitoring Plan shall include a baseline survey prior to commencement of construction and a post-construction survey, if requested by the building owner. All properties within 200 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre- and post-construction surveys. ~~Adjacent property owners shall be named as additional insured.~~ (T&ES)(**PC**)
77. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
78. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and

business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)

79. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
80. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
81. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the P&Z prior to commencement of framing. (P&Z)
82. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)
83. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
84. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)
85. All mass fill and mass excavation material is to be conveyed to and from the site by barge subject to the following:
 - a. Demolition debris and construction materials may be conveyed to and from the site by barge or truck.

- b. Identify a person who will serve as a dedicated person to monitor truck stacking and compliance with all erosion and sediment control requirements throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to the Directors of P&Z and T&ES. (T&ES)

M. FLOODPLAIN MANAGEMENT:

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

- a. At substantial completion of construction and prior to issuance of Certificate of Occupancy, a Certificate of Floodproofing (FEMA Form 086-0-34), completed and certified by a Licensed Professional Engineer or Architect, shall be provided to the T&ES Development Coordinator. (T&ES)

N. *SOLID WASTE:*

92. If the City will provide solid waste collection service for the townhouse portion of the development, the development must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. Payment shall be made to the City or proof of payment for approved containers provided, prior to issuance of the Certificate of Occupancy for each townhouse dwelling.(T&ES)
93. Provide \$896 per receptacle to the Director of T&ES for purchase and installation of six (6) Victor Stanley Ironsites Series model SD-42 receptacles with Dome Lid dedicated to trash collection (including the promenade). The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Two of the receptacles shall be located at/on the pier. The applicant shall be responsible to maintain / empty the receptacles on the pier and/or promenade. Payment required prior to release of Final Site Plan.* (T&ES)
94. Provide \$996 per receptacle to the Director of T&ES for the purchase and installation of six (6) Victor Stanley Ironsites Series Model SD-42 blue receptacles with Dome Lid dedicated to recycling collection (including the promenade). The receptacle(s) shall be placed in the public right of way. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Two of the receptacles shall be located at/on the pier. The applicant shall be responsible to maintain/empty the receptacles on the pier and/or promenade. Payment required prior to release of Final Site Plan. (T&ES)

O. *STREETS / TRAFFIC:*

95. The setback between the buildings and the drive aisles shall be a minimum of 2' to provide adequate turning movements. (T&ES)
96. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

97. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
98. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
99. Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
100. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
101. Construct a landing area on the parking ramp to the garage with a minimum length of 20 feet and a maximum slope of 8% to minimize potential conflicts with pedestrians. For interior slopes 10% and greater, provide a trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

P. UTILITIES:

102. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
103. The applicant shall underground primary utilities for all frontages of the site as well as the pole within Point Lumley Park, if service from this pole is necessary, at the intersection of Duke Street and The Strand. Provide a pedestal connection to serve the site during and after demolition. (T&ES)

Q. WATERSHED, WETLANDS, & RPAs:

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

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

106. The project is located within an existing RPA or mapped wetland area, therefore the applicant shall prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
107. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:
 - a. Restoring streams subject to historic erosion damage.
 - b. Increasing vegetation onsite and/or performing offsite plantings.
 - c. Contribution to T&ES/DEQ funds to stream restoration / water quality projects.
 - d. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
 - e. Wetlands destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
 - f. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the most recent version of the "Riparian Buffers Modification & Mitigation Guidance Manual" by the Chesapeake Bay Local Assistance Department, as of April 2015 unless otherwise mandated by the state. (T&ES)
108. Water quality impacts shall be mitigated by restoration / stabilization equal to the linear distance to that of the linear encroachment into the RPAs on-site. (T&ES)

R. *STORMWATER MANAGEMENT:*

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

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

Developer shall furnish five copies of the brochure per unit to the master association for distribution to subsequent homeowners.

Otherwise the following condition applies:

116. The Developer shall furnish the owners and retail tenants with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)
117. NON_RESIDENTIAL – RETAIL/OFFICE CONDITION: The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)
118. Submit a copy of the Operation and Maintenance Manual to the Storm and Sanitary Sewer Infrastructure Division on digital media prior to release of the performance bond. ****(T&ES)
119. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. ****(T&ES)

S. CONTAMINATED LAND:

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

121. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
122. The final site plan and/or grading plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil. Also include explicit soils management elements specific to address the on-site contamination.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)
123. With respect to land-disturbing activities, to include import of materials, include information on the special handling of exported materials and haul routes. Based on the remediation plan, the method of offsite export of soil and debris will need to consider TPH, lead and other contaminants present onsite, as shown in the Phase II ESA. (T&ES)
124. All environmental management, remediation, hauling and work safety plans must address onsite contamination prior to the beginning of any site work. This includes demolition and site work to determine new site elevation related to the floodplain. If imported materials contact onsite soils with known contamination, this material must be handled as if contaminated. (T&ES)
125. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Robinson Terminal South site, including previous environmental

conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

T. NOISE:

126. Prepare a noise study for the proposed development identifying the levels of noise residents of the condominiums and townhouses will be exposed to at the present time, and upon completion of the improvements within the Waterfront Plan in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). In addition, include analysis of the levels of noise residents of the project will be exposed to due to first floor retail / restaurant activities, activities within the adjacent Point Lumley Park, along the waterfront promenade, the pier, The Strand extensions, loading and unloading activities, idling and traffic. Identify options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the active frontages and retail/restaurants, loading areas, garage entrances, and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)
127. The noise study shall be submitted and approved prior to final site plan approval.* (T&ES)
128. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
129. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. No queuing or idling of vehicles is permitted prior to 7:00 a.m. (T&ES)
130. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

U. AIR POLLUTION:

131. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
132. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

133. No material may be disposed of by venting into the atmosphere. (T&ES)

V. CONTRIBUTIONS:

134. **CONDITION AMENDED BY PLANNING COMMISSION:** Pursuant to the Waterfront Plan, provide a monetary or in kind contribution of ~~\$2,406,087~~ ~~\$2,525,904~~ to be used for off-site improvements that contribute to the implementation of the Waterfront Plan. These contributions shall be due prior to the issuance of the final certificate of occupancy for the final waterfront building.
- a. The applicant shall make the following contribution which shall be deemed to equal ~~credited towards~~ the total monetary contribution:
 - i. Demolish the Alexandria Marine building (226 The Strand), remove all trash and debris on the site, and provide an interim condition to stabilize the property. Provide routine maintenance of the site (mowing, trash removal, etc.) for a period of no more than 3 years or until the commencement of construction of The Strand flood mitigation / park project by the City. Standard construction management requirements will apply to the demolition. Prior to demolition, the Applicant is required to:
 - a. Work with staff to request a Permit to Demolish from the Old and Historic Alexandria District Board of Architectural Review.
 - i. Perform the historic analysis required for the Permit to Demolish application and submit the analysis, as well as any other required documentation to the Department of Planning and Zoning. The City will prepare the Permit to Demolish application.
 - b. Complete a Phase I Environmental Site Analysis (ESA) and, if indicated, a Phase II site analysis, and provide associated documentation to the City.
 - ii. Dedicate the Alexandria Marine property, Parcel “E” and Parcel “M” (226 The Strand), to the City for the purpose of expanding Point Lumley Park consistent with the Waterfront Plan. (P&Z)(RP&CA)(T&ES)(**PC**)
135. The applicant shall contribute \$60,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. (T&ES)

W. WATERFRONT MANAGEMENT & MAINTENANCE:

136. The applicant, and/or its successors and assigns shall provide an annual contribution of \$100,000.00 to be adjusted annually by the Consumers Price Index (CPI) dedicated to the construction, operations, maintenance and programming of public improvements and

activities within the Waterfront Plan area, or portion thereof, including the pier. The first annual contribution shall be provided to the City in a designated fund for Waterfront management and maintenance prior to approval of the final certificate of occupancy. (P&Z)

137. In the event a special service district, business improvement district or similar governance structure for the Waterfront Plan area or a portion thereof, is established by the City, the commercial and residential property owners shall be included in such district as directed by the City, to assist in financing the construction, operation, maintenance and programming of public improvements within the Waterfront Plan area, or a portion thereof.
138. **CONDITION AMENDED BY PLANNING COMMISSION:** ~~The annual contribution rate to the City shall be reevaluated, with the funds from the contribution amount established in the condition #136 above credited toward the special service district, business improvement district or similar governance structure. If the City adopts a special service district, business improvement district or similar assessment, the annual contribution required by condition #136 shall be replaced by such assessment. The annual contribution rate to the special service district, business improvement district or similar governance structure~~ Such assessment shall not be less than the annual contribution rate as determined by condition #136. (P&Z)(**PC**)

X. ARCHAEOLOGY:

139. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, shall be implemented. (Archaeology)
140. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)
141. Call Alexandria Archaeology (703/746-4399) two weeks before the starting date of any ground disturbance so that an inspection or monitoring schedule for city archaeologists can be arranged. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

142. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
143. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Y. DISCLOSURE REQUIREMENTS:

144. Establish separate condominium units, or alternative ownership regimes, for the commercial uses in Buildings 1 and 2, 2 Duke Street, the multi-family residential units and the townhouses to the satisfaction of the Director of P&Z and the City Attorney. All property owners within the subject property shall be members of a Master Owners Association which shall be responsible for maintenance of outdoor common areas and open space and administering the Transportation Management Plan. However, the operation of commercial uses, including the outdoor seating for the restaurant in Building 1, and the programming of The Strand and open space between Buildings 1 and 2 to the Potomac River, shall not be prohibited by the Master Owners Association or residential Condominium and / or Homeowners Association. (P&Z)
145. All homeowner documents and condominium association covenants shall be reviewed by the Directors of P&Z and T&ES, and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit associated with the final site plan. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
 - a. The development is located adjacent to City parks and publicly accessible space including Point Lumley and Shipyard/ Harborside Parks, as well as the promenade and pier. The promenade, pier and adjacent public parks and facilities are programmed for active uses including but not limited to special events, festivals, concerts, classes and demonstration activities as part of the implementation of the City's approved Waterfront Plan.
 - b. This is a mixed-use development including restaurant and retail uses, which are potential noise-generating uses.
 - c. The pier and floating docks are public amenities, and a marina adjacent to the pier may be constructed in the future.
 - d. The City of Alexandria recommends that all future purchasers on this site acquire and maintain flood insurance.

- e. The Strand is a private street, with perpetual public access, and that storm sewers located within the site are privately owned and maintained.
- f. Parking in front of the townhouse garages is not permitted. All townhouse parking shall be solely within the confines of the townhouse garages and parked vehicles are not permitted to encroach into the drive aisle.
- g. The principal use of the underground garage and townhouse parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
- h. No less than two parking spaces shall be assigned to a specific condominium unit.
- i. All landscaping and open space areas within the development shall be maintained by the Master Owners Association.
- j. Exterior building improvements or changes by future residents shall require the approval of the Old and Historic Alexandria District Board of Architectural Review, as determined by the Director of P&Z.
- k. The specific language of the disclosure required herein shall be provided to the City for approval prior to release of any certificate of occupancy permit associated with the final site plan. *****P&Z(T&ES)**

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

- F - 1. City staff and the City's design consultant are completing a waterfront paving and lighting palette to inform the proposed site plan. The process for development and final selection of the full range of right-of-way materials and fixtures for the waterfront is anticipated to occur under the City's spring 2015 Common Elements palette for use during the final site plan process.
- F - 2. Mr. Carlin made a motion, seconded by Ms. Roberts, to endorse the scale, mass and general architectural character of the Robinson Terminal South project with the following recommendations to be pursued with staff before returning to the BAR for a Certificate of Appropriateness:
- a. Increase the differentiation on the east end of Building 3 through changes such as a revised fenestration or a change in brick;
 - b. Additional interpretation of the site and waterfront history should be incorporated into the plan; and
 - c. Continue to explore multiple brick colors and architectural details to maximize variety and randomness throughout the project.

On a vote of 6-0, the BAR endorsed the scale, mass and general architectural character with recommendations for further study before returning for a Certificate of Appropriateness.

- F - 3. As the interpretive elements for the site history and archaeology are developed, present these elements to the BAR for their review and input.
- F - 4. Staff does not support the proposed conveyance of 2,804 square feet of land from the City to the applicant, as shown on sheet C-11.0.
- F - 5. Partial floor plans on sheets A15 - A19 shall be revised to correspond to the building elevations.
- R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)
- C - 2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. **** (P&Z) (T&ES)
- C - 3 No permits associated with the final site plan shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

- F - 1. Include the following standard plan note in the “Environmental Site Assessment” collection of notes on the Final Site Plan: (T&ES – Storm)
The City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality must be notified if unusual or unanticipated contamination or underground storage tanks, drums are encountered at this site. If there is any doubt about public safety or a release to the environment, the Alexandria Fire Department must be contacted immediately by calling 911. The tank or container’s removal, its contents, any soil contamination and releases to the environment must be handled in accordance with Federal, State, and City regulations.
- F - 2. Clearly label the total Limits of Disturbance associated with this project on Sheet 5.0 Grading Plan and others as appropriate. The offsite disturbance associated with improvement to the public ROW will not factor in the disturbed area for calculating stormwater quality reduction, but will factor into the VSMP fee. (T&ES- Storm)

- F - 3. The project will require the completion of a Water Quality Major Impact Assessment per Sec. 13-117, Article XIII of the Zoning Ordinance (the Environmental Management Ordinance). (T&ES- Storm)
- F - 4. Revise Sheet 9.0: The volume of water captured towards the Alexandria Water Quality Volume Default derives the correct required cubic feet, but provides the incorrect equation. Also, 0.5" is the target depth. (T&ES- Storm)
- F - 5. Revise Sheet 9.1: States that the AWQVD is being treated. The project is not treating the total AWQVD but is requesting to pay a fee in lieu for a small portion as described on Sheet 9.0. (T&ES- Storm)
- F - 6. Update the tree survey to remove notations regarding 'possible' removals that are not within the scope of this project. (T&ES)
- F - 7. Prior to release of the grading plan for the demolition and associated work, please note that required conditions for contaminated lands and community outreach must be fulfilled.
- F - 8. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 9. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 10. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)

- F - 11. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 12. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 13. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES)
- F - 14. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 15. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6" for all commercial and institutional developments; however, a 4" sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F - 16. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 17. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation

between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)

- F - 18. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F - 19. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 20. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 21. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 22. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 23. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 24. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)

F - 25. The following notes shall be included on all Maintenance of Traffic Plan Sheets:

- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
- b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
- c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *

F - 26. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

C - 1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

C - 4 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)

- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)
- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines

are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 15 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 17 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 19 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 20 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book

for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

- C - 21 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 22 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 26 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES)

C - 29 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) plan sheet(s) with the Final 1 submission. (T&ES)

VAWC Comments:

- F - 1. If a fire hydrant is proposed at end of Duke Street, in order to enhance fire flow, the existing 8" pipes on Duke Street and The Strand shall be connected and looped.
- F - 2. In order to save sidewalk profile, please evaluate if two adjacent soft copper domestic lines (3/4" meters) could be located in one 24" outside meter box.
- F - 3. Will this site plan include Tract Two Parcel "E" & "M"? What is the proposed use of these two parcels?

AlexRenew Comments:

- F - 1. Provide evidence that proposed sewer outfall connection to City sewer, or extension thereof, has been explored and is not feasible.
- F - 2. Change note at new connection to City sewer to indicate a proposed drop connection at ARenew manhole.
- F - 3. Change 30" sewer size to reflect actual diameter of 42". Refer to sewer as Potomac Interceptor.
- F - 4. Project may include manhole interior lining, rehabilitation of grade adjustment and replacement of frame and cover to provide hinged access.

Code Administration (Building Code):

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

- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

- R - 1. A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703-746-1920.
- R - 2. The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.
- R - 3. No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R - 4. Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R - 5. Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R - 6. For the safety of persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained.
- R - 7. For the safety of persons using the proposed garage, the walls and ceiling in the garage are to be painted white.

- R - 8. The underground garage elevator vestibules should be constructed of transparent / glass panels to allow all around surveillance and provide clear sightlines.
- R - 9. It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access.
- R - 10. It is recommended that the vehicular entrance to the garage be secured by a coiling gate.
- R - 11. Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure.
- R - 12. The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building (at least 3 inches high and reflective at night). It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 13. Provide a secure location where residents and visitors bicycles can be stored to prevent theft.

Archaeology

- F - 1. The subject property is situated at one of Alexandria’s most historic places, Point Lumley, named for a ship’s captain who frequented the area. When the City of Alexandria was formally established in 1749, Point Lumley formed the south end of the surveyed town. By 1752 Thomas Fleming established the city’s first shipyard at Point Lumley, and the property continued from that point forward to be closely associated with shipbuilding, shipping, and other water-related industries. Fleming’s shipbuilding business flourished throughout the 1760s, but began to decline by the early 1770s, perhaps due in part to a lack of raw materials and timber. In the 1770s Robert Townsend Hooe built a wharf on the property. In the process of extending his wharf into the Potomac River, Hooe fortified the marshy Point Lumley with soil, extending the shoreline and making it buildable land. Hooe then proceeded to build a large stone warehouse which functioned as one of Alexandria’s most active shipping terminals. Hooe stored and sold copious amounts of goods that arrived from around the world. He also was elected Alexandria’s first mayor in 1780. He knew George Washington well, dined often at Mount Vernon, and handled much of Washington’s shipping from his wharf.

Hooe’s heirs continued to operate the wharf and warehouse at Point Lumley well into the nineteenth century. In the mid-1850s the American Steam Flour Company built an enormous milling complex on the subject property known as Pioneer Mill. At six stories tall, Pioneer Mill was the tallest building in the city at the time. The complex could churn out 800 barrels of flour per day; grain was brought to it by rail. During the Civil

War the Union Army used the facility as a commissary warehouse. After the war the mill was never able to return to its prewar luster. In 1897 a huge fire gutted the complex. Several decades later the block was purchased by the Robinson Terminal Warehouse Corporation. It is believed that some of the original Pioneer Mill structures were renovated and that portions of Robinson Terminal South date to the nineteenth century.

- F - 2. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- F - 3. Strike note #2 on sheet C-1.3 under Archaeology Notes.
- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Health Department

Food Facilities

- F - 1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required.
- F - 2. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria.
- F - 3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.
- F - 4. A Food Protection Manager shall be on-duty during all operating hours.
- F - 5. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.
- F - 6. In many cases, original wooden floors, ceilings and wall structures in historical structures may not be suitable for food service facilities. Wood materials shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent.

- F - 7. Facilities engaging in the following processes may be required to submit a HACCP plan and/or obtain a variance: Smoking as a form of food preservation; curing/drying food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; sprouting seeds or beans; and fermenting foods.
- F - 8. Bar sections located within an open-air dining area will be limited in preparation activities. The bar section shall be placed in a location that reduces the potential adulteration of beverages served at the establishment. To the maximum extent possible, the location shall be free from dust, dirt, vermin, animals, birds, unnecessary handling, overhead leakage, or other contamination. Overhead protection shall be provided that fully extends over all beverages, condiments, utensil holding facilities and equipment associated with the bar section. All food, other than beverages, shall be prepared inside an approved, fully enclosed food establishment.

Marinas

- F - 9. A marina permit must be obtained from the Virginia Department of Health's Office of Environmental Services Division of Wastewater Engineering Marina Program.

Fire Department

- F - 1. The following comments are for completeness review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.

Previously acknowledged by applicant.

- F - 2. Plans should show location of all existing fire hydrants in and around site and existing fire department connections so that a determination can be made regarding the impact of construction and the ability of the fire department to provide a water supply.

Previously provided by applicant.

- F - 3. All new and existing fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service.

Previously acknowledged by applicant.

- C - 1 The applicant shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to building buildings over 5 stories or 55 feet; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40)

and one hundred (100) feet of each required FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of twenty-two (22) feet; f) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.

- a. Applicant has provided as requested.
- b. Applicant has provided as requested.
- c. Applicant has provided as requested.
- d. Applicant has provided as requested.
- e. Applicant has provided EVE's but planter boxes and trees continue to encroach upon the EVE. Move planter boxes out of EVE. Also, removable bollards that block access to EVE shall be either removed or a type that is acceptable to the Fire Department. (Applicant did not address this comment).
- f. Applicant has provided as requested.

- C - 2 The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item C-3 requirements apply.

Previously provided by applicant.

- C - 3 If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.

A code modification will be applied for at the appropriate time.

- C - 4 The applicant shall provide three wet stamped copies of the fire flow analysis for each building performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.

Previously acknowledged by applicant.

- C - 5 A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes,

number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.

Previously acknowledged by applicant.

C - 6 The applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

- a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
- b. The building or structure design shall support a minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
- c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
- d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage exceeding -95 dbm when transmitting or receiving.
- e. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. A bi-directional amplifier or other powered equipment must consist of two power sources:

- a. Primary Source: Dedicated branch circuit.
- b. Secondary Source: Battery backup capable of powering the system for 12 hours at 100 percent capacity.

Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

Previously acknowledged by applicant.

- C - 7 The final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:
- a. Emergency Vehicle Easements. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.
 - b. Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a $\frac{3}{8}$ -inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS.," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.
 - c. Fire Dept. Access Lanes/Mountable Curbs. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.



Fire Lane Sign Left Arrow



Fire Lane Sign Right Arrow



Applicant has provided EVE's but some appear to be less than 22 feet due to planter boxes being located within EVE. Move planter boxes out of EVE. It appears the removable bollards have been deleted and a mountable curb has been installed. (Applicant did not address this comment).

C - 8 Show fire apparatus vehicle turning radius based on the following specifications:

Tower 203 Turning Specifications

- a. Turning Radius
 - i. Wall to Wall = 54.98 feet + / - 2 feet
 - ii. Curb to Curb = 51.33 feet + / - 2 feet
 - iii. Inside turning radius = 37.73 feet + / - 2 feet
- b. Overall Length – 47' – 4 1/2"
- c. Overall Width – 98"
- d. Wheel Bases from front axle to both rear axles – 240"
- e. Tandem axle spacing – 56" CL of axle to CL of axle
- f. Gross Weight – As built with no equipment or water gross weight = 66,000#
- g. Angle of Approach – 13 Degrees
- h. Angle of Departure – 11 degrees
- i. Ramp Break Over – Break over angle is 9°

Alexandria Fire Department
Fire Apparatus Specification Information

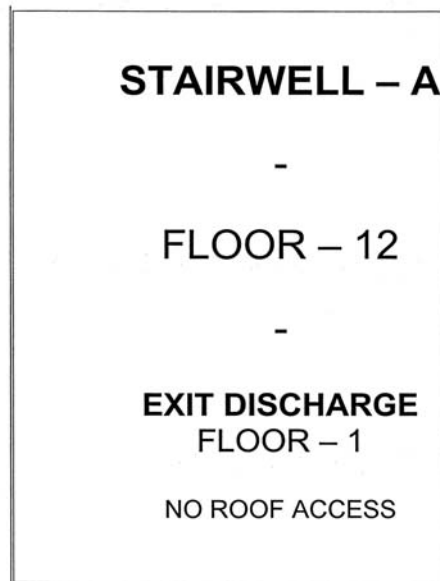
1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D.# - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 6") from front steer axle to drive axle.
Trailer - 306" (25' 5") from drive axle to rear steer axle.
GVW: 64,500#
Angle of Approach¹: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure²: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover³: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius⁴: Within 45' wall to wall.
2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# - Truck 204
Overall Length - 498" (41' 6")
Overall Width - 108" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 269" (22' 4")
Tandem Axle Spacing - 54" (4' 6")
GVW: 63,500#
Angle of Approach¹: 11 degrees
Angle of Departure²: 10 degrees
Ramp Breakover³: 6 degrees
Turning Radius⁴: Within 43' wall to wall.
3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 206
Overall Length - 380" (32' 0")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212.5" (18' rounded to the nearest foot).
GVW: 51,800#
Angle of Approach¹: 11 degrees
Ramp Breakover³: 8 degrees
Turning Radius⁴: Within 42' wall to wall
4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 297" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft 11 in.)

Applicant has provided as requested.

C - 9 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1020.1.6.

- a. Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.
- b. Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may

- be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)
- c. Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)



Example Stairway Identification Sign

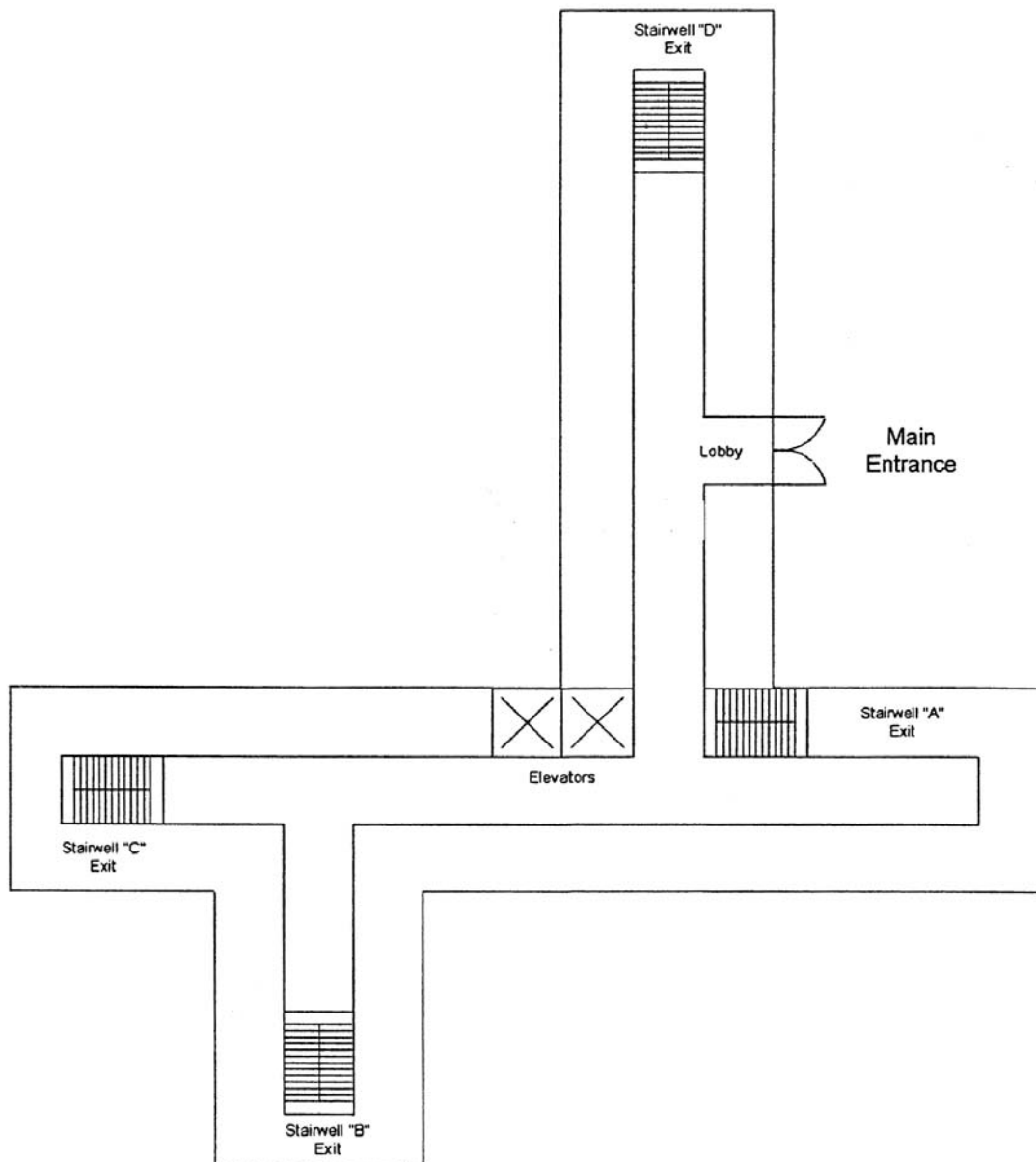


Figure 1020.1.6.2 Example Building Footprint Sign

Previously acknowledged by applicant.

- C - 10 A separate fire line is required for the building fire service connection. Show location and line size on plans.

Applicant has provided lines but sizes and locations are not clear. Final line sizes will be determined by system demand.

- R - 1. To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.

Previously acknowledged by applicant.

Asterisks denote the following:

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

IX. RESTAURANT - SPECIAL USE PERMIT #2015-0014

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

1. The special use permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)
2. The hours of operation for indoor seats shall be limited to between 10:00 a.m. and 2:00 a.m., daily. For indoor seating, meals ordered before 2:00 a.m. may be sold, but no new patrons may be admitted and no alcoholic beverages may be served after 2:00 a.m. and all patrons must leave by 3:00 a.m. (P&Z)
3. The hours of operation for the outdoor dining area shall be limited to between 10:00 a.m. to 11:00 p.m., daily. The outdoor dining area shall be cleared of all diners by 11:00 p.m. and shall be cleaned and washed at the close of each business day that it is in use. The outdoor dining area shall not include advertising signage, including on umbrellas. (P&Z)
4. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
5. The maximum number of indoor seats at the restaurant shall be 135. The maximum number of outdoor seats, which shall be located adjacent to Building 1 along the Waterfront frontage, shall be 116 seats. (P&Z)
6. The design of the outdoor dining area and all its components must comply with the Waterfront Plan Policy for Restaurants or obtain separate BAR approval. The applicant shall submit illustrations and specifications to the Director of Planning & Zoning or, if required, the Board of Architectural Review, for review and approval. (P&Z)
7. Live entertainment shall be limited to the indoor seating area to provide ambient / background music for patrons and should be subordinate to the restaurant use. Noise levels shall not exceed 60 decibels measured at the property line per the Alexandria City Code. (P&Z)
8. The use of loudspeakers or musicians outside is prohibited, unless otherwise approved through a noise variance permit. (T&ES)
9. No customer delivery service shall be available from the restaurant. (P&Z)
10. On-premises alcohol service may be permitted, but no off-premises sales shall be allowed. (P&Z)
11. The applicant shall conduct employee training sessions on an ongoing basis, including as part of any employee orientation, to discuss all SUP provisions and requirements, and on how to prevent underage sales of alcohol. (P&Z)

12. No food, beverages, or other material shall be stored outside. (P&Z)
13. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on site outside of those containers. (P&Z)
14. The applicant shall comply with the parking conditions approved in Development Special Use Permit #2014-0006, which is hereby incorporated into this Special Use Permit. (P&Z)
15. The Director of Planning and Zoning shall review the special use permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)
16. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)
17. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (P&Z)(T&ES)
18. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (P&Z)(T&ES)
19. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
20. Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)
21. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 p.m. and 7:00 a.m. (T&ES)

22. All waste products including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
23. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the business and robbery readiness training for all employees. (Police)
24. A fire prevention permit is required for any assembly occupancy where the total occupant load including staff exceeds 50. (Fire)

X. RETAIL – SPECIAL USE PERMIT #2015-0013

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

1. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. All retail entrances along the Waterfront shall be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - b. The placement or construction of items that block the visibility of the interior of the store from the street, promenade and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
2. The special use permit shall be granted to the applicant only or to any corporation in which the applicant has a controlling interest. (P&Z)
3. The hours of operation of the retail establishment shall be limited to between 7:00 a.m. and 11:00 p.m. daily. (P&Z)
4. The applicant shall post the hours of operation at the entrance of the business. (P&Z)
5. Trash and garbage shall be placed in sealed containers which do not allow odors to escape and shall be stored inside or in closed containers which do not allow invasion by animals. No trash or debris shall be allowed to accumulate on-site outside of those containers. (P&Z)
6. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public. (T&ES)

7. The applicant shall require its employees who drive to use off-street parking and/or provide employees who use mass transit with subsidized bus and rail fare media. The applicant shall also post DASH and Metrobus schedules on-site for employees. (P&Z)(T&ES)
8. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00 p.m. and 7:00 a.m. (T&ES)
9. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (P&Z)(T&ES)
10. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
11. Kitchen equipment, including floor mats, shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys or storm sewers. (T&ES)
12. All waste products, including but not limited to organic compounds (solvents), shall be disposed of in accordance with all local, state and federal ordinances or regulations. (T&ES)
13. The applicant is to contact the Community Relations Unit of the Alexandria Police Department at 703-838-4520 regarding a security survey for the business and robbery readiness training for all employees. (Police)
14. The Director of Planning and Zoning shall review the Special Use Permit after it has been operational for one year, and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions which were not corrected immediately, constitute repeat violations or which create a direct and immediate adverse zoning impact on the surrounding community; (b) the director has received a request from any person to docket the permit for review as the result of a complaint that rises to the level of a violation of the permit conditions, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed. (P&Z)
15. At this point, insufficient information exists to comment on any requirements but retail establishes are generally not subject to fire prevention permits or other requirements beyond the normal and accepted practices. (Fire)
16. **CONDITION ADDED BY PLANNING COMMISSION:** The applicant shall comply with the parking conditions approved in Development Special Use Permit #2014-0006, which is hereby incorporated into this Special Use Permit. (P&Z)(PC)

XI. BOAT FACILITY - SPECIAL USE PERMIT #2015-0012

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

1. The location of floating docks and transient slips shall be located generally as depicted in the preliminary plan dated December 23, 2014 and submitted with the application. (P&Z)(RP&CA)
2. The floating gangways, docks and transient slips shall be constructed and improved consistent with the preliminary plan dated December 23, 2014 for the associated development special use permit (DSUP#2014-0006). All materials on the floating gangways and docks shall be consistent (in terms of material selection and installation techniques) with those in the Phase I Schematic Design and the Common Elements palette. (P&Z)(RP&CA)(DPI)
3. The floating docks and transient slips shall accommodate short-term vessels only. (P&Z)
4. The applicant, its successors or assigns, shall not preclude the construction of a marina in the future. (P&Z)(RP&CA)
5. The applicant shall provide a grading plan, with the submission of the first final site plan for the associated development special use permit (DSUP#2014-0006), which shows all site improvements and alterations related to the construction of the floating docks and transient slips. * (T&ES)(RP&CA)
6. All necessary state and federal permits must be obtained prior to release of the grading plan for construction on the floating docks and transient slips. Copies of those permits must be filed with all relevant city agencies.* (T&ES)(DPI)
7. The applicant shall provide a utility plan with the submission of the first final site plan for the associated development special use permit (DSUP#2014-0006) to show the location of all proposed utilities, including water, and electric. (T&ES)(RP&CA)(DPI)(P&Z)
8. Prior to release of the grading plan, post a separate performance bond for the full cost of the construction. The bond estimate shall be submitted for review with the second final site plan submission. If the estimate is a lump sum, line item breakdown shall be included. Upon completion of the construction of the floating gangways and docks, the applicant shall submit as-built plans certified by a licensed professional engineer registered in the Commonwealth of Virginia to the City for review and approval.* (P&Z)(T&ES)(DPI)
9. The applicant shall dedicate the floating gangways and docks to the City concurrent with the pier dedication (P&Z)

10. Owners must maintain an environmental spill kit on-site for emergency use. When dedicated to the City, the applicant shall provide the City with an environmental spill kit on-site for emergency use. (T&ES)(RP&CA)
11. When dedicated to the City, the applicant shall install or shall provide funding as identified by the City for electrical service to the floating pier and marine application cleats to accommodate 38' vessels 10' on center. (T&ES)(RP&CA)(DPI)(P&Z)
12. Additional information will be necessary to make a determination concerning requirements for this boat facility. Depending on the services provided, materials used, and materials stored, fire prevention permits may be required. (Fire)

XII. ATTACHMENTS

A. Attachment I: Compliance with City Policies and Regulations

Compliance with the Waterfront Plan Guidelines for Robinson Terminal South

<i>Development Guidelines (pages 96 and 97 of the Waterfront Plan)</i>	<i>How the Proposal Complies</i>
1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses. There shall be adequate and reasonable buffering of the existing residential uses facing the site on Wolfe Street and South Union from the active uses in the new development.	As discussed in greater detail in the staff report, the applicant proposes a predominantly residential development, but provides a mixture of uses at strategic locations to activate the site. These active uses are predominantly located within the northeastern portion of the site, including 2 Duke Street, the eastern portion of The Strand extension, along the waterfront façade of Building 1, and a limited amount of the waterfront façade of Building 2. The active uses include lobbies, a restaurant and retail, and the location of the active uses is largely consistent with Figure 34. However, staff has included a recommendation which requires the applicant to make a portion of the amenity space in Building 2 available to local community and non-profit organizations in addition to City agencies at least 24 times per year. In addition, the recommendation also requires that the space be available to uses which comply with section 5-502(H) (i.e. uses which foster art, history and cultural awareness) and open for the enjoyment of the larger community a minimum of 4 times per year to further activate the adjacent public space to provide greater consistency with this guidelines and Figure 34.
2. The preferred use on the site is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel). In particular, facilitate the vision for The Strand and its uses.	Due to the elimination of the third hotel in the Waterfront Plan area, and the limited market viability for an office or retail development within this location, the primary use of the proposal is residential. While the proposal is predominantly residential, the applicant does propose to extend The Strand into the site, and provide active uses on either side of The Strand extension to expand the lively and fun

	environment envisioned for The Strand. In addition, the applicant has agreed to activate The Strand extension with art, which may include festivals, temporary exhibits or other programming.
3. Residential use and design should be compatible with a high level of public activity and located away from the water.	The proposed residential units are designed to position the living areas (living room and dining room) adjacent to the publicly accessible spaces, such as Point Lumley Park, the promenade and the pier, and the private living areas (bedrooms) adjacent to the interior of the site. This is accomplished by providing separate vertical cores within the buildings, rather than a singular horizontal core with units on either side. In addition to the placement of the bedrooms, the applicant has also agreed to the use of glazing to limit the transmission of noise.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.	Due to the limited number of hotels permitted within the Waterfront Plan area, coupled with the challenge of marketing office and retail within a predominantly residential neighborhood, staff conceded that a predominantly residential use would have the most success on the site. However, staff strongly believed that the residential use must coexist with active public spaces adjacent to the site. As a result, staff worked with the applicant to achieve commercial uses within the ground floor of Buildings 1 and 2, as well as 2 Duke Street. To create an appropriate transition to the residential uses south of the site, staff determined that one residential unit at the southeast corner of building 2 was acceptable, with a condition which prohibited direct access from the unit to the publicly accessible open space along the waterfront.
5. The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and design should enhance the views of the water,	The streetscape and pedestrian experience along South Union, Duke and Wolfe Streets is proposed to include ten-foot sidewalks, with a six-foot uninterrupted sidewalk and four-foot tree wells. The sidewalks are proposed to be brick, due to the site's location within the Old and Historic Alexandria District and consistency with the existing and planned

<p>pedestrian access and porosity and reflect the historic orientation of buildings and alleyways.</p>	<p>sidewalk materials. In addition to the increased sidewalk width, underground utilities, street trees, pedestrian scale lighting and bicycle racks are also proposed.</p> <p>In addition to the east-west connection between The Strand extension and South Union Street, as recommended in Guideline 6, the applicant has worked with staff to achieve enhanced pedestrian access and porosity throughout the site. Public access and walkways are incorporated into the publicly accessible open space adjacent to the water, and a connection between Buildings 1 and 2 provides a direct connection from the waterfront into the site. The Strand is extended into the site, with a vehicular connection to South Union Street, just south of the historic building at 2 Duke Street, and a pedestrian-only connection to Wolfe Street. In addition, a second pedestrian alley is provided on the north side of building 3, to provide a second connection between The Strand and South Union Street. Each of these connections, in addition to the townhouse drive aisles, are publicly accessible and intended to achieve a porous, pedestrian-friendly site, which encourages pedestrians to access the waterfront using their desire path.</p>
<p>6. A new east west connection north of Wolfe Street between South Union Street and the pier is strongly encouraged.</p>	<p>Consistent with the Waterfront Plan, the applicant proposes a new east-west connection north of Wolfe Street between South Union Street and the pier. This provides a connection between The Strand and South Union Street, just south of the existing historic building at 2 Duke Street.</p>
<p>7. An extension of The Strand from Duke Street is strongly encouraged, with a pedestrian-only connection at the The Strand/Wolfe Street intersection to buffer the Harborside community.</p>	<p>As noted above, the proposal includes an extension of The Strand from Duke Street, with a pedestrian-only connection south of the historic building at 2 Duke Street to the intersection with Wolfe Street.</p>
<p>8. Historic interpretation, consistent with the recommendations of the History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, including</p>	<p>The applicant proposes a building design for the waterfront buildings which is a contemporary interpretation of the Alexandria waterfront, as viewed in 19th century photographs, with bay spacing that recalls the</p>

<p>recognition of the southern point of the original shoreline.</p> <ul style="list-style-type: none"> • Buildings and open space should reflect Alexandria’s maritime history. • The Plan encourages modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations. • Architecture should reflect historic east-west orientation of buildings, alleys and wharves. • The historic 2 Duke Street warehouse shall be preserved and adaptively reused. 	<p>spacing of the historic warehouses, curved bay windows that reference the curve of sails and vertical posts inspired by the masts of ships along the historic waterfront. In addition to the waterfront buildings, the proposed townhouses are designed to recall the historic warehouses prevalent along the City’s working waterfront, including 2 Duke Street. Consistent with the guidelines, the applicant proposes to preserve and rehabilitate the historic structure.</p> <p>The applicant and their design team have also completed historic research and presented ideas to staff for how the historic interpretation and possibly archaeological findings can inform the landscape design. These ideas include the prominent location of the site throughout the City’s history and the site’s intricate and varied commercial and industrial development. The applicant will work with staff, stakeholders, the Waterfront Commission and the Board of Architectural Review to refine these concepts and achieve compliance with this important guideline.</p>
<p>9. Curb cuts should not be located on any building and/or block frontages facing the water or South Union Street, and should be minimized if facing residences along Wolfe Street.</p>	<p>The curb cuts on the site are limited to one curb cut on Duke Street, adjacent to the existing to remain historic structure, and one on South Union Street, which accommodates the new east-west connection referenced in Guideline 6.</p>
<p>10. Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.</p>	<p>Parking for the proposed buildings is accommodated on-site – either within the below-grade garage or embedded within the townhouse units. Consistent with the recommendations of the Waterfront Plan, the applicant proposes an on-site valet parking program to accommodate the commercial uses and residential visitors, and maximize the efficiency of the garage.</p>
<p>11. Shoreline treatment at Robinson Terminal South should include native plantings and naturalization where possible.</p>	<p>The open space between the promenade and the waterfront buildings includes native plantings and trees.</p>
<p>12. Robinson Terminal South is a potential location for a new and expanded</p>	<p>While not technically a marina, the applicant does propose to create several day slips to</p>

<p>pleasure boat marina. The proposed marina is conceived to be financially self-supporting as either a publicly or privately built and operated marina, and may be developed and operated in conjunction with the landside redevelopment of Robinson Terminal South. If the developer of the Robinson Terminal South development site does not develop the marina, it shall cooperate with the City and others to allow its development by others.</p>	<p>accommodate pleasure vessels adjacent to the pier. These slips are envisioned to accommodate transient boaters.</p>
<p>13. As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include:</p> <ul style="list-style-type: none"> • Public art as a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the greatest extent possible, in the design for the redeveloped warehouses, pier, and public spaces. • Open spaces with public access easements and/or dedications, provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. The Plan encourages the use of Parcel E for park, civic, or cultural activities. Riverside open space widths of less than 100 feet are acceptable only if it is found that an alternative site design better meets the objectives of this Plan. • Significant improvements shall be designed for Duke, Wolfe and additional street ends with green, pedestrian areas extending from The Strand to the water to expand the 	<p>In compliance with the City's Public Art Policy, the applicant has agreed to work with staff to incorporate public art elements on-site, or provide an equivalent monetary contribution. Beyond compliance with the Public Art Policy, the applicant has also agreed to work with staff to introduce festivals, temporary exhibits or other programming on the on-site open spaces and The Strand to activate these spaces and create the lively environment envisioned by the Waterfront Plan. The applicant has also agreed to work with staff to integrate the City's artist designed manhole covers into those used on-site.</p> <p>The Strand, carriageways and on-site open space are all publicly accessible, with a public access easement. Similarly, the applicant proposes to dedicate an improved pier and dedicate 226 The Strand for future park, civic or cultural activities.</p>

<p>waterfront open space area.</p> <ul style="list-style-type: none"> • A new kayak launching area at the foot of Duke. • Retention of the Robinson Terminal pier, repaired and expanded to be used as a public space and incorporated into the public space/pedestrian concept for the Plan as a whole. The Plan recommends that connections be provided at both the northern and southern ends of the pier, and improvements made to ensure the safety of users. Examples of potential uses on the pier area include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Until or unless a pleasure boat marina is constructed adjacent to the Robinson Terminal South pier, the use of the pier as a docking location for larger vessels should be maintained. • Environmental amenities, above and beyond the minimum required. 	
14. The maximum FAR and floor area allowed is included on the chart at page 105.	The proposal is well below the square footage and floor area permitted within the Waterfront Plan.

Compliance with the Waterfront Plan Policy for Restaurants

<i>Factors to consider for a restaurant use</i>	<i>How the proposal complies</i>
1. The potential for undue congestion of pedestrians or vehicles.	Staff anticipates that the majority of restaurant patrons will be visitors to the waterfront amenities and local residents. In addition, the applicant proposes a valet parking operation, which will be reviewed as needed by staff, to accommodate vehicles visiting the site and prevent undue congestion.
2. The extent to which the use is open in the late night hours and situated so as to potentially disturb residential areas.	The restaurant is proposed within Building 1, at the northeast corner of the site, away from existing residential areas and near the proposed hotel at 220 South Union Street. The proposed hours are consistent with the hours of operation of similar restaurants located along the

	Waterfront, and outdoor dining is limited to 11:00 p.m.
3. The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas and negatively impact waterfront public spaces.	While the applicant does propose to offer alcoholic beverages, alcohol consumption will not predominate over food consumption. Also, the applicant will not offer the sale of beer and wine for off-premise consumption.
4. The availability of off-street parking for the restaurant's patrons and employees, including the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.	The restaurant patrons and employees are encouraged to use the valet service provided within the on-site garage. As discussed in greater detail in the staff analysis section of the report, in the event inspections indicate on-site valet operations are insufficient, the applicant is required to secure an agreement with an off-site parking facility to operate an off-site valet parking service.
5. The predicted extent of litter generated.	Litter on the site and on the adjacent spaces, including the outdoor dining area, will be monitored and retrieved at least twice per day and at the close of business. All litter will be stored in the loading area of Building 1 until removal.
6. The potential for loud or otherwise inappropriate noise.	The applicant requests approval for live entertainment within the indoor portion of the restaurant. Staff has included specific recommendations to ensure that the live entertainment is subordinate to the restaurant use, and is not disruptive to adjacent residential areas.
7. The extent to which other restaurants already existing in the same area. Restaurant uses should not be located in such proximity as to detract from the character and authenticity of the waterfront by creating a monoculture similar to a food court or restaurant row environment.	Chadwick's Restaurant, located approximately one block north of the site, is the closest existing restaurant. A restaurant is also anticipated with the construction of the hotel at 220 South Union Street. The proposed restaurant does not result in a monoculture of restaurants within this area of the Waterfront.
8. The extent to which the restaurant provides incentives for employees who are able to use transit.	The Transportation Management Plan and the conditions of approval for the restaurant special use permit require the applicant to provide incentives, including subsidized fare, to encourage employees to use transit.
9. The extent to which new parking is available to support overflow parking	The applicant proposes to convert the existing head-in parking spaces on Wolfe Street to

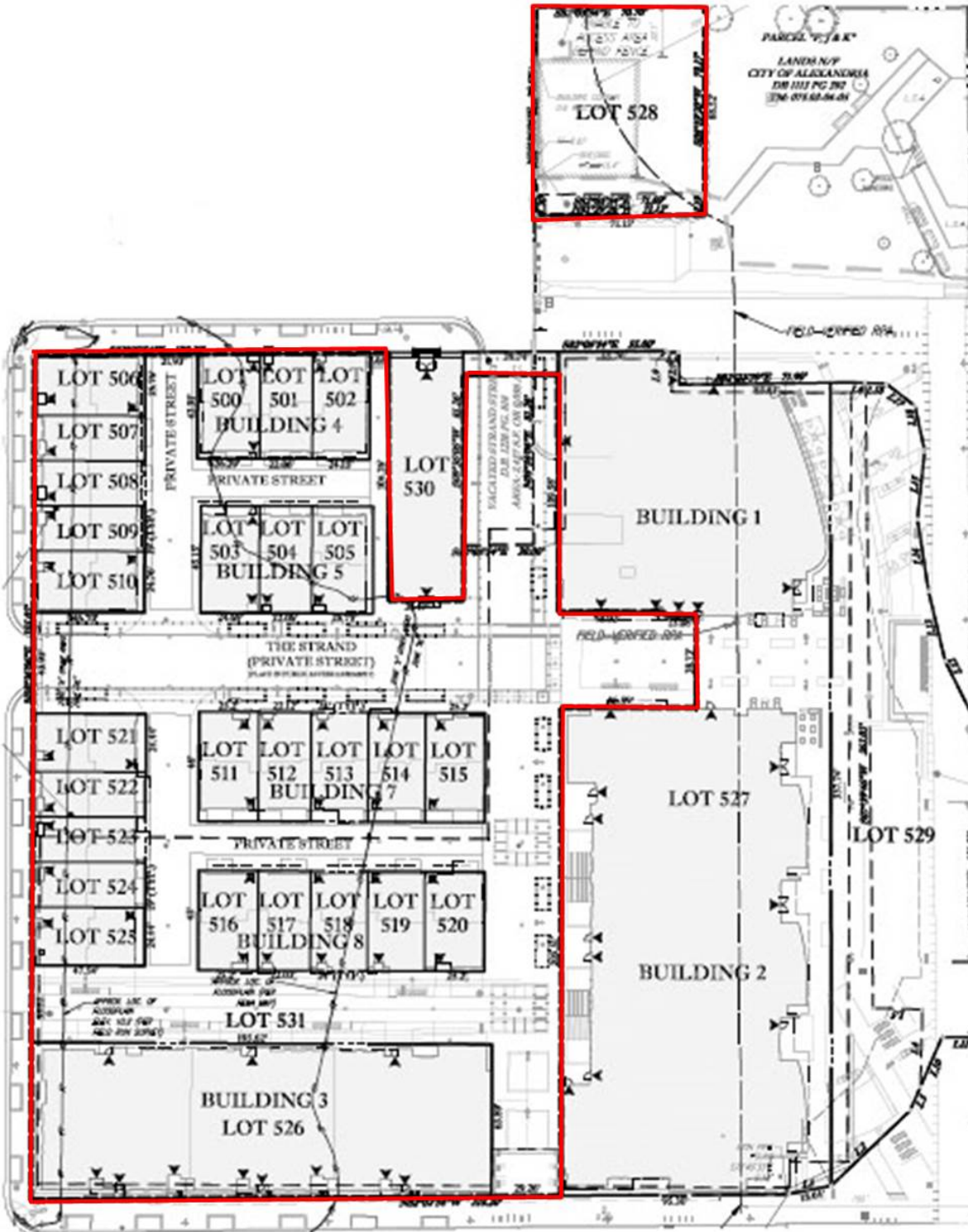
needs of Old Town residents.	parallel parking spaces, as the existing spaces are located predominantly on private property. In lieu of the 20 head-in spaces, approximately 14 parallel spaces will be provided. It is important to note that the current design of the Wolfe Street end garden would reduce the number of parallel spaces, but the extent and design of the street end garden will be evaluated through a future phase of the Waterfront Landscape and Flood Mitigation Design project. In addition, 3 spaces will be eliminated on Union Street to provide the east-west connection of The Strand that is recommended in the Waterfront Plan, resulting in 13 spaces on Union Street. While staff is confident that the proposed parking will adequately serve the proposed uses, additional parking is not proposed to support the overflow parking needs of Old Town residents.
10. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.	As the proposed restaurant is located within the northeast corner of the site, retail uses, as well as new residential units are proposed to buffer the restaurant from the adjacent residential areas, including Waterford Place and Harborside. The proposed outdoor dining is also positioned at the northeast corner of the site, furthest from the adjacent existing residential areas.
11. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront Planning process including alleys as view corridors, design elements that minimize the impacts of height such as setbacks above the third story along Union Street and incorporation of the top story within a roof form, and small footprint buildings instead of large “superblock” development.	The proposed site design incorporates smaller building footprints and greater quantities of open space than those envisioned in the Waterfront Plan and scale model. The site includes an extension of The Strand into the site, as well as an east-west connection between South Union Street and the Potomac River. In addition, the proposed townhouses along South Union Street and the multi-family building along Wolfe Street are designed to relate in mass and scale to the adjacent residential developments, with building setbacks.

Compliance with the Potomac River Vicinity Height District Criteria for Additional Height

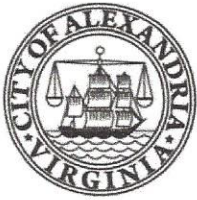
Standards and Guidelines (Section 6-404(B)(3))	How the proposal complies
(a) The degree to which imaginative and creative architectural solutions advance recreational access to and enjoyment of the historic waterfront from public streets and other public areas. Buildings should be in harmony with existing buildings of genuine architectural merit, to be found in the historic district.	The proposed design features an architectural character that is rooted in an established Alexandria building tradition based on composition, rhythm and materials. The building design and site layout promote accessibility to the waterfront and related public open space from at least three public streets and two existing parks.
(b) The degree to which the basic 30 feet height is maintained at the street faces and the waterfront face of the proposed building or buildings. To provide a transition, building heights over this basic height level should be set back from the street faces and waterfront faces.	The townhouse units feature a pronounced cornice line around 30 feet and the fourth story is significantly set back. Building 3 has a strong delineation above 30 feet with a significant setback and change of materials above the three-story brick elements. The two waterfront buildings have a differentiated banding at 30 feet and the glass is set back at the 4 th story with a significantly recessed 5 th story.
(c) The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic district.	The proposed height, mass and bulk of the new construction are reflective of the historic waterfront buildings which were of a larger scale than townhouses in other parts of the district. Waterfront buildings historically had more height, bulk and mass and strength in materiality. The largest 19 th -century waterfront industrial building, Pioneer Mills, was located on this site.
(d) The degree to which imaginative and creative architectural solutions enhance views and vistas from public streets and other public-access areas along the historic waterfront. The waterfront faces of the buildings, in particular, should be designed and integrated so as to enhance pedestrian enjoyment of the waterfront, and the quality and character of the historic waterfront, as a totality, when viewed from passing vessels.	The contemporary approach for the waterfront buildings that references Alexandria's maritime past will enhance the pedestrian experience on the water and along the future promenade. The lightness and reflectivity of the glass, paired with a well-designed landscape plan for the open space, will provide enhanced views. The openness of the site will also increase visibility of the proposed waterfront park to the north and provide thru-block views to The Strand and South Union Street. The contemporary design represents a creative and untried approach that is rooted in Alexandria's architectural heritage.

<p>(e)The degree to which the use or uses of the proposed building or buildings are compatible with historical waterfront-related uses in the City of Alexandria.</p>	<p>While the proposal is predominantly residential, the restaurant and retail spaces, as well as the publicly accessible open spaces and carriageways invite residents and visitors to the site, one of the City's most historic places. In addition, the proposed buildings are a contemporary interpretation of the Alexandria waterfront, as viewed in 19th-century photographs, which recall the historic warehouses, sails and masts of ships along the historic waterfront.</p>
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B. Attachment II: Cluster Residential Tract



— Cluster Residential Tract



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

*1108 Jefferson Street
Alexandria, Virginia 22314*

February 19, 2015

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

Re: Robinson Terminal South Development Proposal

Honorable Mayor and members of City Council:

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

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

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

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

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

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

Meeting the guidelines:

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

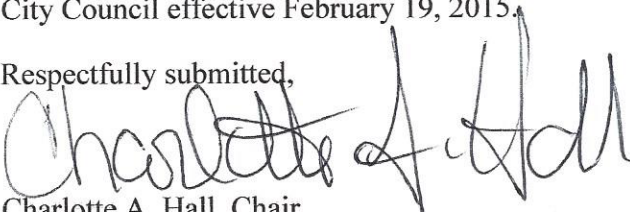
- Guideline 13 for public amenities has been met in the sense that public art, with historical interpretive information, is planned for the site. The open space requirements and improvements to street end green spaces have been met. The intended kayak launch will not be included at this site. The pier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

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

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

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

Respectfully submitted,



Charlotte A. Hall, Chair

Alexandria Waterfront Commission

Attached: Robinson Terminal South Development Goals and Guidelines

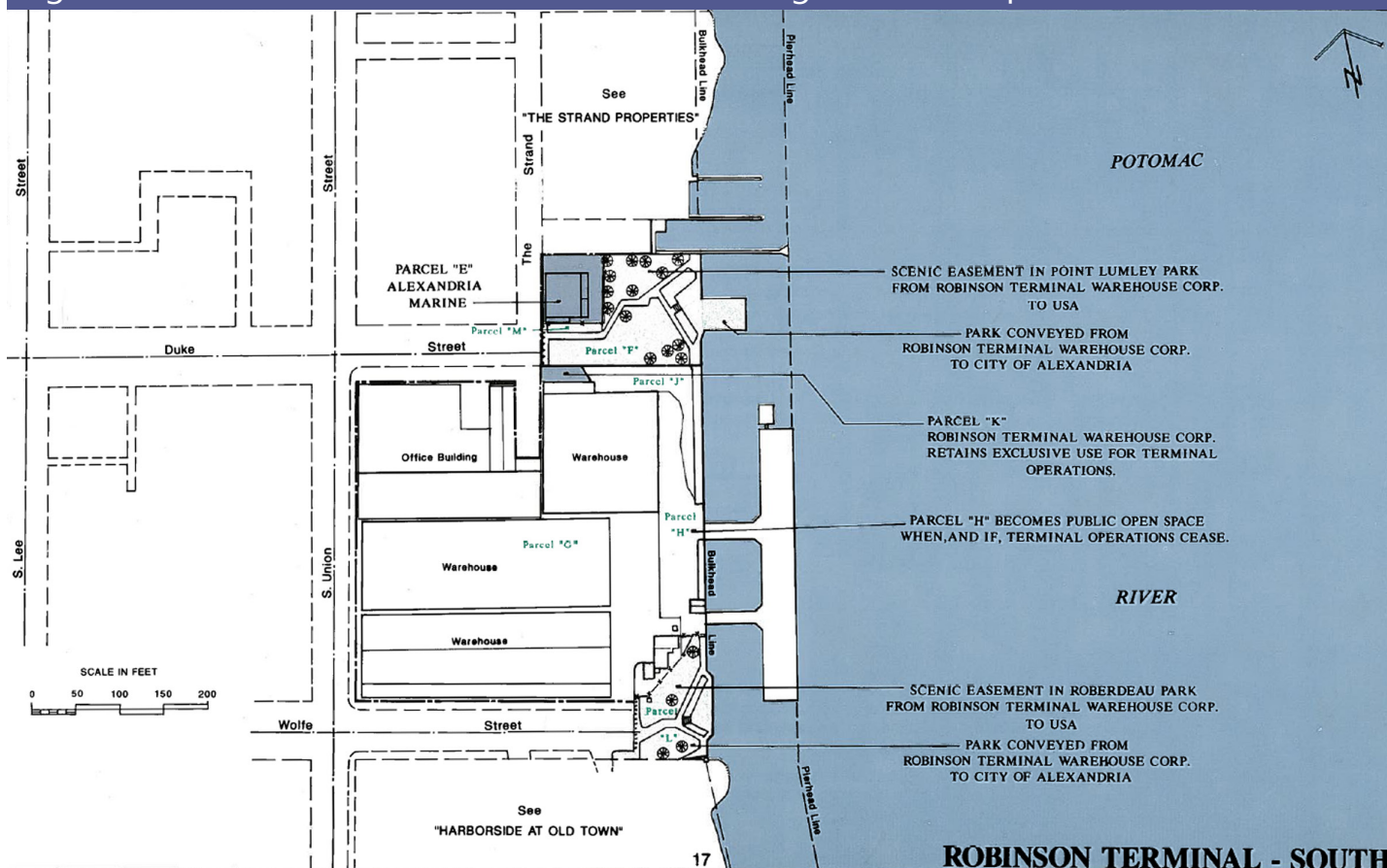
cc: Planning Commission
 Board of Architectural Review
 Waterfront Commission members
 Mark Jinks, Acting City Manager
 Emily Baker, Acting Deputy City Manager
 James Spengler, Director, Department of Recreation, Parks and Cultural Activities
 Karl Moritz, Director, Department of Planning and Zoning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

Robinson Terminal South

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

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

Figure 32: Robinson Terminal South settlement agreement Map



Robinson Terminal South

DEVELOPMENT GOALS:

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

Figure 33: Robinson Terminal South Conceptual Massing Model



Robinson Terminal South

DEVELOPMENT GUIDELINES:

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

DEVELOPMENT GUIDELINES CONTINUED:

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

**APPLICATION****DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN****DSUP #** 2014-00006 **Project Name:** Robinson Terminal South**PROPERTY LOCATION:** 2 and 3A Duke Street and 226 Strand, Alexandria, Virginia 22314**TAX MAP REFERENCE:** 075.03-04-01, 075.03-03-14 and 075.03-04-04 **ZONE:** W-1**APPLICANT:**Name: RT South Associates LLCAddress: 4800 Hampden Lane, Suite 300, Bethesda, Maryland 20814**PROPERTY OWNER:**Name: Graham Holdings CompanyAddress: 1300 17th Street North, Arlington, Virginia 22209

SUMMARY OF PROPOSAL Redevelopment of the site as a mixed use development. Applicant requests a DSUP with a site plan to permit development above 2.0 FAR.

MODIFICATIONS REQUESTED Vision clearance modification (Sec. 7-801); Side Yard Modification (Sec. 11-416) Rear Yard Modification (Sec. 11-416)

SUP's REQUESTED See attached.

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

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

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

Jonathan P. Rak, agent
Print Name of Applicant or Agent

1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

Tysons Corner 22102
City and State Zip Code


Signature

703-712-5411
Telephone #

703-712-5231
Fax #

jrak@mcguirewoods.com
Email address

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____
Fee Paid and Date: _____

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

**Special Use Permits
Robinson Terminal South**

1. Special Use Permit for Private Marina (Sec. 5-503(C));
2. Special Use Permit for Restaurant (Sec. 5-503(J));
3. Special Use Permit for Retail shopping establishment (Sec. 5-503(K));
4. Special Use Permit for Height Increase (Sec. 6-404(B));
5. Parking Reduction Special Use Permit (Sec. 8-100(A)(4);
6. Special Use Permit for Cluster Development (Sec. 11-600);
7. Special Use Permit for development without public street frontage (Sec. 7-1007);
8. Valet SUP;
9. Transportation Management Plan Special Use Permit (Sec. 11-700); and
10. Special Use Permit for 2 penthouses on Building 1 and 3 penthouses on Buildings 2 and 3 (Section 6-403(B)(2)(a)).

Development SUP # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

See attached disclosure.

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

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

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

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attached disclosures.		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2&3A Duke St.; 226 Strand St. (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached disclosures.		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.


Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None.		
2.		
3.		

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

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

Date

Jonathan P. Rak, agent
Printed Name


Signature

Disclosure Attachment for Robinson Terminal South
DSUP Application

Property Owner:

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

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

Applicant:

RT South Associates LLC, a Delaware limited liability company
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300 | Bethesda, MD 20814

RT Member LLC, a Delaware limited liability company (100% owner of Applicant)
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300, Bethesda, MD 20814

EYA RT Investments LLC, a Delaware limited liability company (17% owner of
RT Member LLC)
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300, Bethesda, MD 20814

JBG/RT Member, L.L.C., a Delaware limited liability company (83% owner of
RT Member LLC)
Address: c/o The JBG Companies
4445 Willard Avenue, Suite 400, Chevy Chase, Maryland 20815

*Tax map indicates that Robinson Terminal Warehouse LLC (former subsidiary of GHC)
owns the 226 Strand parcel. GHC is now the owner of all three parcels.

Development SUP # _____

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

This site consists of tax map parcels 075.03-04-01, 075.03-03-14 and 075.03-04-04 and is currently improved by warehouse buildings, a loading area, parking and a pier. The site, which is identified as a redevelopment site under the Waterfront Small Area Plan, is zoned W-1/Waterfront Mixed-Use zone and is subject to a Deed of Covenants, Conditions, Restrictions and Easements for the benefit of the City of Alexandria, Virginia and the United States of America. The applicant intends to demolish the existing structures, with the exception of the warehouse located at 2 Duke Street and the pier.

Applicant proposes to consolidate and resubdivide the parcel into two lots. One lot, adjacent to South Union Street, will be developed, and further subdivided, as a cluster development with 26 townhomes and 30 multifamily units. For density and open space purposes, the cluster includes the property located at 226 Strand Street, however, the applicant intends to donate this property for public use. The other lot, adjacent to the waterfront, will be developed as residential, retail and restaurant uses with 39 multifamily units, 5,301 square feet of retail, and a 251 seat restaurant. The development will include limited transient-use boat slips and improvements to the pier.

Because the FAR of the waterfront parcel will exceed 2.0 for the W-1 zone, applicant requests a development special use permit pursuant to Section 5-504(D). Applicant intends to make a contribution to the City's Housing Trust Fund in lieu of providing on-site affordable housing.

Development SUP # _____

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

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

Typical for a mixed use development. Restaurant and retail hours are to be determined.

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

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

Typical for a retail development of this size.

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

Day	Hours	Day	Hours
TBD			

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

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

Typical for mixed use.

B. How will the noise from patrons be controlled?

Applicant does not anticipate that noise control will be necessary for this development.

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

There are no potential odors anticipated by the use of the site.

Development SUP # _____

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

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

Typical for each use in the development.

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

Typical for each use in the development.

C. How often will trash be collected?

Typical for each use in the development.

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

Applicant does not anticipate littering caused by the uses of the property.

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

☐ Yes. ☒ No.

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

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

☐ Yes. ☒ No.

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

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

Applicant will provide methods of safety typical for a mixed use development of this kind.

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

☒ **Yes.** ☐ **No.**

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

Please refer to the applicant's restaurant application for more information.

PARKING AND ACCESS REQUIREMENTS**13. Provide information regarding the availability of off-street parking:**

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

265; please refer to applicant's parking reduction application for more information.

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

<u>157</u>	Standard spaces
<u>37</u>	Compact spaces
<u>5</u>	Handicapped accessible spaces
<u>33</u>	Other

Development SUP # _____

- C. Where is required parking located? (check one) ☒ **on-site** ☐ **off-site**

If the required parking will be located off-site, where will it be located?

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?
Typical of restaurant and retail uses.
- B. How many loading spaces are available for the use?
One Space.
- C. Where are off-street loading facilities located?
On site.

- D. During what hours of the day do you expect loading/unloading operations to occur?
Typical for retail space.

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Typical for retail space.

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

Street access is adequate.

SUP #

Admin Use Permit #



SUPPLEMENTAL APPLICATION

RESTAURANT

All applicants requesting a Special Use Permit or an Administrative Use Permit for a restaurant shall complete the following section.

1. How many seats are proposed?
Indoors: 135 Outdoors: 116 Total number proposed: 251
2. Will the restaurant offer any of the following?
Alcoholic beverages (**SUP only**) ☒ Yes ☐ No
Beer and wine — on-premises ☒ Yes ☐ No
Beer and wine — off-premises ☐ Yes ☒ No
3. Please describe the type of food that will be served:
The type of food will be finalized once the applicant has identified a restaurant tenant.
Applicant does not anticipate determining a tenant prior to public hearing.
4. The restaurant will offer the following service (check items that apply):
☒ table service ☒ bar TBD carry-out TBD delivery
5. If delivery service is proposed, how many vehicles do you anticipate? To be determined
Will delivery drivers use their own vehicles? ☐ Yes ☐ No ☒ To be determined
Where will delivery vehicles be parked when not in use?
To be determined
6. Will the restaurant offer any entertainment (i.e. live entertainment, large screen television, video games)?
☐ Yes ☐ No ☒ To be determined.
If yes, please describe:

SUP # _____

Parking impacts. Please answer the following:

1. What percent of patron parking can be accommodated off-street? (check one)
☐ 100%
☐ 75-99%
☒ 50-74%
☐ 1-49%
☐ No parking can be accommodated off-street
2. What percentage of employees who drive can be accommodated off the street at least in the evenings and on weekends? (check one)
☒ All
☐ 75-99%
☐ 50-74%
☐ 1-49%
☐ None
3. What is the estimated peak evening impact upon neighborhoods? (check one)
☐ No parking impact predicted
☐ Less than 20 additional cars in neighborhood
☐ 20-40 additional cars
☐ More than 40 additional cars
☒ See the traffic study for the Parking Demand Analysis

Litter plan. The applicant for a restaurant featuring carry-out service for immediate consumption must submit a plan which indicates those steps it will take to eliminate litter generated by sales in that restaurant.

Alcohol Consumption and Late Night Hours. Please fill in the following information.

1. Maximum number of patrons shall be determined by adding the following:
 TBD Maximum number of patron dining seats
+ Maximum number of patron bar seats
+ Maximum number of standing patrons
= Maximum number of patrons
2. TBD Maximum number of employees by hour at any one time
3. Hours of operation. Closing time means when the restaurant is empty of patrons. (check one)
 TBD Closing by 8:00 PM
 Closing after 8:00 PM but by 10:00 PM
 Closing after 10:00 PM but by Midnight
 Closing after Midnight
4. Alcohol Consumption (check one)
 TBD High ratio of alcohol to food
 Balance between alcohol and food
 Low ratio of alcohol to food



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

The proposed application would require 265 parking spaces, however, the site can only accommodate 199 standard spaces.

The applicant is also proposing 33 attended tandem spaces to provide a total of 232 spaces.

2. Provide a statement of justification for the proposed parking reduction.

A number of the required parking spaces are due to the applicant's provision of outdoor seating along the waterfront for the restaurant. This seating will be seasonal and only be used for part of the year.

The applicant does not intend to seat the indoor and outdoor space to capacity at the same time.

Additionally, the applicant notes that there are 21 parallel spaces on Wolfe Street which will supplement the on-site parking.

3. Why is it not feasible to provide the required parking?

Site constraints prevent the applicant from providing additional spaces including flood mitigation requirements, the need to provide utility service to the townhomes, the size and location of the Strand extension, and the desire to restrict garage access and loading to private streets. Applicant is also limited as to the location of underground parking due to the fact that a public street, requiring emergency vehicle loads, runs through the middle of the site.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

_____ Yes. ☒ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.

Please refer to the applicant's traffic impact study included in the DSUP materials.

March 16, 2014

Mayor William Euille
Vice Mayor Allison Silberberg
Councilman John Chapman
Councilman Timothy Lovain
Councilwoman Redella “Del” Pepper
Councilman Paul Smedberg
Councilman Justin Wilson

City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Euille and Members of the City Council:

As residents of Old Town Alexandria, we are writing to strongly urge you to require the barging of construction debris and material to and from the Robinson Terminal South development site.

Many of the signatories on this letter first became involved in this project through the BAR process at the end of last year. As you are aware, we support development of the site and we think a vibrant waterfront is good for the community.

We worked diligently through the BAR process, meeting with EYA along the way, to craft a conceptual design that largely met the community’s concerns regarding the mass and scale of building #3 along Wolfe Street. Through that process, we believed we had generated significant goodwill that reflected our intent to work with the city and EYA to create the best possible development for the site.

As we move to our next area of major concern – the construction process – EYA has chosen an unfortunate tactic to pit the community against itself. In an email to a select mailing list, the developer suggests there is a choice: public amenities or a less intrusive construction process through barging.

The email caught many of us by surprise. EYA’s initial stance was that barging was not feasible given the site’s limitations. However, now EYA concedes it *is* possible and that the cost is a relatively small \$1.5 million. They suggest that a choice needs to be made of diverting money to barging or using it for its intended purpose of improving the waterfront area around the development. Taking it a step further, they have chosen to pit those who will use the waterfront (including people who live outside of Old Town) against the residents who live in the construction zone and along the trucking routes in drumming up support for their campaign to save \$1.5 million.

Tony Kupersmith, an Old Town resident with 41 years experience in marine/ocean engineering, estimates that there could be one dump truck every five minutes traversing our roads for 200 days versus one barge every four days or so for the RTS project alone (see attached opinion). There is also a growing concern that the delay on the Carr Hotel project could mean these two projects overlap, greatly expanding the volume of construction traffic.

We fully understand and appreciate the costs involved in this decision. It should also be noted, however, that with this volume of heavy construction traffic, there will be a cost to taxpayers to repair our roads.

Using EYA's logic, then the choice becomes this: Barging and the public pays for the public waterfront improvements or trucking and the public pays for the roads.

There is a great deal more at stake than public amenities and a walkway in front of the one block RTS development. Perhaps stating the obvious, the trucking routes and the properties along those routes, which include many historic buildings, cover a far greater area and impact a larger number of people than the small section of waterfront bordering RTS. Certainly the cost of road repairs is greater than \$1.5 million. And, how do you put a value on irreparable damage to historic buildings or the quality of life of Alexandrians?

In the final BAR hearing and in the email to their select list, EYA has sought to turn out supporters who do not live in Old Town. We would like to reiterate the request in our first letter that greater weight be given to the voices of Old Town residents and those who live directly within the construction zone and along the trucking routes.

We trust you will give this issue careful consideration.

Concerned Residents of Old Town Alexandria
Please see attached signature pages

Submitted by Susan Askew
34 Wolfe Street, Harborside
susanwaskew@gmail.com
703-966-6058

cc:

Mark Jinks, Acting City Manager
David Brown, Member, Planning Commission
H. Stewart Dunn, Jr., Member, Planning Commission
Stephen Koenig, Member, Planning Commission
Mindy Lyle, Member, Planning Commission
Mary Lyman, Member, Planning Commission
Nathan Macek, Member, Planning Commission
Maria Wasowski, Member, Planning Commission
Karl Moritz, Director, Dept. of Planning and Zoning
Dirk Geratz, Principal Planner
Nancy Williams, Principal Planner
Catherine Miliaras, Urban Planner, BAR
Jessica McVary Urban Planner
Al Cox, Historic Preservation Manager
Charlotte Hall, Chair, Waterfront Commission
John Bordner, Chair, Ad Hoc Monitoring Group, Waterfront Construction

**City Council
March 16, 2015
Attachment**

Opinion from Tony Kupersmith, Old Town resident and naval architect with an M.S. in Engineering. He has worked in the marine/ocean engineering field since 1974.

EYA needs to remove 55,000 cubic yards of existing soil (contaminated) and then replace it with 55,000 cubic yards of fresh soil, for a total of 110,000 cubic yards at RTS. A typical dump truck carries 10 cubic yards of soil. So we are talking about $110,000/10 = 11,000$ dump truck loads in District 1 and out to Route 1. AND each dump truck payload requires an empty haul to position the truck. So we will have 22,000 transits in the historic neighborhood. If they have a permit for 200 days that equates to $22,000/200 = 110$ trucks per day. At 8 hours per workday this equates to 13.75 transits per hour or approximately one truck every 5 minutes for 200 workdays.

Barging will use deck barges with spud wells to anchor (no need to tie up to the dock) with payloads on the order of 2000 tons or approximately 200 truckloads per barge (a cubic yard of soil weighs approximately 1 short ton = 2000 pounds). Loading will be done using conveyors (no need to truck anything on site) with a bobcat on the barge to redistribute the soil. The conveyor load on the pier will be spread out so there is virtually no point loads on the pier apron (unlike truck tires). The contractor will keep several barges in service, cycling them from RTS to discharge site and back to RTS. So to move 110,000 cubic yards of soil by barge will require about 55 barge loading or unloading evolutions at RTS, or in a 200 day period, one every 4 days or so.

Note from Susan Askew:

Since the finalization of this letter, there have been conflicting estimates of the amount of soil to be removed and returned to the site. Regardless, all estimates indicate a large number of truckloads on our streets. We also note, our concern goes beyond the trucking of soil and includes the demolition debris from the warehouse as well as the many heavy loads of construction material that will come into the site for the building phase. Taken as a whole, this requires many heavy truckloads over many days of the entire construction process and underscores our desire for barging of all materials in and out of the RTS site.

Supporters (as of March 16, 2015)

David Albright
Rika Weinrich
Anna Lea Albright
435 S. Lee Street

Carol Anderson
313 Wolfe Street

Susan and Rob Askew
34 Wolfe Street

Graeme and Polly Bannerman
3 Wilkes Street

James T. Brown
102 Waterford Place

Deb Buch
Allison Buch
401 S. Union Street

Karen Buck and Nick Kunesh
108 Wolfe Street

Nancy Carlson
18 Wolfe Street

Kent and Ann Chadwick
23 Wilkes Street

Kyle and Amy Colton
126 Waterford Place

Windsor and Maryam Demaine
8 Wolfe Street

Michael DeMeo
100 Waterford Place

Marty Devine
428 S. Lee Street

Karen and Jim Devlin
20 Wolfe Street

Angela and Tom Eady
466 S. Union Street

Bert Ely
200 S. Pitt Street

Courtney Elwood
513 Duke Street

Linda and Edwin Feulner
470 S. Union Street

David Ford and Darlene Freeman
64 Wolfe Street

Lauren Freeman
102 Duke Street

Charles and Alicia Foster
458 S. Union Street

Beth and Brian Gibney
300 S. Lee Street

Susan Ginsburg
419 S. Lee Street

Barbara Given
452 S. Union Street

Walter V. and Julia R. Hall
426 S. Lee Street

James H. Hardaway
311 S. Union Street

JoAnn Herr
5 Wilkes Street

Regina Hopper
48 Wolfe Street

Clayton and Ann Hurt
409 S. Union Street

Chantal and Michael Jennings
10 Potomac Court

Anita Jones
28 Wolfe Street

Holley and Peter Kilcullen
464 S. Union Street

Jay and Kim Kitchen
468 S. Union Street

Tina Lamoreaux
116 Wolfe Street

Laura and B.R. McConnon
450 S. Union Street

Randall McDonald
227 Oronoco Street

David Marcus and Caroline Johnson
406 S. Lee Street

Will and Anne Monahan
404 S. Lee Street

Tim and Ruth Morgan
319 S. Union Street

Mary Murphy and Bill Lynn
6 Wolfe Street

DJ Nordquist
408 Duke Street

Lydia and Robert Odle
476 S. Union Street

Dave and Mimi Olinger
100 Prince Street

Tony and Kate Pinson
119 Wolfe Street

Dick and Karen Platt
68 Wolfe Street

Joan Porche
425 S. Lee Street

S. Eugene Poteat
800 S. Saint Asaph

Audrey Rasmussen
66 Wolfe Street

Albert and Monica Rocchio
106 Wolfe Street

Louise Roseman and Jerry McAndrews
12 Wolfe Street

Dan and Theresa Rowe
9 Wilkes Street

Stephen and Cynthia Sandherr
58 Wolfe Street

Susan Savitch, Hank Savitch
128 Waterford Place

Kremena and Stoyan Tenev
105 Wolfe Street

Townsend A. "Van" Van Fleet
26 Wolfe Street

Hugh and Mary Van Horn
416 S. Pitt Street

Eric and Nancy Visser
38 Wolfe Street

Michele Marceau Ward
206 King Street

Kathleen Waugh
27 Wilkes Street

John and Linda Werner
462 S. Union Street

Hannah and Steven Williams
812 S. Lee Street

Mike and Karen Wooster
32 Wolfe Street

Sissy Zimmerman
40 Wolfe Street

March 18, 2015

Mayor Bill Euille and Members of the Alexandria City Council
City Manager's Office
301 King Street Room 3500
Alexandria, VA 22314

Dear Mayor Euille:

I am writing to you and the other members of the Council, Planning Commission and BAR, to offer my sincere apology on behalf of myself and EYA for the events that led up to and included the unfortunate email surrounding the bargaining discussion for Robinson Terminal South. I also had the opportunity to apologize in person to many community members at the Ad Hoc Monitoring Group for Waterfront Construction meeting last evening.

As you know, EYA has been active in the City of Alexandria for more than 23 years now. We are very proud of our history in working with the City and the community to develop new housing and retail and in working in partnership with ARHA to redevelop award winning mixed-income housing. Nothing is more important to us than our reputation as honest, sincere people who always try to do the right thing. Everyone at EYA was highly disappointed to hear the comments coming from the community this Saturday at the Council hearing referring to EYA as manipulative and dishonest. As I hope you know, this is not how EYA does business. There is nothing more important to us than our integrity and our reputation.

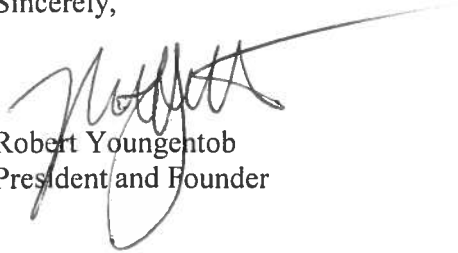
I want to personally apologize to you and everyone who had to respond to or receive emails in relation to this issue. I know how busy you all are and the important responsibilities you hold. EYA never intended to create this problem or the extra work required for anyone in the City to respond to community complaints. Unfortunately the use of email and social media sometimes creates the opportunity for the written word or objective to be misinterpreted. We never intended to be perceived as threatening, dishonest or manipulative.

Moving forward, this discussion should take place in public community meetings and in discussions with staff. We will not use email to solicit support or to make a case for an issue. Instead, we will reserve its use to inform the public about community meetings and scheduled City hearings. We will continue to be available to meet with community groups to listen to their concerns and address them to the best of our ability.

Our hope is still to find a solution for all aspects of the Robinson Terminal South development that meets the objectives of the waterfront plan and balances the many points of view that have been expressed regarding this project. We remain optimistic that the BAR process was the beginning of a robust community discussion that attempted to find compromise on the many views presented. As developer, we are always trying to weigh the many competing interests with the goal of ending up with a successful and financeable development. Ultimately we hope that any final review and deliberation of the Planning Commission and City Council will result in a development that the City and all Alexandria residents can be proud to have in their community.

On behalf of everyone at EYA, I again want to apologize for the frustration and negative perceptions that this issue has created. It is our goal to do everything in our power to reestablish the trust that we have worked so hard to build with the City and its citizens over these past 23 years.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Youngentob', with a long, sweeping horizontal line extending to the right.

Robert Youngentob
President and Founder

cc: Chairman Mary Lyman and Members of the Planning Commission
Chairman Charlotte Hall and Members of the Waterfront Commission
Chairman Oscar Fitzgerald and Members of the Old and Historic Alexandria District
Board of Architectural Review
Mr. Karl Moritz, Director of Planning & Zoning
Chairman John Bordner and Members of the Ad Hoc Monitoring Group on Workforce
Construction
Ms. Susan Askew

Members of the Planning Commission:

After numerous sessions before the BAR, it was obvious that EYA had from the very start solidly anchored-in its architectural position and has held firm on the egregious mass, scale, flat roofs and overall inappropriateness of this particular development.

The proposed design is definitely not appropriate for Old Town's historic waterfront. Its large buildings will conceivably loom over this very constrained area. Viewing the three monolithic condo buildings from the river or the Wilson Bridge will seriously detract from the current river-scape , vividly highlighting the fact that this development has absolutely no relevance or connectivity to the Old and Historic District.

Unfortunately, in the 1960's, six blocks of Alexandria's Old and Historic District were razed under an urban renewal program, and they were replaced by modern buildings that are in no way connected to the historic district. Now many of us fear that Alexandria's Old and Historic District is again under siege starting with this totally out of place development.

The mass and scale of some of the new structures in this project visibly dwarf adjacent historic structures. It is imperative that new structures that are not historic in nature fit-in and connect to the Old and Historic District of Alexandria. They need not look historic, but they should not detract from what is currently in place. When one compares the careful stewardship of Charleston, South Carolina, to Alexandria's reckless squandering of the historic nature of Old Town it is apparent that Alexandria is in for a long and slow process of killing the goose that laid the golden egg.

The three massive condo buildings should be broken up in size, and should contain features using local materials. Additionally, the buildings should somehow connect with the rest of the Old and Historic District, which they currently do not. A good example of this connection principal is the Harborside development, a well-designed and well-built development that fits in nicely with the rest of the historic community. If one were to juxtapose a picture showing

Harborside on the south side of Wolfe Street and the proposed 190 foot EYA building directly across the street, it is a stark and ugly contrast despite the fact that EYA threw a bone to the Harborside residents by “tweeking” a few setbacks on the upper floors of their Wolfe Street Condo.

Additionally, no parking reduction should be approved for this development and tenants should not be permitted to obtain District 1 parking stickers if EYA maintains adequate parking on site. Each condo should have two parking spaces and an area designated for visitor parking making up an additional 20% of the total tenant parking spaces. Quite frankly there may also be flooding issues not only with the parking garage but also on Union and Wolfe Streets possibly even spilling over to both the Waterford and Harborside developments. These need to be critically assessed.

The Edmondson Plaza on upper Duke Street is essentially the only all-glass building in the Old Town area. However, it appears to have served as EYA’s and the BAR’s model for the use of glass on many of our future developments on the waterfront, especially at the two Robinson Terminals both North and South. The extensive use of glass in the three massive condo buildings give this development a look that might serve well in Miami Beach, or even our own Del Ray. Why are the EYA architects and City Staff so fixated and obsessed with glass in the historic area?

On South Union and Duke Streets, twenty-six town houses are to be aggregated into six town house groupings. However, the groupings are redundant, and without any real historic architectural merit. They resemble the Lofts development across from the Wythe Post Office, and provide no connectivity to the historic waterfront or historic district.

If these kinds of development trends continue, in due course, the Old and Historic district will become a meaningless jumble of buildings that few will want to visit. It is most ironic that recently there was a television documentary “Discovering Alexandria: the early years” which highlighted the historic nature of Alexandria VA, when at the same time forces in the city are attempting to further denigrate and eradicate it.

The aura and charm of this historic community needs to live on, so that a century from now, the citizens of Alexandria will applaud our efforts to preserve the history and charm of this unique city, and not ask themselves “what were they thinking?”

EYA needs to regroup and give us something that we can all be proud of. Currently, the only building that looks like it belongs is the historic building at 2 Duke Street.

Townsend A. “Van” Van Fleet

President, OTCA

From: Tim Morgan [<mailto:timmorgan1155@gmail.com>]

Sent: Monday, April 06, 2015 5:20 PM

To: Karl Moritz

Cc: Jessica McVary; Dirk Geratz; halhardaway@msn.com; hank savitch; Susan Askew; Jerry McAndrews

Subject: April 9th Planning Commission Meeting

Karl,

Please see that the Planning Commission receives this email and the attached documents for their meeting this Thursday. Thanks.

Alexandria Planning Commission,

I am the President of the Waterford Place Homeowners Association, immediately across the street from the Robinson Terminal South developent (RTS). Among the issues which concern our residents relative to the RTS is parking. I have attached two documents which provide our perspectives:

1. The first document states our views and provides alternatives for the Planning Commission's consideration. In short, we believe that the proposed variances from current parking requirements requested by the RTS developer EYA, are not supported by the facts and pose a substantial threat to the quality of life of Old Town residents.
2. The second document refutes much of the underlying rationale by EYA as well as City staff, for the waivers of parking requirements and policies.

While there are possible solutions to the parking issue, the root cause of these problems rests with the City, which has pushed forward with a Waterfront plan without adequate analysis or planning for the impacts of development. Nonetheless, **this does not justify approval of variances from current ordinances and policies which were clearly evident to the developer when they negotiated for the purchase of the property and designed their development.** It is incumbent on the City, led by the Council and Planning Commission, to negotiate conditions to the Development Special Use Permit (DSUP) which will not create greater parking problems for current and future residents of the surrounding area and patrons of the new retail, restaurant and public spaces.

We believe that the **waivers of current parking requirements and policies should not be granted**, or if granted even in part, **should be accompanied by additional conditions and actions to mitigate the parking crisis:**

- **Require free valet parking to encourage usage**
- **Limit total restaurant seating occupancy at any one time, both indoor and outdoors, to 135 seats**
- **Require a contract for extra off-site valet parking spaces**
- **Limit RTS resident participation in the residential parking program**
- **Regulate the 300 block of South Union Street and the north side of the unit block of Wolfe Street as "Resident Excepted" parking**
- **Limit a 3 block area around the RTS development as "Resident Only" parking in the evenings and on weekends.**

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Robinson Terminal South Parking

A Bad Situation is About to Get Much Worse

1 Summary

Residents of Old Town in the area surrounding the proposed Robinson Terminal South (RTS) development are justifiably alarmed about the impact on our parking, given current shortages of on-street parking, the loss of parking from the Waterfront Plan, and the increase in parking demand from new development at RTS as well as the surrounding area. We believe that the proposed variances from current parking requirements requested by the RTS developer EYA, are not supported by the facts and pose a substantial threat to the quality of life of Old Town residents.

Our residents are dependent on *on-street parking* and care about parking at *peak times*: when we come home at night from work; when we come home from our kid's soccer game or Home Depot run on a Saturday afternoon; when we come home from church on a Sunday afternoon. Our parking issues are most acute in the summertime and when the weather is nice in Spring and Fall. We all certainly accept the parking issues around big events, but our quality of life depends on finding parking within a reasonable distance from our homes on a day to day basis.

While there are possible solutions to the parking issue, the root cause of these problems rests with the City, which has pushed forward with a Waterfront plan without adequate analysis or planning for the impacts of development. Nonetheless, **this does not justify approval of variances from current ordinances and policies which were clearly evident to the developer when they negotiated for the purchase of the property and designed their development.** It is incumbent on the City, led by the Council and Planning Commission, to negotiate conditions to the Development Special Use Permit (DSUP) which will not create greater parking problems for current and future residents of the surrounding area and patrons of the new retail, restaurant and public spaces.

We believe that the **waivers of current parking requirements and policies should not be granted**, or if granted even in part, **should be accompanied by additional conditions and actions to mitigate the parking crisis:**

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- **Limit RTS resident participation in the residential parking program**
- **Regulate the 300 block of South Union Street and the north side of the unit block of Wolfe Street as “Resident Excepted” parking**
- **Limit a 3 block area around the RTS development as “Resident Only” parking in the evenings and on weekends.**

2 Current on and off-street parking is effectively full during peak times

2.1 The Old Town Area Parking Study and Union Street Corridor Study indicate that parking in the RTS area is already inadequate

RTS today exists between the waterfront retail/restaurant/tourist areas within a couple of blocks of King Street, the residential neighborhoods of Old Town to the west of Union Street and Harborside to the south across Wolfe Street, and the public parks stretching from Waterfront Park at the foot of Prince Street and Windmill Hill park in the 500 block of Union Street. Demands on public parking are high at many peak times, driven by patrons of not only the retail and restaurants but also the public parks. Residents regularly experience significant difficulties in finding parking at peak times, which include weekend evenings, weekend afternoons in mild weather, and week nights.

The Old Town Area Parking Study

The City received the Old Town Area Parking Study (OTAPS) in 2010, which gathered block by block data for six key time slots when peak parking demand for different types of activities occur. **Unlike the developer's parking study, these counts were conducted in June 2009 (on-street parking and surface lots) and December 2009 (garages), times that represent peak demand for on-street parking.** A key finding of the study was that the Old Town area has "proximity" and "facility availability" problems; that is, parking is often "effectively full" in some areas during peak periods even though there is parking available in other areas of Old Town. (The study defines "effectively full" as over 85% utilized, when "it is increasingly difficult for parkers to find the spaces that remain open within the system.")

The RTS neighborhood is one such area. **Following are the public parking areas/facilities within three blocks of RTS that are "effectively full" during peak periods:**

On-Street Parking □

King Street on Friday and Saturday evenings □

Fairfax Street on typical weekday afternoons, Friday evenings, and Saturday evenings

Lee Street on typical weekday evenings, Friday afternoons, Friday evenings, Saturday afternoons, and Saturday evenings *f*

Union Street on typical weekday afternoons, Friday evenings, Saturday afternoons, and Saturday evenings *f*

Strand Street during all six time periods studied *f*

Vicinity of the Potomac River waterfront during all six time periods

Publicly Accessible Parking Lots *f*

The Strand Lot during typical weekday afternoons, on Friday afternoons and evenings, and on Saturday evenings

Publicly Accessible Parking Garages *f*

Solo Garage during typical weekday afternoons and evenings, Friday afternoons, and Saturday evenings

115 S. Union Street Garage during typical weekday afternoons *f*

Torpedo Plant Garage on Friday afternoons and Saturday evenings *f*

The Union Street Corridor Study

The Union Street Corridor Study of December 2012 conducted similar surveys of on-street parking along the waterfront areas not surveyed by OTAPS. **Following are occupancy rates for all of Union Street, combining OTAPS and the Union Street Corridor Study, at peak times:**

Weekday Evenings 6 to 7 pm – 68%

Weekday Evenings 7 to 8 pm – 86%

Friday Evenings 6 to 7 pm – 92%

Friday Evenings 7 to 8 pm – 96%

Saturday Afternoon 12 to 1 pm – 85%

Saturday Evening 7 to 8 pm – 98%

Saturday Evening 8 to 9 pm – 97%

2.2 Current data from T&ES supports this conclusion

The City's Transportation and Environmental Services Department has continued to gather data on parking since the OTAPS data (which was gathered in 2009). **Extensive parking counts conducted in 2014 indicate that the findings of the 2010 OTAPS (namely, that the area surrounding RTS is “effectively full” during peak times) remain valid.** On-street parking East of Alfred Street is effectively full during the weekend evening hours in District 1 and almost effectively full on weeknights (Old Town Area Parking Study Work Group presentation January 28, 2015; occupancy rates are 83%, 85% and 87% on weeknights, Fridays and Saturdays, respectively).

In addition, garage and surface lot occupancy in the three block area surrounding RTS is also highly utilized at peak times (we were not provided access to the data so provide here ranges from OTAPS presentations):

2014 weekday evening occupancy 7 to 8 pm

Solo Garage - between 50 and 75%

The Strand Surface Lot - between 50 and 75%

115 S Union Street Garage – less than 25%

Torpedo Factory Garage – between 25 and 49%

2014 Friday evening occupancy 7 to 8 pm

Solo Garage – greater than 90%

The Strand Surface Lot – greater than 90%

115 S Union Street Garage - between 25 and 49%

Torpedo Factory Garage – between 50 and 79%

2014 Saturday evening occupancy 7 to 8 pm

Solo Garage – greater than 90%

The Strand Surface Lot – greater than 90%

115 S Union Street Garage – less than 25%

Torpedo Factory Garage – between 50 and 79%

3 New developments have, and will continue to, reduce available parking supply

The City has not conducted a study of the impacts of waterfront development on parking in Old Town. Reliable information, however, supports the concerns of residents that the development will have a substantial negative impact on an already overstressed situation. Indeed, the vision of the waterfront plan is to successfully attract more visitors to the vicinity, which coupled with the demands of new residents and workers, by definition must increase demand.

Since the OTAPS counts in 2009, there have been a number of losses of publicly available parking within a three block radius of RTS. Though not an exhaustive list, losses include spaces at the corner of Prince and South Union to accommodate Bikeshare racks, and parking along the east side of The Strand. **While the developer’s parking study appropriately cites measures which can be taken to increase the utilization of available parking, and also acknowledges the loss of 100 spaces in the Strand lot, it fails to also take into consideration further losses of public parking brought on by the waterfront development.**

The RTS development alone will:

- Eliminate three spaces in the 200 block of S Union Street from the extension of The Strand, and
- Eliminate 18 spaces in the unit block of Wolfe Street (there are currently 26 head-in spaces on the north side of Wolfe and 13 parallel spaces on the south side; post development there will be 21 total parallel spaces on the unit block of Wolfe).
- This does not include any loss of spaces from the construction of the end garden planned for the end of Wolfe (in the Olin design but not part of the EYA RTS plan).

These losses and others will shift parking demand to remaining facilities, and further exacerbate the shortages of off-street parking during peak periods.

The developer and City staff have provided data showing the numbers of garage spaces available at peak times within a three block radius of RTS, assuming that parkers in the Strand lot are shifted to local garages. **Unlike the developer's analysis, which was based on data from a period of low parking demand in October and November, we contend that the OTAPS data yields a more valid conclusion.** The following table presents a more reliable measure of available garage parking than that presented by EYA and City staff. It does not reflect demand from the Carr Hotel or the new Blackwall Hitch Restaurant.

Garage Occupancy After Closure of the Strand Lot

	<u>Available Spaces</u>	<u>Parked Vehicles</u>					
		<u>Weekday</u>	<u>Weekday</u>	<u>Friday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Saturday</u>
		<u>6-7pm</u>	<u>7-8pm</u>	<u>6-7pm</u>	<u>7-8pm</u>	<u>6-7pm</u>	<u>7-8pm</u>
Solo	25	20	24	21	21	26	25
115 S Union	68	21	17	30	35	31	37
Torpedo Factory	<u>361</u>	<u>184</u>	<u>203</u>	<u>168</u>	<u>232</u>	<u>268</u>	<u>340</u>
Total Parked Vehicles	<u>454</u>	<u>225</u>	<u>244</u>	<u>219</u>	<u>288</u>	<u>325</u>	<u>402</u>
% Occupancy		<u>50%</u>	<u>54%</u>	<u>48%</u>	<u>63%</u>	<u>72%</u>	<u>89%</u>
Total Parked Vehicles Plus 100 From Strand Lot		<u>325</u>	<u>344</u>	<u>319</u>	<u>388</u>	<u>425</u>	<u>502</u>
% Occupancy Assuming 100 Parkers from Strand Lot		<u>72%</u>	<u>76%</u>	<u>70%</u>	<u>85%</u>	<u>94%</u>	<u>111%</u>

3.1 RTS proposes residential, restaurant and retail development

Robinson Terminal South will be a mixed-use development including high-end residential units (26 townhouse units, 66 multifamily residential units), and 11,473 square feet of commercial uses, including a 251-seat restaurant. **The Waterfront Plan envisions that new development must provide sufficient parking, yet the developer requests waivers of current parking requirements and policies.** For the multi-family residential units, the developer has provided only 132 spaces to accommodate residents and visitors, 10 less than required under current regulations and policies. For the commercial uses, the developer is providing 58 spaces against a requirement of 87 spaces. The rationale provided in the developer's parking study and the staff's rationale for accepting these reductions are flawed (see

“Analysis of Traffic Impact Study”). **Residents are understandably alarmed that these new parking demands will encroach on already overstressed on-street parking conditions in the immediate vicinity:**

- **The developer and staff ignore human nature -- residential visitors will park on the street in lieu of residential and commercial spaces.** Visitors will park for free when they can, and will park where there is less effort and “hassle”. The developer and staff somehow conclude that residential visitors will park in a valet garage, or in a residential garage where there are designated two spaces per unit, controlled by access cards. We contend that they will park on the surrounding streets. Only when street parking is full will the residential visitors to the development utilize the commercial or residential spaces provided. We witness this every day.
- **Retail and restaurant traffic will park on the streets. Current experience shows that the patrons of retail and restaurants cruise the local area and park on the streets, rather than pay to park in garages.** The typical patron of the Old Town business district will not park in valet parking due to the cost, and will park in a garage only if it is competitively priced and easy to find. We contend that the patrons of the commercial development will further burden local streets absent free or very inexpensive and convenient garage parking. The developer has committed neither.
- **The management of the restaurant will sell out both indoor and outdoor seating whenever possible.** The developer’s contention that the restaurant would not seat both indoors and outdoors at the same time is ludicrous. Experience in local restaurants with outdoor seating, such as the Chart House, shows that attractive restaurants will fill both indoor and outdoor seating in nice weather.

3.2 Ancillary development of public spaces will further increase demand

Neither Wells nor the City has calculated the impact in sum to available parking supply and demand caused by the development of the waterfront area. Certainly there are additional demands on parking which have not been considered by Wells. **The Carr Hotel was granted a waiver from otherwise applicable parking requirements and it is expected that the hotel and restaurant will use local garages for overflow parking; in addition to the 251 seat restaurant proposed for RTS, there are 125 seats proposed for the Carr Hotel and some 500 seats at the new Blackwall Hitch Restaurant at the foot of Cameron Street. And, the public’s patronage of new parks and waterfront spaces will certainly draw many more people – and their cars - to the area between King Street and Windmill Hill Park. We cannot ignore the clear evidence that an already bad situation is going to get much worse.**

The RTS development will be a very engaging addition to the Old Town waterfront, and it will not only draw patrons to the restaurant and the retail areas being developed but also attract additional visitors to outside seating along the waterfront, a pier with a proposed outdoor café, and outside entertainment. The affluent residential condos and townhomes, and residential, retail, and public amenity uses will surely place incremental demands on area parking. **Thus, there is little justification to further rationalize away demand for a project which all hope (including nearby residents) will be enormously successful.**

4 Several options exist to address the problem

4.1 Requiring free valet parking will encourage usage

The challenge of the developer's current plan for visitors and commercial parking, beyond the shortage in parking spaces provided, is that patrons and visitors will in fact park on the streets before seeking and paying for the commercial valet parking. **The DSUP should provide that valet parking be validated by the restaurant to reimburse the total price.** This will ensure that at least uses by the development are served by the parking facility, though it would not necessarily mitigate on street parking by visitors to parks and surrounding amenities.

4.2 Limiting the total occupancy of the restaurant will cap excess parking demand

The developer contends that the restaurant will not fill both indoor and outdoor seating at the same time, and accordingly contends that fewer parking spaces are required. We believe that commercial motives will incent the restaurant management to fill as many seats as they can. **The DSUP should limit the total occupancy of seats that can be filled at any one time in the restaurant, to the total number of indoor seats – 135 seats.**

4.3 Requiring a contract for off-site valet parking

The developer and staff contend that adequate garage parking is available to serve the development if provided parking is inadequate. We believe that the other demands of waterfront development will take up that excess parking (eg, Carr Hotel, Blackwall Hitch patrons). **In order to ensure that parking will be available when needed, the developer should be required to obtain a firm contract for the shortfall in parking spaces for commercial patrons.** The Traffic Management Plan could permit the parking contract to be adjusted in future years if warranted by proven parking demand.

4.4 Limiting RTS resident participation in the street parking program will alleviate additional demand

The Waterfront Plan requires that all new development be self-sufficient in providing parking for its intended uses. While many see a "fairness" issue with limiting residents ability to obtain residential parking stickers, it is also "unfair" that a developer be permitted to build new development without providing the required infrastructure. This imposes on all of the residents of the surrounding communities, many of whom depend exclusively on on-street parking. **Given the developer's strong belief that provided residential parking is adequate, we recommend that the residents of the RTS development not be permitted to obtain residential parking stickers, or guest, visitor and contractor passes.**

4.5 Regulating the 300 block of South Union Street and the north side of the unit block of Wolfe Street as "Resident Excepted" Parking will provide additional capacity

There are proposals to expand metered parking along the 300 block of S Union and north side of the unit block of Wolfe Street. To extend metered parking beyond its current footprint will significantly impact residents and exacerbate parking challenges from the RTS development, as metered patrons may well displace local residents who depend on this on-street parking and hold residential parking permits. **Local residents holding the parking zone sticker (eg, District 1 parking sticker) should be exempted from paying at meters in their zone. Also, time limits on metered parking should be set low (2 hours) in order to encourage visitors to go to garages.**

4.6 Limiting a 3 block area to “Resident Only” Parking will move retail/restaurant patrons to garages

Establish "resident only" parking zones within certain residential areas, with hours from 5 or 6 pm to the morning and weekends. This will force restaurant/retail traffic to the garages and surface lots, leaving parking available for current, and potentially new residents and their guests/visitors during those peak times of demand. For example, resident only parking in a 3 block radius from RTS -- that is, the 100 to 300 blocks of Wolfe, Duke, and Prince Streets, and the 100 to 300 blocks of Lee, Fairfax and Royal Streets -- would protect local residents while leaving parking near parks and public amenities available to the public.

Robinson Terminal South (RTS) Development Special Use Permit Requests for Parking Variances

Analysis of Traffic Impact Study

March 10, 2015

EYA's traffic study is flawed

EYA contracted for a Traffic Impact Study by Wells + Associates which was last revised December 19, 2014 (the Wells study). A memorandum dated January 30, 2015 (note that the date on the document is 2014 in error) updates the parking demand analysis, and concludes that the parking demand of RTS would be adequately accommodated and supports the proposed parking reductions from requirements in current ordinances and policies. This study is flawed in several key areas:

The analysis of visitor parking demand relies on inappropriate comparisons

The Wells study attempts to make a case that the RTS development should not provide additional visitor parking, contrary to current City policy which requires 15% visitor parking to be provided by new developments. Their rationale is flawed, and the data which they cite is inappropriately applied to the RTS situation.

The Wells analysis of visitor parking demand cites Census Tract data for the City of Alexandria. It states that approximately 52% of households have one or no vehicle, and that the average number of vehicles per household is 1.55. This broad set of data should not be applied to the proposed RTS development. Data from the City's Finance Department indicates that the number of vehicles per residence in District 1 is the highest in Old Town, at 1.85 vehicles per unit (Old Town Area Parking Study Work Group, Presentation July 17, 2012). The proposed RTS development's occupants will be quite affluent (the units will cost in the \$millions) and a number of them will certainly have older children who drive. As in the case of Harborside, Waterford Place and the surrounding Parking District 1, most owners will have multiple cars and many will have more than two cars.

Wells also cites experience at The Oronoco building to support the contention that visitor parking is not required. However, that experience is not appropriate for the RTS area:

First, the data was drawn only during the Martin Luther King Jr holiday week in January 2015. Not only is this holiday week in January atypical, that particular week was seasonably cold and dreary. The peak of demand for parking in Old Town is the summer, and during good weather when people are outside.

Our residents' concerns about parking relate to peak periods and the competition with restaurant/retail/park traffic.

Second, while The Oronoco may be of similar size and character as RTS, the neighborhoods are vastly different. The Oronoco area has a large supply of available on-street parking, and is impacted very little by the tourist and retail/restaurant traffic in the waterfront and King Street area (it is 6 blocks from King Street). The Old Town Area Parking Study of February 2010 (the OTAP Study), the Union Street Corridor Study, and the 2014 OTAP Study data (this is data collected by City staff in support of the 2014 OTAP work group) all reflect that on and off-street parking in the RTS area is at capacity during peak demand, and is highly utilized at most times.

Third, the Wells study concludes that the demand for visitor parking should be met by the amount of curbside parking that is available close to the site on typical weekdays. Available data refutes the assumption that there is ample parking available on weekday evenings and weekends (the peak demand periods as to which local residents are concerned) and that these conditions will only get worse. As noted in the paragraph above, available data indicates that on-street parking is effectively full at peak times, particularly weekends.

Experience from Harborside and Waterford Place indicate that the 15% requirement for Visitor parking is reasonable for the neighborhood. That requirement was designed in consideration of the fact that some visitors may use resident's parking spots. Waterford Place was built in the 1980s when parking was readily available in the immediate vicinity. It has three visitor spots for 36 townhouse units, most of which have one car garages. Harborside has 63 units, 12 of which have their own two car garages. The remaining 51 units have 2 spaces each (including tandem spaces), and in addition there are 12 visitor spaces. Experience in our communities shows that the visitor spaces are highly utilized, especially during periods of peak demand (eg, weekends and weekday evenings).

The Wells study references proposed Code revisions

The study references the proposed revisions to parking requirements for new developments, from the Parking Standards for New Development Projects Study as a basis for reducing the spaces required for the RTS residences. This is highly irregular. To place such reliance on proposed standards circumvents the deliberate public debate put in motion with the creation of the project. Indeed, the project only launched in 2014, and Draft Final Recommendations have just been presented to the Task Force, with a Planning Commission hearing scheduled for April 7th. These recommendations have not been addressed in a formal City Council session or public hearing.

The analysis of commercial demand ignores commercial reality

The Wells study suggests that the City should ignore the outdoor seating accommodations in the proposed restaurant. The basis for this proposal is that the applicant does not intend to seat indoor and outdoor space to capacity during the same period. However, EYA has not suggested that the DSUP include a condition that effectively lowers the absolute total capacity permitted for the property. Commercial experience shows that the restaurant will indeed seat more people outside during good weather. However, that does not mean that it will not also fill the inside seating. Based on the long

wait times for seating inside during the summer at the Charthouse Restaurant at the foot of Cameron Street, and other top restaurants offering outdoor seating in the waterfront area, the developer's proposal is ludicrous. Of course, the restaurant operator will seat as many people as they can serve – they will want to maximize their profits!

Further, the Wells study inappropriately references parking requirements associated with outdoor seating, in other parts of town. None of those areas cited by Wells is similar in character to the RTS property; RTS is approximately one mile from the Metro, and outside of the core King Street restaurant area. One might expect patrons of restaurants in the immediate King Street area to park in available garages or to arrive via public transportation; however, as noted above, RTS is 3 blocks from King Street, and both on- and off-street parking within 3 blocks of the RTS property is already at capacity. Further, the Wells study cites the King Street Metro Parking District, which in fact does have a requirement for parking associated with outdoor seating, and it happens to be served by Metro; no rationale has been provided for why the RTS does not also require parking for outdoor seating.

The developer relies on nearby off-street parking facilities to cover shortages of on-site parking spaces, but they are effectively full during peak periods

The Wells study collected data for the Solo Parking Garage, Central Parking Garage, Strand Street surface lot and the Torpedo Factory Garage in the waterfront area for three days in October 2013. These dates are hardly indicative of the peak demand periods for which residents are concerned. More valid data, from the OTAP Study, the Union Street Corridor Study, and other parking occupancy counts conducted by the City's Transportation and Environmental Services Department (all of which the City, not a developer, funded), indicates that these facilities are all effectively full during peak periods. Three other garages are also referenced (Thompson's Alley, 220 N. Union, and Market Square); these are more distant from RTS and would be challenging to utilize for valet parking; the closest, Thompson's Alley Garage is also effectively full during typical weekday evenings.

While the Wells study appropriately cites measures which can be taken to increase the utilization of available parking, and also acknowledges the loss of parking in the Strand lot, it fails to also take into consideration further losses of public parking brought on by the waterfront development. The RTS development alone will eliminate three spaces in the 200 block of S Union Street from the extension of The Strand, and 18 spaces in the unit block of Wolfe Street from the elimination of head in parking on the north side of the street (there are currently 26 head-in spaces on the north side of Wolfe and 13 parallel spaces on the south side; post development there will be 21 total parallel spaces on the unit block of Wolfe). This does not include any loss of spaces from the construction of the end garden planned for the end of Wolfe (in the Olin design but not part of the EYA RTS plan). These losses and others will shift parking demand to remaining facilities, and further exacerbate the shortages of off-street parking during peak periods.

In summary, the EYA/Wells study should not be relied upon to make a decision regarding parking variances requested in connection with the RTS DSUP.

The clear bias of the data cited by the consultant, Wells + Assoc, in the parking study reflects a lack of objectivity and calls into question the reliability of the developer's assertions that the parking provided in their RTS design is adequate. While the conditions giving rise to the shortages of parking may be a product of the City's Waterfront Plan and previous inaction on parking issues, it is not an excuse to waive requirements and policies that were clearly evident at the time that the developer contracted to purchase the property and designed the development.

Neither Wells nor the City has calculated the impact in sum to available parking supply and demand caused by the development of the waterfront area. Certainly, as noted above, there will be losses of parking spaces associated with development and additional demands on parking which have not been considered by Wells (for example, the demand from the Carr Hotel was granted a waiver from otherwise applicable parking requirements; the public's patronage of new parks and waterfront spaces). We cannot ignore the clear evidence that an already bad situation is going to get worse.

The RTS development will be a very attractive and engaging addition to the Old Town waterfront, and it will not only draw patrons to the restaurant and the retail areas being developed but also pull additional visitors to outside seating along the waterfront, a pier with a proposed outdoor café, and outside entertainment. The affluent residential condos and townhomes, and residential, retail, and public amenity uses will surely place incremental demands on area parking. Thus, there is little justification to further rationalize away demand for a project which all hope (including nearby residents) will be enormously successful.

**Waterford Place Homeowners Association
318 South Union Street
Alexandria, Virginia 22314**

April 6, 2015

City Hall
301 King Street
Alexandria, Virginia 22314

City Planning Commission

John Komoroske, Chair
Stewart Dunn, Member
Maria Wasowski, Member
Nathan Macek , Member
Mary Lyman , Member
Derek Hyra, Member
Eric R. Wagner, Member
David Brown, Member
Karl, Moritz, Acting Director of Planning and Zoning

Members of the City Council

William Euille, Mayor
Allison Silberberg, Vice Mayor
John Chapman, Councilman
Timothy Lovain, Councilman
Del Pepper, Councilwoman
Paul Smedberg, Councilman
Justin Wilson, Councilman

Re: RTS, Setbacks South Union and Wolfe Streets Building # 3 (DSUP #2014-0006)

Dear Members and Staff:

I am writing to you as a member of the Waterford Place Home Owners Association (WPHOA) and as part of a monitoring committee for projects at Robinson Terminal South. As you may be aware the WPHOA represents the owners of 36 homes located on the 100 block of Duke Street, the 300 block of South Union Street, the 100 block of Wolfe Street, and within Waterford Place.

Specifically this letter addresses actions taken by the Board of Architectural Review (BAR) related to setbacks of Building # 3. This structure is located at the corner of South Union and Wolfe Streets. Because of its very sizeable mass and scale Building #3 has been a source of controversy and is of considerable concern to our community. In an effort to reduce its bulk, the planning staff and some members of the BAR have wrestled with this issue, but without much

success. The single source of relief could be found by mandating significant setbacks at the building's uppermost floors.

At the behest of home owner associations at Waterford Place and Harborside the BAR once again took up the issue of setbacks at its meeting of January 21, 2015. At this session the BAR initially recommended setbacks of 16 feet for both the Union and Wolfe Street sides of the building. Unfortunately, the BAR modified its resolution to include only the Wolfe Street side of the building. Union Street would remain unchanged with a shorter setback of only 9 feet.

I should point out that the BAR's reversal was made after the intercession of EYA spokespersons claiming that a setback on Union Street would pose additional financial costs for that developer. "I know it's not about economics", stated EYA's chief officer, Bob Yougentob, but about "mass and scale". Despite that acknowledgment, Mr. Yougentob went on to introduce economic factors, stating that financial realities prohibited him from increasing setbacks on the Union Street side of that building. After those remarks, the BAR changed its earlier resolution to exclude an increased setback for Union Street (see video at

http://alexandria.granicus.com/MediaPlayer.php?view_id=2&clip_id=2974)

The BAR erred on this question for the following reasons.

- By its own rules the BAR is mandated to focus on the architectural and design features of a project. This has been a longstanding and stringent criterion of the BAR and it is not uncommon to see the BAR dismiss similar economic claims by homeowners.
- "The Design Guidelines for the Old and Historic Alexandria District" provide criteria for granting a Special Use Permit and allowing height to increase from 30 feet to 50 feet. These state 1) "buildings should be in harmony with existing buildings of architectural merit to be found in the historic district" 2) "building heights over this basic height level" (30 feet or less) "should be setback from the street faces and waterfront faces" and 3) "the height, mass and bulk of the proposed construction" (should be) "compatible with and reflect the height, mass and bulk of buildings" within the historic district ("Design Guidelines", 1993: 3-4)
- Another guiding document by the Historic Preservation Staff specifically addresses this issue and reads as follows, ".....to improve the transitional relationship with adjacent block faces, staff recommends that *meaningful setbacks* (italics added) be added on South Union Street proportionately similar to what the applicant has done on Wolfe Street. The upper level setback is particularly important on the West End of Building #3, as South Union Street is only 50' wide, where Wolfe Street is 66' right of way more typical of historic Old Town". (Historic Preservation Staff, Memorandum, January 21, 2015; 3)

- I would complement the above recommendation by adding that “Alexandria’s Small Area Plan” makes numerous references to taking measures that “respect(s) the scale and character of Old Town” (“Alexandria Small Area Plan”, February 25, 2012: 18). Indeed, the geometry and proportion of the South Union Street streetscape dictate setbacks even greater than those that are now recommended for Wolfe Street.

Accordingly, I request that both the Planning Commission and the City Council take up this critical issue of mass and scale and require a 16 foot setback for the South Union Street side of Building #3. This will allow that portion of the building to be compatible with the Wolfe Street side and also comply with DSUP requirements and Planning Staff recommendations.

On behalf of the WPHOA I thank you for your consideration and attention.



Hank Savitch
128 Waterford Place
Member, RTS Monitoring Committee

Cc: Tim Morgan, President, WPHOA
Hal Hardaway, WPHO
Susan Askew, Harborside Home Owners Association

April 7, 2015

Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Dear Commission Members

Along with many of my neighbors in Harborside, I am concerned that the proposed parking plans for RTS are seriously inadequate. If this proposal is adopted, it will worsen an existing parking shortage in the area that, combined with other planned changes, could result in a parking crisis.

Currently, at most key times, on-street parking in the area of RTS is saturated. City staff agrees with this. Even without RTS it is about to get worse. The public parking lot on the Strand will be eliminated with an associated loss of about 95 public parking spaces. Currently, there are also 37 legal parking spaces on the Unit Block of Wolfe Street. The development of RTS will reduce those spaces by 18. Even if the End Garden is abandoned, that may add back a few spaces at most. So, in sum, changes that are already planned and underway will reduce available parking by over 110 spaces. This is a huge impact for such a small area.

Add to that the Indigo Hotel, which already has plans to use the few remaining parking garages nearby for overflow parking, and the problem becomes worse.

Now let's consider how the RTS proposal will further impact this situation. First, let's look at residential parking. RTS has repeatedly committed in public to providing 2 residential parking spaces for each residential unit. While that is satisfactory, many households in the Waterfront area have more than two cars. It is hard to predict how prevalent this will be at RTS. But inevitably some of these 96 new households will park some of their cars on the street. I point this out merely as a practical reality that will further worsen the situation, not as something that can be fixed.

Turning to commercial and visitor parking, the city currently has a policy requiring multi-family buildings to have dedicated visitor parking spaces equal to 15% of the housing units. Further, the city requires restaurants and commercial businesses outside the central business district to provide parking spaces for their customers according to specific ratios based on restaurant seats and commercial square footage.

RTS requests enormous relief from all these requirements, which have well served the city during times of less parking stress. They should certainly be maintained and enforced during these ever-more crowded times.

RTS essentially proposes that the visitor parking requirement be eliminated entirely. They propose to provide visitor parking within their commercial lot, at the same time that they are requesting waivers to drastically reduce that same parking capacity. Visitors are to be

accommodated in the same lot that isn't large enough to handle commercial demand, it's primary mission. How is that possible?

At Harborside, we can attest to the intensive use of free visitor parking spaces for those who visit our residents. From friends, to tradesmen, house cleaners, and caregivers, our spaces are heavily used. We have 12 free visitor parking spaces for the 51 units that use our common garages, a ratio of 24%, well over the 15% currently required by the city, and certainly well over the amount (zero) proposed by RTS. And at Harborside, the generous availability of free visitor parking often isn't enough.

If we have some visitors parking on the nearby streets even though we provide 24% free visitor spaces, imagine the impact of a new community 50 percent larger than ours that provides no free visitor spaces.

CONCLUSION

The impact to our neighborhood if the RTS parking proposal is approved would be dire. Imagine for a moment that I am right. In the near future, a true parking crisis could erupt in the area surrounding RTS, with the nearby residents pleading with the Planning Commission and the City Council for urgent help. That future Planning Commission and that future City Council will probably have to say, "There is nothing we can do for you."

But you can.

Sincerely,

Jerry McAndrews

cc:

Mayor William Euille

Vice Mayor Allison Silberberg

Councilman John Chapman

Councilman Timothy Lovain

Councilwoman Redella "Del" Pepper

Councilman Paul Smedberg

Councilman Justin Wilson

Karl Moritz, Director, Department of Planning and Zoning

Dirk Geratz, Principal Planner

Jessica McVary, Urban Planner

Charlotte Hall, Chair, Waterfront Commission

Charles L. Trozzo
209 Duke Street
Alexandria, VA 22314

April 7, 2015

Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

Re: Robinson Terminal South

Dear Mr. Chairman and Members of the Commission:

In the Staff Report, under Staff Recommendations, paragraph 85 on page 68 provides:

All mass fill and mass excavation materials is to be conveyed to and from the site by barge subject to the following:

- a. Demolition debris and construction materials may be conveyed to and from the site by barge or truck
- b. [Provides for a monitor]

The haulage of excavation and fill materials by barge is a substantial concession to the Old Town residents concerned about the integrity of their properties.

Paragraph 76 (page 67) additionally provides for a Building Monitoring Plan with baseline and post-construction surveys for detecting damage to participating properties “within 200 feet of any property boundary of the subject site.”

However, I would strongly suggest that these terms are not sufficiently established and that pre- and post-surveys are not adequate to the task. For example, setting a 200 foot boundary within which to confine the surveys prejudices the potential for damage that may also occur beyond that limit. Moreover confining the analysis to the pre-and post-surveys invites an almost inevitable confounding of what might have occurred between the surveys that could have impacted the area but not related to the development’s demolition and construction.

Given the uncertainties of the soil composition and structure of the old fill areas in the vicinity of the development and the viable loadings of the street road beds and pavements leading to and from it, there are at least two major matters that warrant careful and continuous observation throughout the development process..

First, where the development construction involves **pile driving** to secure the foundations of the development properties, the surrounding historic structures could well suffer damage from the vibrations generated by the pile driving activity and transmitted through the surrounding rock and soil. Setting a 200 foot limit on the impact area of interest is far too restrictive.

Second, paragraph 85 (above) allows **truck haulage of the demolition debris and construction materials**. That can only be done by moving trucks of substantial size and weight, such as concrete mixers/haulers, over the residential streets leading to and around the construction site. These movements can also generate vibrations transmitted from the road bed to the soil and rock surrounding the residential structures near the truck routes, which will surely extend beyond the 200 foot range limit. Such potential sources of damage have been of major concern in areas that are not even laced with historic buildings that are privately owned and over one hundred years old embodying the materials and construction methods of their special times.

The **damage suffered by private properties attributable to the development construction activities should occasion compensation** to remedy such damages. If the developer had owned all of the structures in the wide area where the impacts of the pile driving and heavy truck traffic are experienced, the developer himself would have to incur the costs of repairing the damages in order to maintain those structures' occupation and use. The developer would need to take those costs into account to assure that his eventual revenues from the development are sufficient to cover all of the outlays he has had to make to complete the development.

It is dispositive to note that paragraph 96 (page 70) of the Staff recommendations provides:

If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of the Director, Transportation and Environmental Services. (T&ES) (italics added)

One notes that there is no 200 foot bound on where these damages may occur, nor is there provision for pre- and post-construction surveys for establishing exactly when and how the damage occurred. In other words, the **City is making provision to make itself whole subsequent to damages incurred by City property** as a result of the development, without limits such as those set out in paragraph 76 on page 67.. The damages suffered by the collection of private property owners are no less community costs of the construction of the proposed development for which the damaged properties should receive recompense.

A more appropriate approach to the damage that the private properties may suffer requires the developer to install, prior to any development demolition or construction, seismographs (or similar vibration recording equipment) at several strategic locations, determined by professional seismologists, to record the frequency and intensity of the vibrations generated by any pile driving and heavy truck haulage. These should help to determine the extent to which private properties may be damaged by the construction activities as well as the range of distances from the project that may be affected. The **seismographs should be monitored regularly** by a team of professional seismographers and geologists engaged by the City Council to establish a record of the times and places of the vibrations experienced during all phases of the development's demolition and construction. If interim readings indicate a potential for significant damage to affected historic structures, a review should be undertaken of the demolition,

pile driving, and construction activities to **determine whether changes may be warranted in the methods being employed.** Council must also **establish a separate team of professional seismologists, geologists, and construction engineers** to establish at the completion of the development the extent of the damage, in general and to specific properties, to provide the basis for determining the monetary damages (calculated by professional expert damages estimators) to which property owners should be entitled.

Residents of the Old and Historic Alexandria District thank you for considering these matters so important to maintaining the integrity of our precious and nationally celebrated historic resource.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles L. Trozzo".

Charles L. Trozzo
Telephone: 703-549-5176
E-mail: c.trozzo@att.net

From: Rosenbaum Jon <hjrosenbaum@comcast.net>
Sent: Wednesday, April 08, 2015 11:19 AM
To: PlanComm
Subject: Robinson Terminal South

Dear Commissioners:

Unfortunately I am unable to speak at Thursday's meeting since it is my wife's birthday. However, I want you to know that I strongly support the developer's applications for Robinson Terminal South. They have hired one of the country's outstanding architects.

Some changes have made to the original application in an attempt to appease neighbors. But, as with the Waterfront Plan,

compromise seems to be a one sided with opponents just pocketing compromises and continuing to oppose. I just hope we do not have another design by committee, which in this case will diminish a very attractive project.

Sincerely,

H.J. Rosenbaum, Ph.D.

hjrosenbaum@comcast.net

703-836-7877

421 North Saint Asaph Street, Alexandria, VA 22314

From: Judy Noritake <jnoritake@nka-arch.com>
Sent: Wednesday, April 08, 2015 1:28 PM
To: PlanComm
Cc: Karl Moritz
Subject: Support DSUP for Robinson Terminal South

Dear Planning Commissioners:

I am writing to lend my support to the DSUP (2014-0006) for the Robinson Terminal South development, which you will address this Thursday.

The design of this project was the subject of hearings and much debate by the Board of Architectural Review (BAR). Changes were made, the project became better and in the end the BAR voted unanimously in support of project and its combination of modern and historic design elements which appropriately fits the project into the historic context at this location. The designers have found a solution that is consistent with the vision of the adopted Waterfront Plan.

While this is a residential building, when constructed it will contribute substantial public benefit to the public open space along the waterfront. The continuous public park and walkway long dreamed of and finally promised will come a step closer to reality as this project is built out. We all recognize that a beautiful, vibrant waterfront is key to Alexandria's economy. The revitalization of the waterfront is long overdue.

Other benefits of the proposal include additional ground floor commercial and retail spaces, which will contribute to the tax base in the City. It will provide a critical link between King Street to the parks, hotels, and boutiques on the Strand, bringing much needed activity to these other waterfront establishments. The recent agreement for the building contractor to use barges rather than trucks in removing site fill is a great compromise.

This is a good project. It turns a modern side toward the Potomac and a familiar side to Old Town. The designers have done a good job on a difficult site. I urge you to grant the DSUP without further substantive changes. We need to get on with revitalizing our waterfront now.

With kind regard,

Judy Noritake

Judy Guse-Noritake, AIA, LEED AP
605 Prince Street, Alexandria, VA 22314
[t.] 703.739.9366 x.130
jnoritake@nka-arch.com

From: Robert Blumel <Robert@mcbrideres.com>
Sent: Wednesday, April 08, 2015 3:07 PM
To: PlanComm
Subject: Robinson Terminal South Project

I'm writing to express my support of the Robinson Terminal South Project. Although this project is largely residential, it includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront. A vibrant waterfront is key to Alexandria's future economic development and the revitalization of this area is long overdue. The necessary special use permits should be approved without further delay, as recommended by city staff.

I support the project because:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review, and use a mix of modern design with historic context that is fitting for this location
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, bringing much needed life and connectivity to the waterfront.
- The carefully planned design and the developer's agreement to use barges rather than trucks in removing mass fill reflects a spirit of community and compromise that exemplifies Alexandria.

Thanks for your time and attention,

Rob

Robert Blumel
Managing Director
Tenant Representation and
Investment Sales
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From: Jennifer Atkins <jennifer.atkins@cloudigylaw.com>
Sent: Wednesday, April 08, 2015 3:44 PM
To: PlanComm
Subject: Robinson Terminal South DSUP

I write to express my support of the Robison Terminal South Project and urge you to approve the necessary DSUP as recommended by staff. While I believe that more commercial development is what the waterfront needs and this project is a residential building, it nevertheless includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront. A vibrant waterfront is key to Alexandria's future economic development and the revitalization of this area is more than long overdue. It is time to get moving.

I support the project because:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review, and use a mix of modern design with historic context that is fitting for this location.
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, bringing much needed life and connectivity to the waterfront.
- The carefully planned design and the developer's agreement to use barges rather than trucks in removing mass fill reflects a spirit of community and compromise that exemplifies Alexandria.

There should be no more delay in bringing this project and other waterfront projects to life. We must move forward.

From: jim gordon <j_gordon65@yahoo.com>
Sent: Wednesday, April 08, 2015 3:54 PM
To: PlanComm
Subject: Robinson Terminal South project, development special use permit (DSUP)

To Members of the Planning Commission:

I am writing to express my support of the Robinson Terminal South Project. This residential building also includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront. A vibrant waterfront is vital to Alexandria's future economic development and the revitalization of this area is long overdue. The necessary special use permits should be approved as recommended by city staff.

Below are some key reasons why I support the Robinson Terminal South Project:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review, and use a mix of modern design with historic context that is fitting for this location
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, bringing much needed life and connectivity to the waterfront.

The carefully planned design and the developer's agreement to use barges rather than trucks in removing mass fill reflects a spirit of community and compromise that exemplifies Alexandria. I appreciate the opportunity to offer my support for this important project.

Sincerely,

James Gordon
507 Fontaine Street

April 7, 2015

Mary Lyman, Chair and Members
Alexandria Planning Commission
301 King Street
Alexandria, VA 22314

Re: DSUP #2014-0006 Robinson Terminal South

Dear Chair Lyman and Members of the Commission,

I am writing on behalf of the applicant, RT South Associates, LLC, to request changes to the staff recommended conditions for the Robinson Terminal South DSUP and related applications.

Requested revisions:

1. The Final Site Plan shall be in substantial conformance with the following: the preliminary plan dated December 23, 2014; the supplemental information received January 30, 2015 and March 9, 2015; the scale, mass and general architectural character endorsed by the Old and Historic Alexandria District Board of Architectural Review (BAR) during five work sessions; the Certificate(s) of Appropriateness to be approved at a later date; and comply with the following conditions of approval. Wherever these conditions require the Applicant to maintain facilities, the Applicant may assign its obligations to its successors or the property owners association.

Comment – This clarifies that RT South Associates, LLC may assign its maintenance obligations to its successors, etc.

7. Work with staff to identify opportunities to activate the on-site publicly accessible open spaces and The Strand with art, which may include festivals or temporary exhibits and other programming through local art and cultural organizations. The applicant shall sponsor and fund ~~a minimum of seven on-site activities and/or exhibits per year to the greatest extent possible~~ for five years following the release of the final Certificate of Occupancy. ~~The on-site activities and/or exhibits shall total a minimum of~~ The Applicant need not spend more than \$15,000 per year on such activities. In the event \$15,000 is not spent due to unforeseen circumstances, the balance shall be credited to the applicant for use during subsequent years to the satisfaction of the Director of RP&CA. The applicant or its assigned successors shall not preclude the continuation of these activities following the initial five year period by the City or a future governance structure, in the event such a structure is established. (RP&CA)(P&Z)

Comment – The Applicant should have flexibility in planning the arts and cultural activities within the overall budget cap. Spending the money on fewer more substantial events may be more effective.

30. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures, except showerheads. A list of applicable mechanisms can be found at [Http://www.epa.gov/WaterSense/pp/index.htm](http://www.epa.gov/WaterSense/pp/index.htm). (T&ES)

Comment – EYA has encountered substantial resistance from purchasers to the low flow showerheads. Overall water efficiency will be assured by the requirement for LEED rating in condition 27.

31. The structural integrity of the pier shall be evaluated by a licensed professional structural engineer registered in the Commonwealth of Virginia, and a pier condition survey shall be submitted to the satisfaction of the Director of T&ES prior to release of the final site plan. The applicant will be responsible for the costs of a third party review by a structural engineer of the City's choosing. Any structural deficiencies identified in the survey that would prevent the pier from being used as contemplated in the DSUP application shall be repaired by the applicant to the satisfaction of the Directors of T&ES, RP&CA and General Services.* (T&ES)(RP&CA)(GS) *

Comment – analysis of structural deficiencies depends on the intended use of the pier.

37. The applicant, its successors or assigns, shall not preclude the future docking of ~~cruise ships~~, tall ships or similar vessels. (P&Z)(RP&CA)

Comment – The property and surrounding neighborhood does not have sufficient facilities, including parking, to accommodate cruise ship docking.

38. ~~A portion of the first floor space designated as “amenity” in Building 2 shall be made available to local community and non-profit organizations in addition to Alexandria City government agencies at least 24 times per year to the satisfaction of the Director of P&Z. The space shall be made available during the hours of 8:00 a.m. to 10:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays on a space-available basis, upon request. This space shall also be made available to uses complying with section 5-502(H) (i.e. uses which foster art, history and cultural awareness) and open for the enjoyment of the larger community a minimum of 4 times per year. (P&Z) Condition Deleted.~~

Comment – The proposed intensity of public uses is incompatible with the need for a private indoor amenity space for the condominium.

44. The parking garage shall be served by an attendant ~~beginning at 7:00 a.m. daily~~ during the hours determined in the parking management plan. The attendant will collect keys from drivers utilizing tandem parking spaces to maximize use of all available spaces and to ensure cars can be moved as necessary within the tandem area. The parking garage shall ~~be served by valet services~~ actively managed when the commercial uses on the site are open in accordance with the parking management plan. The hours of attended and valet parking may be adjusted administratively with the approval of the Directors of T&ES and P&Z if warranted. (T&ES)(P&Z)

Comment – The details of the garage operation will depend on the specific tenants for the commercial spaces. The Directors of T&ES and P&Z will have the authority to adjust the operation of the garage as needed through the parking management plan.

46. The valet parking zone shall occur on-site. The loading and unloading of passengers and the temporary staging of passenger vehicles is not permitted to occur within the public right-of-way. The

main valet station for drop off and pick up must be located on site (~~on internal private streets~~).
(P&Z)(T&ES)

Comment – the valet station is proposed inside the garage to avoid blocking traffic on The Strand extension.

58. The total number of units shall not exceed 96. In the event the number of units increases from 92, as shown in the preliminary plan dated December 23, 2014 to 96, the applicant shall comply with all applicable Zoning Ordinance requirements, including but not limited to parking, lot size, open space and the provisions of Section 11-600. If the number of units is greater than 92 units, the Applicant shall provide the two parking spaces per unit by adding 3 new spaces in the parking garage (193 total) and by converting up to 5 parking spaces from commercial to residential. (P&Z)

Comment – The dimensions of the garage cannot accommodate 8 more spaces, therefore a small additional parking reduction will be necessary.

76. Provide a Building Monitoring Plan, to include a plan for addressing damage to adjacent property, for adjacent and nearby structures that is approved by the Director of T&ES to detect building movement, settlement, and/or damage directly or indirectly attributed to the excavation or construction activities. The Building Monitoring Plan shall include a baseline survey prior to commencement of construction and a post-construction survey, if requested by the building owner. All properties within 200 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre- and post-construction surveys. ~~Adjacent property owners shall be named as additional insured.~~ (T&ES)

Comment - The owners will be covered by a preconstruction survey. However, there will be no way of determining which construction project (e.g. RTS or Carr) construction activity/traffic caused the homeowner damage, therefore our insurance carrier will not allow this additional insured language. EYA has done business in Old Town for 22 years and has always stood by its commitments to neighboring property owners and we will commit to doing the same here.

134. Pursuant to the Waterfront Plan, provide a monetary or in kind contribution of ~~\$2,525,904~~ \$2,406,087 to be used for off-site improvements that contribute to the implementation of the Waterfront Plan. These contributions shall be due prior to the issuance of the final certificate of occupancy for the final waterfront building.

- a. The applicant shall make the following contribution which shall be ~~credited towards~~ deemed to equal the total monetary contribution:
 - i. Demolish the Alexandria Marine building (226 The Strand), remove all trash and debris on the site, and provide an interim condition to stabilize the property. Provide routine maintenance of the site (mowing, trash removal, etc.) for a period of no more than 3 years or until the commencement of construction of The Strand flood mitigation / park project by the City. Standard construction management requirements will apply to the demolition. Prior to demolition, the Applicant is required to:
 - a. Work with staff to request a Permit to Demolish from the Old and Historic Alexandria District Board of Architectural Review.
 - i. Perform the historic analysis required for the Permit to Demolish application and submit the analysis, as well as any other required documentation to the Department of Planning and Zoning. The City will prepare the Permit to Demolish application.

- b. Complete a Phase I Environmental Site Analysis (ESA) and, if indicated, a Phase II site analysis, and provide associated documentation to the City.
- ii. Dedicate the Alexandria Marine property, Parcel "E" and Parcel "M" (226 The Strand), to the City for the purpose of expanding Point Lumley Park consistent with the Waterfront Plan. (P&Z)(RP&CA)(T&ES)

Comment - The staff calculated the \$2,525,904 by multiplying \$9 times 280,656 GSF. The Waterfront Plan used FAR, i.e. net floor area, to calculate the \$9/sf and expressly applies to new construction. This reduces the floor area to 267,343 and the contribution to \$2,406,087. The Applicant has provided cost estimates to confirm the value of the in-kind contribution.

135. ~~The applicant shall contribute \$60,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage or directly across the street from the project as part of a coordinated bike share program. In the event a bike share station cannot be located along the site frontage, an alternate off-site location within a two block radius of the project may be selected. The bike share station shall be constructed within one year of the issuance of the last certificate of occupancy permit. (T&ES) Condition Deleted.~~

Comment – As noted in the staff report, an existing bike-share facility is located one block away at Union and Prince.

136. The applicant, and/or its successors and assigns shall provide an annual contribution of ~~\$10050,000.00~~ to be adjusted annually by the Consumers Price Index (CPI) dedicated to the construction, operations, maintenance and programming of public improvements and activities within the Waterfront Plan area, or portion thereof, including the pier. The first annual contribution shall be provided to the City in a designated fund for Waterfront management and maintenance prior to approval of the final certificate of occupancy. The annual contribution will continue for five years from the date of the first certificate of occupancy. (P&Z)

Comment – The proposed annual contribution is too great a burden on the homeowners for a facility that is open to all the public.

138. ~~The annual contribution rate to the City shall be reevaluated, with the funds from the contribution amount established in the condition #136 above credited toward the special service district, business improvement district or similar governance structure. If the City adopts a special service district, business improvement district or similar assessment, the annual contribution required by condition #136 shall be replaced by such assessment. The annual contribution rate to the special service district, business improvement district or similar governance structure Such assessment shall not be less than the annual contribution rate as determined by condition #136.~~ (P&Z)

Comment – If a city assessment is adopted, the annual contribution should automatically end.

BOAT FACILITY - SPECIAL USE PERMIT #2015-0012

11. When dedicated to the City, the applicant shall install or shall provide funding as identified by the City for ~~electrical service to the floating pier and~~ marine application cleats to accommodate 38' vessels 10' on center. (T&ES)(RP&CA)(DPI)(P&Z)

April 7, 2015

Page 5

Comment – Neither electrical service nor water service to the pier was planned for this facility. If services are provided, it will encourage overnight and longer-term docking. Because no parking is provided for the boat slips, their purpose is limited to short-term stays.

We appreciate your consideration of the proposed changes and look forward to discussing these with you at the public hearing.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jonathan P. Rak".

Jonathan P. Rak

cc: Robert Youngentob
Brian Allen Jackson
Karl Moritz
Robert Kerns

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 8, 2015

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, PLANNING AND ZONING

SUBJECT: ROBINSON TERMINAL SOUTH

The purpose of this memorandum is to provide a response to the letter dated April 7, 2015 in which the representative for RT South Associates, LLC requested changes to the staff recommendations of approval for the Robinson Terminal South Development Special Use Permit and associated applications. Staff has reviewed the applicant's requested changes and offers a summary of the changes to which staff agrees, as well as the conditions that staff recommends remain as worded in the staff report published on April 3, 2015.

Staff concurs with the requested revisions to conditions 1, 31, 46, 76 and 134 as stated in the April 7th letter. However, staff does not support the requested revisions to conditions 7, 30, 37, 38, 44, 58, 135, and 136 of DSUP #2014-0006 or condition 11 of SUP#2015-0012. Staff concurs with the requested revisions to condition 138, only if the language in condition 136 remains as recommended by staff. The following paragraphs provide additional information to clarify the reasons that staff does not support the requested revisions.

Development Special Use Permit#2014-0006

Condition 1

Staff agrees with the requested revision. The condition, with the amended text underlined, is included below for reference:

The Final Site Plan shall be in substantial conformance with the following: the preliminary plan dated December 23, 2014; the supplemental information received January 30, 2015 and March 9, 2015; the scale, mass and general architectural character endorsed by the Old and Historic Alexandria District Board of Architectural Review (BAR) during five work sessions; the Certificate(s) of Appropriateness to be approved at a later date; and comply with the following conditions of approval. Wherever these conditions require the Applicant to maintain facilities, the Applicant may assign its obligations to its successors or the property owners association.

Condition 7

Staff does not support the requested revision to condition 7.

In the development review process, the applicant expressed a desire to ensure activity within both the adjacent City-owned parks and open spaces, as well as The Strand extension and the on-site open spaces to create an expectation amongst the future residents of an active, urban waterfront lifestyle that included live music performances, movies on the lawn, small events, markets and other localized programs. Staff shared this desire to foster the expectation of an active waterfront.

To maintain the level of activation envisioned by both the applicant and the staff, staff believes that it is critical to establish an expectation of the frequency and amount of programming and continues to recommend the minimum of seven events (which allows for an average of one program per month from April through October). Staff also continues to recommend a minimum of \$15,000 per year (based on the cost of the mobile art lab program) to provide the level of activity envisioned, as well as allow for increased production or opportunity costs over the five years.

Condition 30

Staff does not support the requested revision to condition 30.

As a policy, staff includes the requirement of low flow fixtures, including showerheads in requests for new construction to promote the City's sustainability goals. Staff does not support deviation from this requirement.

Condition 31

Staff agrees with the requested revision. The condition, with the amended text underlined, is included below for reference:

The structural integrity of the pier shall be evaluated by a licensed professional structural engineer registered in the Commonwealth of Virginia, and a pier condition survey shall be submitted to the satisfaction of the Director of T&ES prior to release of the final site plan. The applicant will be responsible for the costs of a third party review by a structural engineer of the City's choosing. Any structural deficiencies identified in the survey that would prevent the pier from being used as contemplated in the DSUP application shall be repaired by the applicant to the satisfaction of the Directors of T&ES, RP&CA and General Services.

Condition 37

Staff does not support the requested revision to condition 37.

The docking of small cruise ships, tall ships and similar vessels provide opportunities for residents and visitors to experience the Potomac River and the waterfront. Staff does not support the requested revision to preclude the future docking of cruise ships. The pier will be dedicated to the City, and staff does not believe that the City should limit the possibilities for docking vessels at the pier, both as a means to activate the waterfront as well as an opportunity to earn additional revenue to support the ongoing operation and maintenance of the waterfront. Based on past experience the cruise ships that dock at Annapolis have 100 or fewer passengers which are smaller than the Dandy with seating for 150 and Nina's Dandy with seating for up to 250 passengers.

Condition 38

Staff does not support the elimination of condition 38.

Prior to the applicant's first submission of a concept plan, staff stressed the importance of commercial development along the length of the waterfront, with the exception of one ground-floor residential unit with access from Wolfe Street. The first several submissions included commercial space along the waterfront frontage, in both Buildings 1 and 2, with the exception of the residential unit at the southern end of Building 2. However, prior to the preliminary plan submission, the applicant removed the commercial square footage from the majority of the Building 2 frontage, stating the limited viability of retail in this location due to ceiling height limitations and lack of visibility.

Staff consulted with the Alexandria Economic Development Partnership (AEDP), who shared the applicant's concerns. Rather than building an undesirable commercial storefront, staff concurred with the placement of the residential amenity, but had concerns with the ultimate privatization of the waterfront open space immediately adjacent to Building 2. To address this concern, and provide an additional public amenity, staff recommended that the space be made available to local community and non-profit organizations several times per year. Staff continues to support this recommendation, and believes that it provides an opportunity to create a more publicly accessible, active waterfront.

Condition 44

Staff does not support the requested revision to condition 44.

The applicant has used the provision of valet parking as a means to support their commercial parking space reduction. The use of tandem spaces requires that an attendant be present to ensure that retail patrons and residential visitors can retrieve their cars at all times. Staff points out that as currently written, this condition allows flexibility in the hours of operation of the attended service. Specifically, the condition states, "the hours of attended and valet parking may be adjusted administratively with the approval of the Directors of T&ES and P&Z if warranted", which can be demonstrated during the initial six-month review of the valet operation, as well as

subsequent annual reviews.

Condition 46

Staff agrees with the requested revision. The condition, with the amended text, is included below for reference:

The valet parking zone shall occur on-site. The loading and unloading of passengers and the temporary staging of passenger vehicles is not permitted to occur within the public right-of-way. The main valet station for drop off and pick up must be located on site (~~on internal private streets~~).

Condition 58

Staff does not support the requested revision to condition 58.

While staff is supportive of the flexibility to achieve a total of 96 units, the applicant must comply with all applicable Zoning Ordinance requirements, including parking, to achieve the four additional units. Staff does not support the conversion of commercial and residential visitor parking spaces to residential spaces, as this would result in a greater reduction of the commercial and residential visitor spaces.

Condition 76

Staff agrees with the requested revision. The condition, with the amended text, is included below for reference:

Provide a Building Monitoring Plan, to include a plan for addressing damage to adjacent property, for adjacent and nearby structures that is approved by the Director of T&ES to detect building movement, settlement, and/or damage directly or indirectly attributed to the excavation or construction activities. The Building Monitoring Plan shall include a baseline survey prior to commencement of construction and a post-construction survey, if requested by the building owner. All properties within 200 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre- and post-construction surveys. ~~Adjacent property owners shall be named as additional insured.~~

Condition 134

Staff agrees with the requested revision. Upon reviewing the Waterfront Plan and considering the manner in which similar contributions are applied in other development applications, staff concurs that the monetary or in-kind contribution should be calculated based on net square footage, rather than gross square footage, exclusive of the existing historic structure at 2 Duke Street. The condition, with the amended text, is included below for reference.

Pursuant to the Waterfront Plan, provide a monetary or in kind contribution of ~~\$2,525,904~~ \$2,406,087 to be used for off-site improvements that contribute to the implementation of the Waterfront Plan. These contributions shall be due prior to the issuance of the final certificate of occupancy for the final waterfront building.

a. The applicant shall make the following contribution which shall be ~~credited towards~~ deemed to equal the total monetary contribution:

- i. Demolish the Alexandria Marine building (226 The Strand), remove all trash and debris on the site, and provide an interim condition to stabilize the property. Provide routine maintenance of the site (mowing, trash removal, etc.) for a period of no more than 3 years or until the commencement of construction of The Strand flood mitigation / park project by the City. Standard construction management requirements will apply to the demolition. Prior to demolition, the Applicant is required to:
 - a. Work with staff to request a Permit to Demolish from the Old and Historic Alexandria District Board of Architectural Review.
 - i. Perform the historic analysis required for the Permit to Demolish application and submit the analysis, as well as any other required documentation to the Department of Planning and Zoning. The City will prepare the Permit to Demolish application.
 - b. Complete a Phase I Environmental Site Analysis (ESA) and, if indicated, a Phase II site analysis, and provide associated documentation to the City.
- ii. Dedicate the Alexandria Marine property, Parcel "E" and Parcel "M" (226 The Strand), to the City for the purpose of expanding Point Lumley Park consistent with the Waterfront Plan.

Condition 135

Staff does not support the elimination of condition 135.

The project site is along a major bike route and the bikeshare system is part of the multi-modal approach that allows for a parking reduction. The contribution is consistent with other developments in the area to support system operation and infrastructure as well as to provide a comprehensive transportation strategy for the project.

Condition 136

Staff does not support the requested revision to condition 136.

Staff does not support the request to reduce the annual contribution of \$100,000 for the construction, operation, maintenance and programming of public improvements and activities within the Waterfront Plan area. Staff carefully evaluated the costs associated with both the structural maintenance of the pier, and the daily maintenance required to ensure a high level of maintenance throughout the Waterfront Plan area. Using cost estimates provided by AEDP through a white paper report entitled, *Business Improvement Districts: History, Organization &*

Applications, as well as the City's actual costs of maintaining similar spaces, such as Market Square, staff determined that an annual contribution of \$100,000 is essential for the structural maintenance of infrastructure, the annual operational maintenance and the reserve necessary to reinvest in the infrastructure to provide safe and attractive amenities along the Waterfront.

Condition 138

Staff agrees with the requested revision, ONLY if the language in condition 136 remains as recommended by staff. The condition, with the amended text, is included below for reference:

~~The annual contribution rate to the City shall be reevaluated, with the funds from the contribution amount established in the condition #136 above credited toward the special service district, business improvement district or similar governance structure. If the City adopts a special service district, business improvement district or similar assessment, the annual contribution required by condition #136 shall be replaced by such assessment. The annual contribution rate to the special service district, business improvement district or similar governance structure~~ Such assessment shall not be less than the annual contribution rate as determined by condition #136.

Boat Facility – Special Use Permit #2015-0012

Condition 11

Staff does not support the requested revision to condition 11.

Staff does not support the request to eliminate the installation of, or funding for, electrical service to the floating piers. As the floating piers will be owned, operated and maintained by the City upon dedication, staff firmly believes that this infrastructure is essential for the future operation, maintenance and programming of the floating piers. To clarify, the condition is requesting the installation of the electrical service to the floating docks, but does not request electrical pedestals. In the event that applicant does not want to install the service, the condition provides flexibility to provide the funding to the City for installation of the service line at a later date.

From: Michael Peter <michaelpeter2010@gmail.com>
Sent: Wednesday, April 08, 2015 8:53 PM
To: PlanComm
Subject: Robinson Terminal South Project

Dear Members of the Planning Commission:

I write to express my support of the Robinson Terminal South Project. While this project is a residential building, it includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront. A vibrant waterfront is key to Alexandria's future economic development and the revitalization of this area is long overdue. The necessary special use permits should be approved as recommended by city staff.

I support the project because:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review, and use a mix of modern design with historic context that is fitting for this location
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, bringing much needed life and connectivity to the waterfront.
- The carefully planned design and the developer's agreement to use barges rather than trucks in removing mass fill reflects a spirit of community and compromise that exemplifies Alexandria.

Sincerely,
Michael R. Peter
49 West Reed Avenue

Sent from my iPhone

From: Holly <hhartell@yahoo.com>
Sent: Wednesday, April 08, 2015 10:43 PM
To: PlanComm
Subject: Robinson Terminal South Project

To Whom it may concern,

I write to express my support of the Robison Terminal South Project. While this project is a residential building, it includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront. A vibrant waterfront is key to Alexandria's future economic development and the revitalization of this area is long overdue. The necessary special use permits should be approved as recommended by city staff.

I support the project because:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review, and use a mix of modern design with historic context that is fitting for this location
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, brining much needed life and connectivity to the waterfront.
- The carefully planned design and the developer's agreement to use barges rather than trucks in removing mass fill reflects a spirit of community and compromise that exemplifies Alexandria.

Holly

Sent from my iPad

From: Tina Leone <tinaleone@rocketmail.com>
Sent: Thursday, April 09, 2015 10:05 AM
To: PlanComm
Subject: Robinson Terminal South Project

Greetings Planning Commission Members,

I regret that I cannot be present to testify in favor of this project this evening but I want to express my family's support of the Robison Terminal South Project. Redevelopment of this site and indeed the Waterfront as a whole is long overdue. Alexandria is far behind our neighbors in attracting business to balance our tax base. A vibrant waterfront is key to Alexandria's future economic sustainability and the revitalization of this part of our city. As a resident for nearly 15 years, I have watched as our property tax rates have increased nearly every one of those 15 years. Also during that time, I've seen the steady decline and underutilization of our Waterfront. This asset is one of the key ways we can begin to shift the tax burden from residential to commercial sources. While this project is a residential building, it includes substantial public benefits that will allow all of Alexandria's residents and visitors to enjoy the waterfront and thus encourage businesses to locate and thrive here.

I support the project because:

- It is consistent with the vision set forth in the Waterfront Plan.
- The plan and architecture received unanimous support of the Board of Architectural Review. The mix of modern design with historic context is fitting for this location.
- The public will benefit from the promenade, the pier, the land for a community building, and open spaces for enjoying the river or hosting community events.
- The public will benefit from the restaurant and retail space that will provide economic activity along the water.
- It will provide a critical link from King Street to the parks, hotels, and boutiques on the Strand, bringing much needed life and connectivity to the waterfront.
- The project has been carefully planned and designed and the developer's has heard the community and agreed to use barges rather than trucks in removing mass fill.

My family encourages you to approve this project as well as the necessary special use permits as recommended by city staff.

Thank you for the opportunity to comment on this project and we look forward to seeing this come to fruition!
Sincerely,

Tina Leone
224 S Alfred St
Alexandria, VA 22314
703-786-6037

From: Susan Askew [<mailto:susanwaskew@gmail.com>]
Sent: Wednesday, April 08, 2015 5:22 PM
To: Jessica McVary
Cc: Dirk Geratz; Karl Moritz
Subject: FYI -- Barge Letter with Updated Signatures

Jessica,
FYI for the Planning Commission... attached is the letter supporting barging (which you have already seen) as well as the updated list of signatures. As of today, we have 211 signatures from 132 Old town households and 2 non-resident businesses represented.

See you tomorrow night. :-)

Best,
Susan

Supporters (as of April 8, 2015)

Michael Adams
Megan Adams
712 S. Union Street

David Albright
Rika Weinrich
Anna Lea Albright
435 S. Lee Street

Carol Anderson
313 Wolfe Street

Jean Antone
704 S. Fairfax Street

Susan and Rob Askew
34 Wolfe Street

Aileen Athy
11 Wilkes Street

Mr. and Mrs. Richard Bachman
400 Madison Street, #1808

Elizabeth Baldwin
428 N. Union Street

Graeme and Polly Bannerman
3 Wilkes Street

Hattie Barker
321 S. Lee Street

Frank Bax
302 S. Columbus Street

Christine Bernstein
Daniel Bernstein
121 Princess Street

Sue E. Berryman
326 N. Columbus Street

Dolores Benavides
400 Madison Street, #1906

James T. Brown
102 Waterford Place

Deb Buch
Allison Buch
401 S. Union Street

Karen Buck and Nick Kunesch
108 Wolfe Street

Caton Burwell
Elizabeth Burwell
511 South Lee Street

Brooke Caldwell
Geoffrey Caldwell
405 S Union Street

Skipp and Mary Calvert
217 Wolfe Street

Nancy Carlson
18 Wolfe Street

Kent and Ann Chadwick
23 Wilkes Street

Peter and Betsy Ciuffetti
104 Waterford Place

Kyle and Amy Colton
126 Waterford Place

E. Kay Cowan
William A. Potter
209 Jefferson Street

Sam Crutchfield
801 N Pitt Street, #902

Deborah Cureton
119 Queen Street

Lisa DeGrandi and Brian Flippo
16 Wolfe Street

Windsor and Maryam Demaine
8 Wolfe Street

Michael DeMeo
100 Waterford Place

Marty Devine
428 S. Lee Street

Karen and Jim Devlin
20 Wolfe Street

Angela and Tom Eady
466 S. Union Street

Courtney Elwood
513 Duke Street

Bert Ely
200 S. Pitt Street

Megan Evans and Howard Tucker
4 Potomac Court

Marcia Feinstein
808 Duke Street

Linda and Edwin Feulner
470 S. Union Street

David Ford and Darlene Freeman
64 Wolfe Street

Charles and Alicia Foster
458 S. Union Street

Lauren Freeman
102 Duke Street

Margaret French
114 Wolfe Street

Ayne Furman
517 ½ S. Royal Street

Dene and Mel Garbow
19 Wilkes Street

Dale Gibb
211 Wolfe Street

Beth and Brian Gibney
300 S. Lee Street

Susan Ginsburg
419 S. Lee Street

Barbara Given
452 S. Union Street

Chris Gladbach
Katie Einspanier
416 S. Lee Street

June Hajjar
400 Madison Street

Walter V. and Julia R. Hall
426 S. Lee Street

James H. Hardaway
311 S. Union Street

Dennis and Adrienne Hensley
314 Prince Street

JoAnn Herr
5 Wilkes Street

Judith H. Hildebrand
Carl E. Hildebrand
110 Quay Street

Jeffrey D. Holt and Kaymarie J. Knapp
423 N. Patrick Street

Regina Hopper
48 Wolfe Street

Clayton and Ann Hurt
409 S. Union Street

Nancy Jenkins
232 N. Payne Street

Chantal and Michael Jennings
10 Potomac Court

Anita Jones
28 Wolfe Street

Susan and Robert Joseph
211 Prince Street

Martin and Eva Kamm
456 S. Union Street

Holley and Peter Kilcullen
464 S. Union Street

Nancy Kincaid and Douglas Fleming
400 Madison Street, #1408

Jay and Kim Kitchen
468 S. Union Street

Jorge Kulionis
2151 Jamieson Ave. #2007

Tina Lamoreaux
116 Wolfe Street

Charlotte Landis
433 N. Patrick St

Paula B. Lantz
Phillip E. Lantz
4 Wolfe Street

Hugh and Martha Little
44 Wolfe Street

Pete and Ann Loomis
132 Waterford Place

Beal Lowen
321 S. Lee Street

Laura and B.R. McConnon
450 S. Union Street

Randall McDonald
227 Oronoco Street

David Marcus and Caroline Johnson
406 S. Lee Street

Arra Ann Mazor
417 Wilkes Street

Louise Meng
916 Franklin Street

Richard Metzger
728 S. Lee Street

Margaret Miller
702 S. Union Street

Will and Anne Monahan
404 S. Lee Street

Tim and Ruth Morgan
319 S. Union Street

Joan and Tom Moser
511 Jefferson Court

Mary Murphy and Bill Lynn
6 Wolfe Street

DJ Nordquist
408 Duke Street

Lydia and Robert Odle
476 S. Union Street

Dave and Mimi Olinger
100 Prince Street

Kathryn Papp
504 Cameron Street

Susan Pettey
220 N. Royal Street

Tony and Kate Pinson
119 Wolfe Street

Dick and Karen Platt
68 Wolfe Street

Joan Porche
425 S. Lee Street

S. Eugene Poteat
800 S. Saint Asaph

Robert and Barbara Pringle
216 Wolfe Street

Audrey Rasmussen
66 Wolfe Street

Robert Ray IV
400 Prince Street
Resident & OT business owner
Cavalier Antiques

Robert J. and Diane de B. Riker
118 Waterford Place

Jan Rivenburg
606 S Pitt Street

Albert and Monica Rocchio
106 Wolfe Street

Carolyn Roehrenbeck
313 S. Lee Street

Mary Jo Roos
539 S. Columbus St.

Louise Roseman and Jerry McAndrews
12 Wolfe Street

Kirk and Patricia Rowdabaugh
523 South Lee Street

Dan and Theresa Rowe
9 Wilkes Street

Cathy Sachs
410 Duke Street

Stephen and Cynthia Sandherr
58 Wolfe Street

Don and Connie Santarelli
504 Duke Street

Barbara L Saperstone,
Stephen H Saperstone
100 1/2 Duke St.

Mary Savino
9 Potomac Court

Susan Savitch, Hank Savitch
128 Waterford Place

Kathy Seifert
730 S. Lee Street

Russell and Michelle Shearer
Eliza, Hanna and Emelie Shearer
609 Queen Street

Dave Signori
Linda Signori
210 Jefferson Street

Nancy Smith
Danny Smith
401 S. Lee Street

Matt, Jamie and Graham Smith
400 S. Fairfax Street

Elizabeth and Edward Spar
206 Wolfe Street

Walter Steimel, Jr.
401 North Saint Asaph

Natascha Syre
904 Franklin Street

Kremena and Stoyan Tenev
105 Wolfe Street

Robert and Allyn Trautman
400 Madison Street, #1308

Townsend A. “Van” Van Fleet
Resident/Business owner
Van Fleet Associates
26 Wolfe Street

Hugh and Mary Van Horn
416 S. Pitt Street

David and Eunhee Vodvarka
8 Potomac Court

Eric and Nancy Visser
38 Wolfe Street

Michele Marceau Ward
206 King Street (residence)
Principle Gallery
208 King Street (business)
Kathleen Waugh
27 Wilkes Street

John and Linda Werner
462 S. Union Street

Hannah and Steven Williams
812 S. Lee Street

Anita Winsor
213 S. Pitt Street

Mike and Karen Wooster
32 Wolfe Street

Peter J. Young
Amy H. Young
226 S. Fairfax Street

Sissy Zimmerman
40 Wolfe Street

Frances Zorn
400 Madison Street, #308

Non-Resident Business Owners:

Don Fisher
AMGA, President and CEO
One Prince Street

Joseph Grieboski
Grieboski Global Strategies
950 N. Washington Street

From: Anh Tran <anharchy@gmail.com>
Sent: Thursday, April 09, 2015 10:35 AM
To: PlanComm
Subject: Support for the Waterfront DSUP

To whom it may concern:

I am writing to express my support for the Robinson Terminal South Project. It's a key project that will help us have a vibrant waterfront neighborhood that takes true advantage of the location and siting of Old Town Alexandria, and provides amenities to residents, commercial interests, and the thousands of visitors to our city each year. I believe that EYA's current plan is consistent with the vision of the Waterfront Plan, is attractive and contextual (having been fully supported by the Board of Architectural Review), and will help to re-shape the City's urban fabric in a way that encourages vibrant use as the City evolves into the future. I also appreciate EYA's dedication to community interaction, and its recent commitment to barging as opposed to trucking fill.

Thank you for your time,

Anh Tran

MEMORANDUM

To : City of Alexandria Planning Commission
H. Stewart Dunn, Jr.
David Brown
Stephen Koenig
Mindy Lyle
Mary Lyman
Nathan Macek
Maria Wasowski
PlanComm@alexandriava.gov

Cc : Karl W. Moritz, Director
Karl.Moritz@alexandriava.gov

From : Michael V. Jennings
emichaeljennings@gmail.com

Subject : Robinson Terminal South - Docket Item Number 2

Date : Thursday, April 9, 2015

The Applicant's request for parking reductions cannot be granted because there are no more available spaces in the three nearby garages on Friday and Saturday nights. Table 5 on page 38 of the Staff Report does not take into consideration the parking required for two recently approved major projects : Blackwall Hitch Alexandria and Carr's Hotel Indigo. When the parking impacts of these projects are included, as shown in my attached analysis, there will be no garage parking spaces available until after 2300 hours on Friday night and 2200 hours on Saturday night.

The Applicant's proposal to provide valet parking should not be granted until the City has amended our Zoning Ordinance by adding reasonable policies and procedures for dealing with full garage situations. When the garages are full, will valet parking operations be required to refuse to accept any more vehicles? What penalties will be imposed if valet parking operations continue to accept more vehicles after the garages are full? How will the City monitor and enforce valet parking operations when full garage situations occur? Will the City's parking enforcement operation need to be informed by the garage operators whenever a full garage situation occurs? Will resident only parking in the surrounding area be needed to prevent on street parking by either the vehicle owners or valets and, if so, how far should the boundaries for resident only parking extend? Until these issues are cogently addressed, no further valet parking operations should be approved.

Because of the existence of marine clay in the area around Robinson Terminal South, I would respectfully request the Planning Commission to modify the provisions of Paragraph 76 on page 67 of the Staff Report so that all properties within 300 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre- and post-construction surveys as well as the owners being named as additional insureds.

I look forward to discussing these matters with you this evening.

	Tuesday 10.29.2013	Tuesday 10.29.2013	Friday 11.01.2013	Friday 11.01.2013	Saturday 11.02.2013	Saturday 11.02.2013
Time of Day	Parked Vehicles	Empty Spaces	Parked Vehicles	Empty Spaces	Parked Vehicles	Empty Spaces
1700	332	146	311	167	310	168
1800	268	210	282	196	318	160
1900	227	251	327	151	387	91
2000	227	251	375	103	381	97
2100	161	317	378	100	350	128
2200	94	384	293	185	253	225
2300	64	414	187	291	182	296

Total supply in 3 parking garages :

478 spaces

Source : Table 5 on page 38 of the Staff Report for DSUP # 2014-0006 TMP# 2014-0102
Garages located at 101 Duke (26), 115 South Union (68) and 102 North Union (384)
Parking Demand Analysis prepared by Wells + Associates, Inc.

Notes : Least number of empty spaces during the 1700 to 2300 hour time period shown in bold font.

Conclusions :

During the typical weekday 146 or fewer empty spaces will be available during the 0800 to 1700 hours time period.

Blackwall Hitch Alexandria impact :

450 seat restaurant exempt because of location in Central Business District	113	113
---	-----	-----

The Carr Hotel Indigo impact :

Reduction from zoning ordinance requirement granted (87 - 69)	18	
120 seat restaurant exempt because of location in Central Business District	30	
Total variance		48

Potential RTS Project impact :

Reductions from the zoning ordinance requirement requested :		
Multi-family residential, for 70 instead of 66 units at 2 per unit	-3	
Commercial (87 - 58 provided)	29	
Elimination of Wolfe Street unit block (18) and South Union (3) spaces	21	
Total variance		47
Subtotal	208	208

Visitor (friends, tradesmen, house cleaners, caregivers etc.) impact

???

Grand Total

	Spaces
Projected parking space deficiencies (before estimating the visitors ???) :	Available at
Weekday empty spaces	-62 1800 hours
Friday evening spaces	-108 2300 hours
Saturday evening spaces	-117 2200 hours



April 9, 2015

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

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

Dear Mayor Euille:

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



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



John T Long III
President & CEO
Alexandria Chamber of Commerce

CC:

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

Planning Commission
Robinson Terminal South Hearing

April 9, 2015

Comments of Ted Pulliam, 2506 Sanford Street, Alexandria, 22301

Chair, Members of the Commission,

I live in the Del Ray part of Alexandria. I am a member of the Alexandria Archaeology Commission and the Alexandria Waterfront Commission, although I am not submitting these comments on behalf of either group.

My concern is not the appearance of the buildings on the developed Robinson Terminal South, although that certainly is important.

It is with the appearance and the maintenance of the property for which the RTS developer and the city have or might have joint responsibility. Those are such things as 1) the promenade or walkway that stretches along the entire waterfront including in front of the RTS property, 2) the landscape adjoining that walkway, and 3) the pier that adjoins the property.

The concern is that these properties

- have an appearance that fits with the rest of the city's waterfront,
- are properly maintained,
- have events scheduled there that are appropriate in number and type,
- include accurate and insightful historic interpretation of RTS and appropriate art work in accordance with the history and art plans in the Waterfront Small Area Plan,
- and that similar goals for this jointly managed property are achieved.

It is important that the appearance of this property is attractive not only when the property is first developed, but that provisions are made so that it continues attractive and managed properly in the future.

I understand that city staff and the developers are working to develop appropriate conditions to be placed in the permit that the developers seek.

I simply urge the staff and commission continue that work with a careful eye to the near and long-term future so that Alexandria will have a world class waterfront, all along the entire waterfront, for all Alexandrians.

A statement by Bert Ely to the Alexandria Planning Commission, on behalf of Friends of the Alexandria Waterfront regarding the South Robinson Terminal DSUP application

April 9, 2015

Madam Chairman and members of the Commission I am speaking this evening, on behalf of the Friends of the Alexandria Waterfront (FAW) to express concerns about the proposed development of the South Robinson Terminal (SRT) property, as that development is presented in the DSUP application before you this evening. FAW numbers its supporters in the hundreds, including many who do not live in Old Town but who are concerned about the impact of this development on the community.

There are many problems with EYA's development plan for the SRT – the mass, height, and scale of the buildings is excessive relative to its surrounding community and it is architecturally incompatible with the Old & Historic District; I realize the latter issue lies beyond the authority of the Planning Commission, but it is important to point that out. Many in the room this evening would agree that EYA needs to go back to the drawing board to develop a project design that is truly compatible with Old Town.

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

As I trust you know, on-street parking is at a premium in Old Town, and especially near the waterfront. At peak times, especially during warmer weather, garages are full. And the situation will only get worse as, one, increased development brings more people, and cars, to the waterfront, and two, as more people live near the waterfront, such as at SRT.

There is only one viable solution to this looming problem – each new development in Old town, and specifically SRT, must provide sufficient on-site parking to meet peak parking demand, whatever the cause of that demand. One way to incentivize EYA to meet that need is to bar SRT residents – whether in townhouses or condo apartments – from obtaining District One parking permits.

I realize staff objects to a bar on district parking permits, but as recently as two years ago, when Council could have barred such a restriction, instead it amended the Zoning Ordinance to permit the continuation of such restrictions for DSUPs when it authorized residents of the developments with such a restriction to obtain guest parking permits – please see the attached ordinance language.

Barring District One permits for the residents will force residents with more than two vehicles to arrange for garage parking nearby or to sell vehicles in excess of two. Such a limit also would give EYA an incentive to provide more efficient utilization of the residential portion of its underground garage. For example, EYA could provide just one space for each condo unit and let the condo association lease left-over spaces to townhouse and condo residents who own additional cars. This procedure would enable those residents who own or have a parking need for two, three, four, or more cars to lease the space for them.

As you will see from the attached table provided by the City to the OTAPS group, of which I am a member, while a minority of households in parking districts 1 and 2 own more than two cars, the average number of cars owned by these households is about 1.5. Through a combination of selling and leasing garage parking spaces, I believe the project could meet all resident parking needs on-site with this approach.

Thank you for your time this evening – I welcome your questions.

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

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

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

Residential Parking Permits Issued by Household

Residential Permits Issued by Household in 2011

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

Residential Permits Issued by Household in 2014

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

ROBINSON TERMINAL SOUTH DSUP 2014-0006

WATERFORD PLACE HOA - COMMENTS ON STAFF REPORT

Multi-Family Parking

1. Page 36 - "While each of the spaces within the residential portion of the garage will be assigned to a unit, it is possible that these spaces will not be fully utilized. As noted in the Parking Demand Analysis prepared by Wells and Associates, Inc., dated October 21, 2014 and revised through January 30, 2015, approximately 52 percent of the owner occupied households within the applicable Census Tract own one or no vehicle, with an average of 1.55 vehicles per household. Therefore, it is likely that multi-family unit owners could accommodate some visitor parking for their guests by granting access to the residential portion of the garage."

While we agree with the notion that the development should make use of unused portions of the residential garage, we disagree that the extra unused spaces will substantially offset the shortfall in spaces provided by the developer.

Data from the City's Finance Department indicates that the number of vehicles per residence in District 1 is the highest in Old Town, at 1.85 vehicles per unit (Old Town Area Parking Study Work Group, Presentation July 17, 2012). The proposed RTS development's occupants will be quite affluent (the units will cost in the \$millions) and a number of them will certainly have older children who drive. As in the case of Harborside, Waterford Place and the surrounding Parking District 1, most owners will have multiple cars and many will have more than two cars.

The Commission should require additional dedicated residential visitor parking to meet the policy of 15%

2. Page 36 - "As a point of reference, if the parking standards for new multi-family residential developments were applied to this project, the multi-family portion would be required to provide 129 spaces, inclusive of visitor spaces."

We strongly object to this reference as a basis for reducing the spaces required for the RTS residences. It was clear in the Planning Commission meeting of Tuesday April 7th, that these new regulations do not apply, and will not be applied, to this development. To place such reliance on proposed standards circumvents the deliberate public debate put in motion with the creation of the project. These recommendations have not been addressed in a formal City Council session or public hearing. Residents of the surrounding community believe strongly that the new standards are not appropriate for Old Town and particularly the Waterfront.

Commercial Parking

3. Page 37 - "The applicant requests approval of a 29-space reduction for the commercial uses. Restaurants located within the Central Business District, which abuts the site to the north, are exempt from the parking requirements. As this site is across the street from the boundary of the Central Business District, the restaurant is required to provide 63 parking spaces."

While this is factually correct, we object to the inference that any relief should be provided because the property abuts the Central Business District. This property sits in a primarily residential neighborhood and is located near parks and other public amenities. Commercial uses of on- and off-street parking will deny access to parking by residents and patrons of those amenities. The Waterfront Plan requires new developments to provide adequate parking.

4. Page 37 - "It is important to note that the parking requirement includes both indoor and outdoor restaurant seats. As itemized in Table 4, the applicant proposes 135 indoor seats and 116 outdoor seats, which require 63 parking spaces if

both indoor and outdoor dining areas are filled to capacity at the same time, which typically does not happen throughout the year."

Our residents care about parking at peak times - in the summer, in the spring and fall in nice weather, and when they come home from work at dinner time, and on weekends. The fact that the seating is not fully utilized throughout the year is irrelevant. It will be fully utilized at peak times. Based on the long wait times for seating inside during the summer at local restaurants offering outdoor seating in the waterfront area (eg, the Charthouse Restaurant at the foot of Cameron Street and Virtue Feed and Grain in the 100 block of S Union Street), this proposal is ludicrous. Of course, the restaurant operator will seat as many people as they can serve - they will want to maximize their profits! If additional parking is not provided, the DSUP should include a condition that effectively lowers the absolute total capacity permitted for the property.

5. Page 37 - "Other areas of the City offer exemptions for a specified number of outdoor seats. For example, the Mount Vernon Overlay District exempts up to 20 outdoor seats and the King Street Transit Parking District reduces the overall parking requirement to 1 space per 10 seats."

None of those areas cited is similar in character to the RTS property; RTS is approximately one mile from the Metro, and outside of the core King Street Central Business District. This property sits in a primarily residential neighborhood and is located near parks and other public amenities. Commercial uses of on- and off-street parking will deny access to parking by residents and patrons of those amenities. The Waterfront Plan requires new developments to provide adequate parking.

One might expect patrons of restaurants in the immediate King Street area to park in available garages or to arrive via public transportation; however, RTS is 3 blocks from King Street, and both on- and off-street parking within 3 blocks of the RTS property is already at capacity. Further, the King Street Transit Parking District, which in fact

does have a requirement for parking associated with outdoor seating, and it happens to be served by Metro; no rationale has been provided for why the RTS does not also require parking for outdoor seating.

6. Pages 37 and 38 - "The Parking Demand Analysis prepared by Wells and Associates, Inc., also evaluated the occupancy of parking facilities within a five-minute walk of the site, including the Solo Parking at 101 Duke Street, Central Parking at 115 South Union Street and Colonial Parking at 102 North Union Street. Parking occupancy counts were collected by Wells and Associates on a typical weekday, Friday, and Saturday between 5:00 p.m. and 11:00 p.m. As illustrated in Table 5, the peak parking occupancy occurred at 5:00 p.m. on a typical weekday, with 69 percent of the 478 available spaces occupied; 9:00 p.m. on Friday, with 79 percent occupancy; and 7:00 p.m. on a Saturday, with 81 percent occupancy. The results of the parking occupancy counts are provided within Table 5. (Table Omitted.)

The occupancies summarized within Table 5 assume that the parking demand currently provided within The Strand surface lot (recently approved for the Old Dominion Boat Club development) will be shifted to one of the three previously referenced parking facilities. Table 5 demonstrates that even with 100 percent of the parking demand shifting to these three facilities, 91 parking spaces are still available at the peak on a Saturday evening."

The Wells study collected data for the Solo Parking Garage, Central Parking Garage, Strand Street surface lot and the Torpedo Factory Garage in the waterfront area on Tuesday October 29, Friday November 1, and Saturday November 2, 2013. These dates are hardly indicative of the peak demand periods for which residents are concerned. More valid data, from the OTAP Study, the Union Street Corridor Study, and other parking occupancy counts conducted by the City's Transportation and Environmental Services Department (all of which the City, not a developer, funded), indicates that these facilities are all effectively full during peak periods.

The OTAPS study in 2009 is the most rigorous study conducted by the City of garage occupancy, and reflects parking demand at peak times when residents have concerns about on-street parking. Table 5 utilizes the Wells data to show the numbers of garage spaces available at peak times within a three block radius of RTS, assuming that parkers in the

Strand lot are shifted to local garages. The following table presents a more reliable measure of available garage parking than that presented by EYA and City staff. It does not reflect demand from the Carr Hotel or the new Blackwall Hitch Restaurant. (This table was revised from that provided in our memo "RTS Parking - A Bad Situation is About to Get Much Worse" due to a computational error.)

Garage Occupancy After Closure of the Strand Lot

	<u>Available Spaces</u>	<u>Parked Vehicles</u>					
		<u>Weekday</u>	<u>Weekday</u>	<u>Friday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Saturday</u>
		<u>6-7pm</u>	<u>7-8pm</u>	<u>6- 7pm</u>	<u>7- 8pm</u>	<u>6-7pm</u>	<u>7-8pm</u>
Solo	25	20	24	21	21	26	25
115 S Union	68	21	17	30	35	31	37
Torpedo Factory	361	184	203	168	232	268	340
Strand Lot	<u>85</u>	<u>35</u>	<u>37</u>	<u>85</u>	<u>100</u>	<u>75</u>	<u>75</u>
Total Parked Vehicles	<u>539</u>	<u>260</u>	<u>281</u>	<u>304</u>	<u>388</u>	<u>400</u>	<u>477</u>
% Occupancy		<u>48%</u>	<u>52%</u>	<u>56%</u>	<u>72%</u>	<u>74%</u>	<u>88%</u>
Total Spaces Without the Strand Lot	454	<u>260</u>	<u>281</u>	<u>304</u>	<u>388</u>	<u>400</u>	<u>477</u>
% Occupancy Parkers from Strand Lot		<u>57%</u>	<u>62%</u>	<u>67%</u>	<u>85%</u>	<u>88%</u>	<u>105%</u>

Note that there was no data for the Strand Lot for Saturday from 6 to 7 pm. Used the 7 to 8 pm data.

This table shows that at peak occupancy at 6 to 7 pm on Saturday evening, there are 54 spaces available, and at 7 to 8 pm on Saturday evening, there are no spaces available. This is before demand from the Carr Hotel or the new Blackwall Hitch Restaurant.

7. Page 38 - "The occupancy data for the off-site garages is generally consistent with the findings in the Waterfront Plan as well as the 2009 and 2014 Old Town Area Parking Study. The reports and data found that excess capacity in many garages exist in Old Town, even at peak times."

A key finding of the OTAPS study was that the Old Town area has "proximity" and "facility availability" problems; that is, parking is often "effectively full" in some areas during peak periods even though there is parking available in other areas of Old Town. Visitors to Old Town will not park long distances from their destinations, rather they will "cruise" the neighborhoods to find street parking. The RTS neighborhood is one such area. We see this behavior every day.

The developer should be required to provide free valet parking for restaurant patrons to encourage usage

8. Pages 38 and 39 - "Section 11-513(N) of the Zoning Ordinance includes specific performance standard with which the valet parking operation must comply. These include, among others, a prohibition on parking DSUP# 2014-0006 TMP# 2014-0102 2 and 3A Duke Street 226 The Strand Robinson Terminal South 39 valeted vehicles on public streets, a restriction on displacing required parking associated with other uses (unless it is determined those spaces are not needed during certain times of the day) and an initial six month limit on the approval after which the valet operation shall be reviewed for compliance with these standards. If, on review, the City determines the valet operation is operating in compliance with the standards, then the permit shall be extended indefinitely with a review required at the end of each one-year period going forward. If the City determines there is a problem with the valet operation in the future, staff can require changes to the operation or require the operator to apply for a special use permit to

address operational impacts of the valet service, including securing an agreement with an off-site parking facility to operate an off-site valet parking service."

We do not disagree with these statements. However, given the shortages of nearby parking, we believe that the developer should be required to secure off-site parking as part of the DSUP, rather than waiting for anticipated problems to arise.

ROBINSON TERMINAL SOUTH DSUP 2014-0006

WATERFORD PLACE HOA - REQUESTED MODIFICATIONS AND ACTIONS

MASS AND SCALE - BUILDING #3

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

PARKING

- **Require additional dedicated residential visitor parking to meet the policy requirement of 15%**
- **Require free valet parking for restaurant patrons to encourage usage**
- **Limit total restaurant seating occupancy at any one time, both indoors and outdoors, to 135 seats**
- **Require a contract for extra off-site valet parking spaces to make up for shortfalls in the spaces provided**
- **Limit RTS resident participation in the residential parking program**
- **Regulate the 300 block of South Union Street and the north side of the unit block of Wolfe Street as "Resident Excepted" parking**
- **Limit a 3 block area around the RTS development as "Resident Only" parking in the evenings and on weekends.**

CONSTRUCTION MANAGEMENT

- **The hours of construction and pile driving - limit pile driving, jack hammers, and other noisy construction activities, as well as hauling, to business hours, and certainly not on weekends.**
- **We support the agreement reached with respect to barging**
- **We support the agreement reached with respect to surveys/inspections of homes**

Outline remarks prepared for the

Alexandria Planning Commission Special Hearing, 9 April, 2015

by John Bordner, on behalf of the Ad-Hoc Monitoring Group on Waterfront Construction

- Recommend 2 concise additions to the Standard Conditions, as they relate to construction at Robinson Terminal South
 - 1- No trucking on weekends
 - 2- Noise abatement procedures on weekends
 - These address quality of life issues for residents, business owners, and visitors, as well as safety with regards to trucking during peak pedestrian/leisure activity
 - May seem like an “extreme” request, but made in light of years (decade?) of commercial, private, and municipal construction ahead of us...”it’s a marathon, not a sprint”
- Designate a City employee, or office, that will guide and champion the cause of property owners who have sustained damage as a result of construction activity. Why?
 - There will be an unprecedented density of multiple construction sites
 - General concern is it could be unclear which construction site caused damage
 - May be difficult/overwhelming for the home owner/business person to navigate how (and with whom) to address grievances and seek reparations
 - This may never be a requested service, but will set minds at ease
- Parking
 - Ex. Incident this past week where all garage space on the waterfront was filled/over-booked
 - Confluence of construction workers (Blackwall Hitch...parked correctly), Dandy cruise, opening season baseball game, and “It’s about time it’s Spring” weather.
 - This hasn’t happened in past 3 years
 - Harbinger of things to come?
 - Therefore: suggest a serious re-look at parking plan that also accounts for our hoped-for increase in tourism/business
 - Discourage any reduction/waiver in the standard parking densities required for new construction at this time