

Cathy Duska

MARCH 12, 2016

530 FIRST STREET

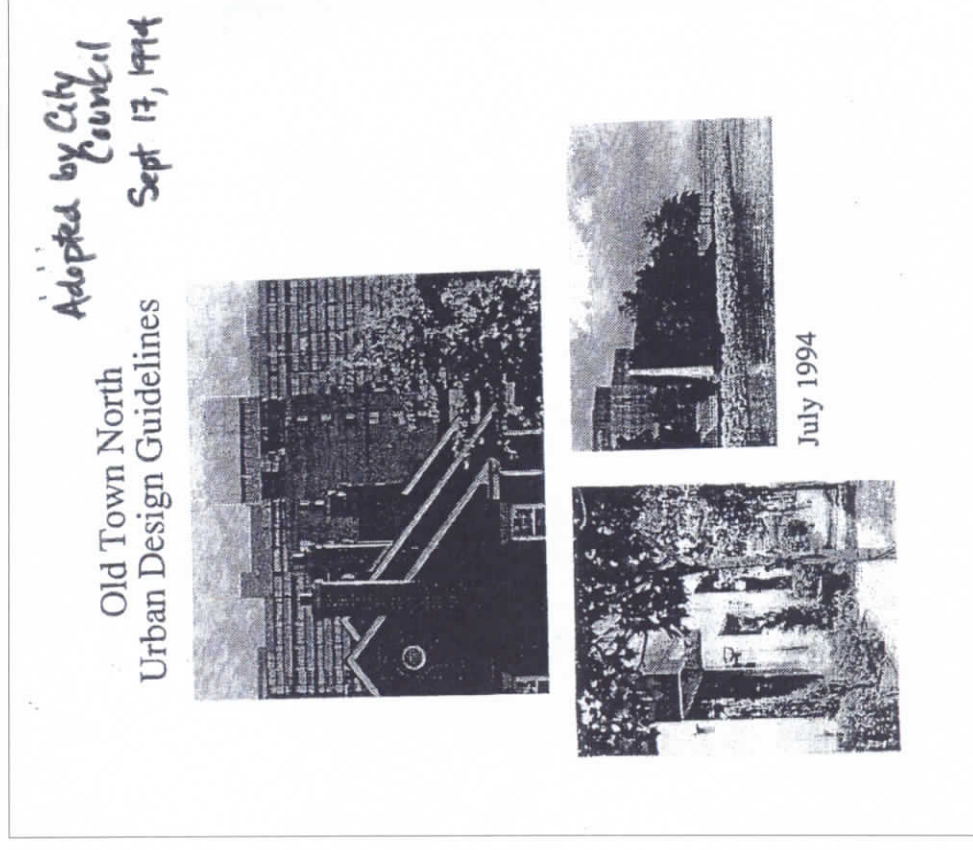


VIEW AT THE PUBLIC PLAZA

OLD TOWN NORTH URBAN DESIGN GUIDELINES

Four Goals:

- To foster a sense of place, arrival and community
- To orient the buildings to the street
- To create an attractive pedestrian environment
- To encourage compatible development with parking underground or concealed



COMMUNITY MEETINGS

April 13, 2015:	Meeting with NOTICe Board
April 23, 2015:	Old Town North Urban Design Advisory Committee (UDAC) #1
May 2, 2015:	Old Town North walking tour
May 27, 2015:	Meeting with NOTICe Board
May 28, 2015:	Bus Tour of Mosaic District and Union Market
July 9, 2015:	Community meeting #1
October 1, 2015:	Community meeting #2
October 7, 2015:	UDAC #2
November 18, 2015:	UDAC #3
November 23, 2015:	Community meeting #3
January 4, 2016:	Meeting with VISION Task Force
January 6, 2016:	UDAC #4
January 6, 2016:	Community meeting #4
January 27, 2016:	UDAC #5
February 1, 2016:	Community meeting #5
February 10, 2016:	UDAC #6



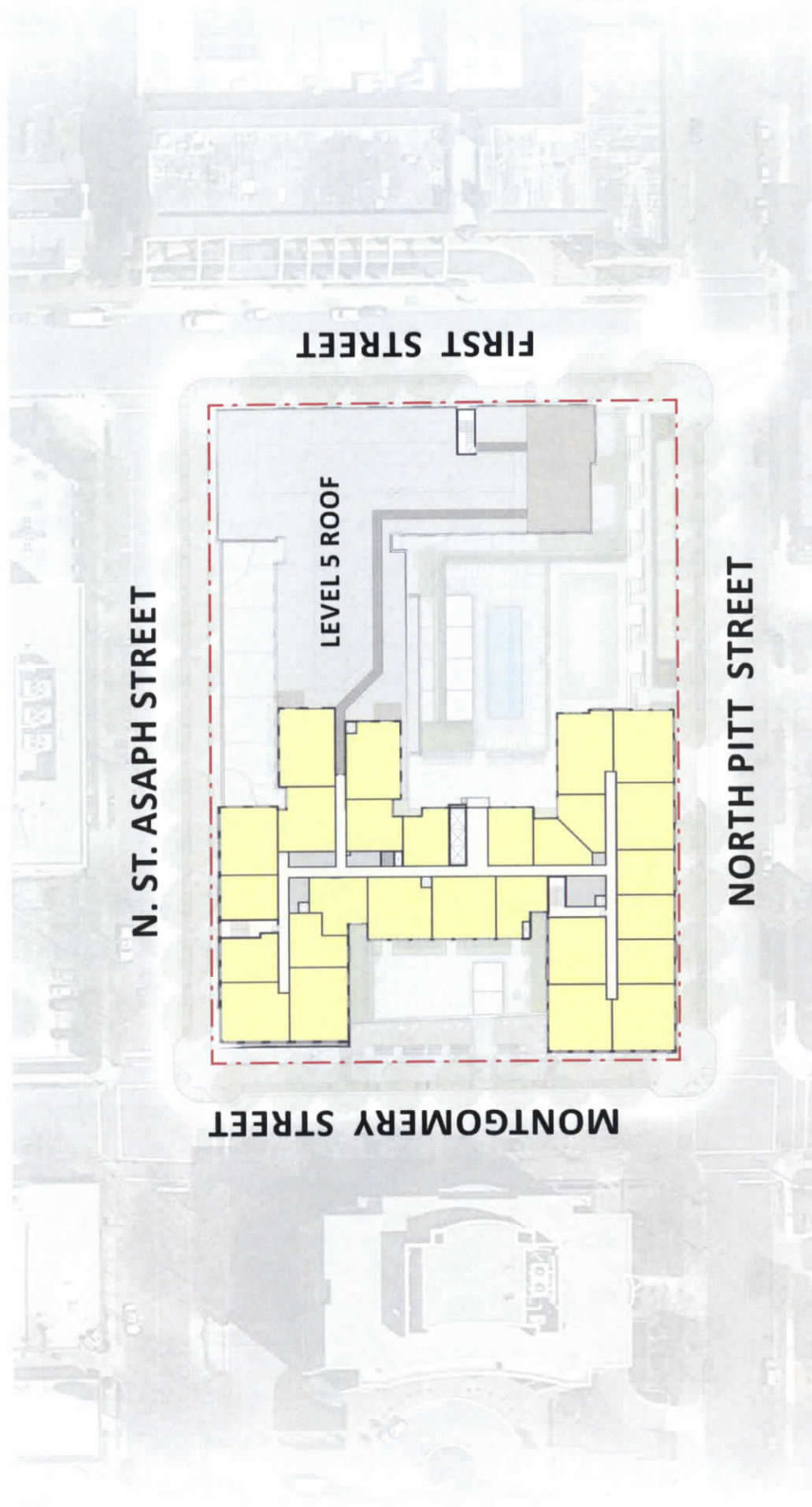


LEVEL 1 - RETAIL AND RESIDENTIAL





TYPICAL RESIDENTIAL FLOOR



N. ST. ASAPH STREET

MONTGOMERY STREET

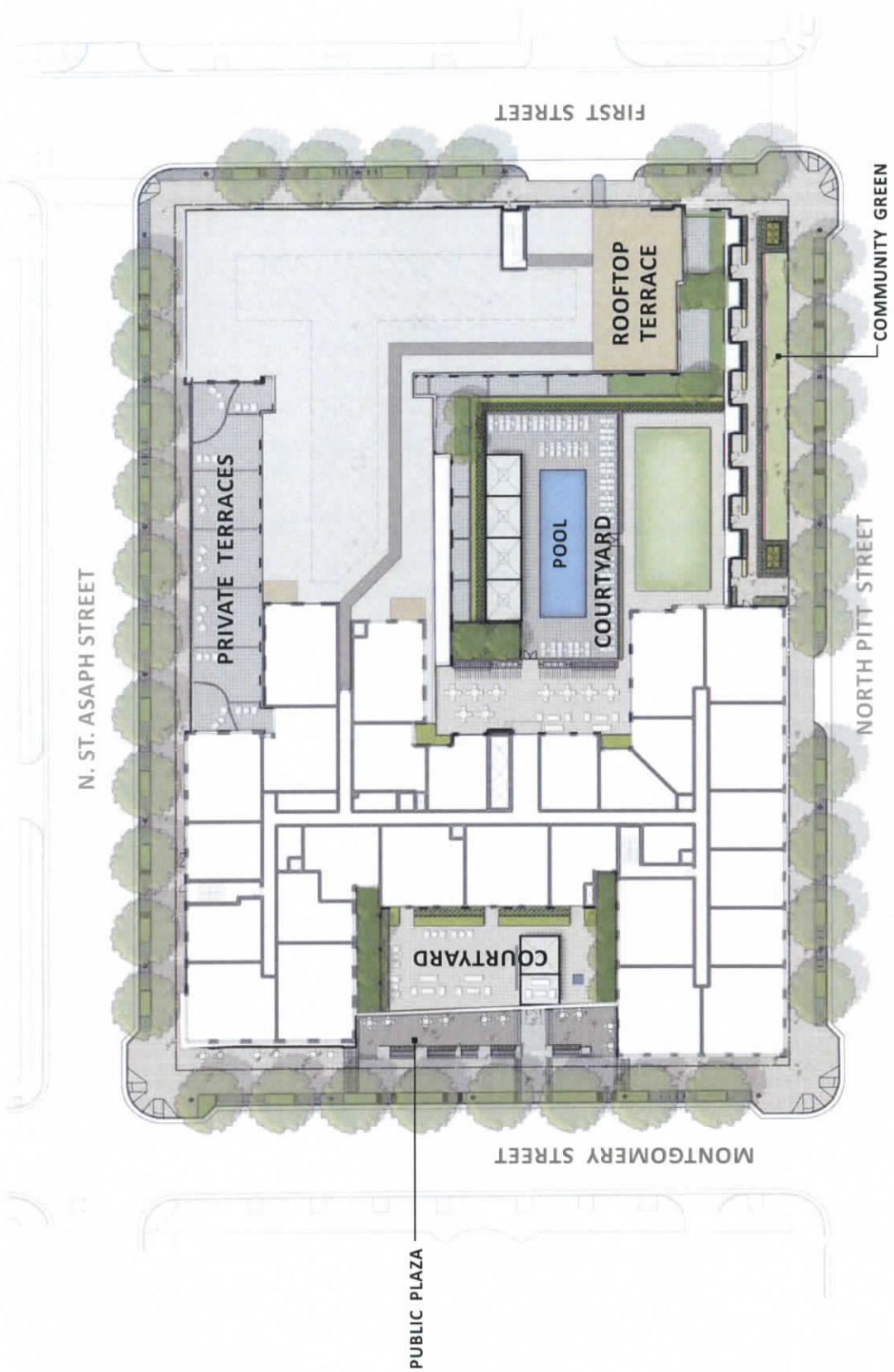
LEVEL 5 ROOF

NORTH PITT STREET

FIRST STREET



LEVEL 6 - RESIDENTIAL



RENDERED LANDSCAPE PLAN - OVERALL SCALE: NTS

PARKING REQUIREMENTS

Use	Zoning Ordinance Requirement
Retail	1 per 230 sf (4.35 per 1000 sf)
Personal Service	1 per 400 sf (2.5 per 1000 sf)
Restaurant	1 per 4 seats

530 First Street Uses	Proposed Use Mix	Required Parking	Spaces Provided
Residential	232 units	240 spaces	242 spaces
Retail	51,000 sf	222 spaces	239 spaces
Retail/Restaurant Mix	26,000 sf (retail) 25,000 sf (max restaurant)	324 spaces	239 spaces (max 85 space reduction)

Shopping Center Comparison	Parking Ratio
800 S. Washington Street	2.0 per 1000 sf
Bradlee Shopping Center	3.8 per 1000 sf
Foxchase Shopping Center	4.0 per 1000 sf
Alexandria Commons Duke Street	4.4 per 1000 sf
EDENS 530 First Street	4.7 per 1000 sf



CURRENT DESIGN - NORTH ST. ASAPH STREET ELEVATION



ORIGINAL DESIGN - NORTH ST. ASAPH STREET ELEVATION

BUILDING ELEVATIONS SCALE: NTS



CURRENT DESIGN - MONTGOMERY STREET ELEVATION

ORIGINAL DESIGN - MONTGOMERY STREET ELEVATION

BUILDING ELEVATIONS SCALE: NTS



CURRENT DESIGN - NORTH PITT STREET ELEVATION



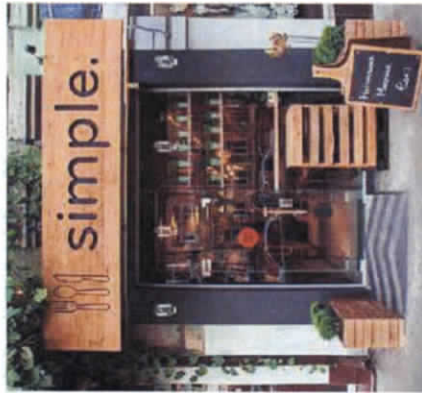
ORIGINAL DESIGN - NORTH PITT STREET ELEVATION

BUILDING ELEVATIONS SCALE: NTS

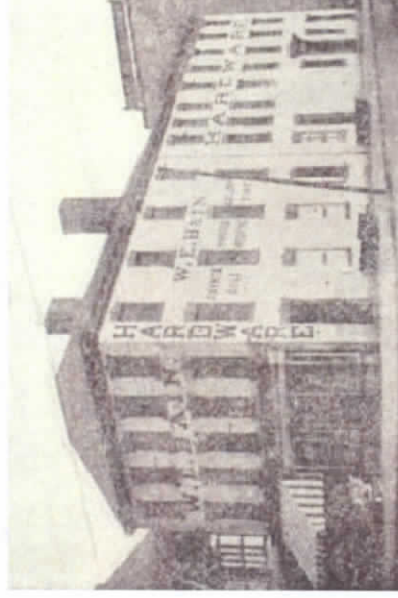
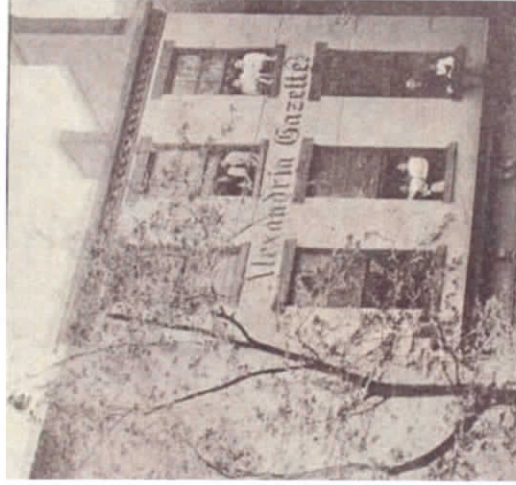
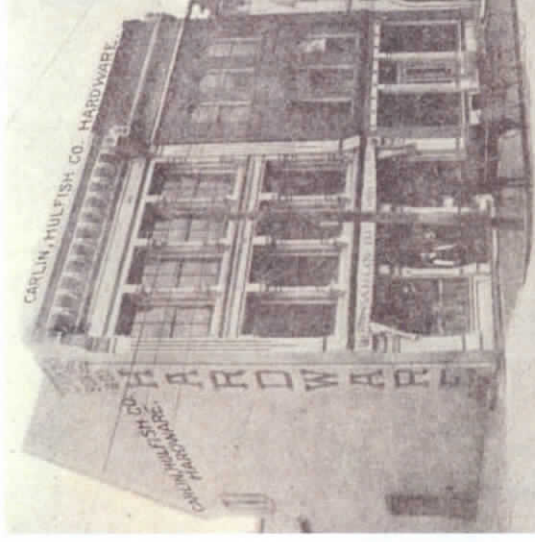


BUILDING ELEVATIONS SCALE: NTS

RETAIL STOREFRONT PRECEDENTS



NEIGHBORHOOD SIGN PRECEDENTS



COMMUNITY BENEFITS

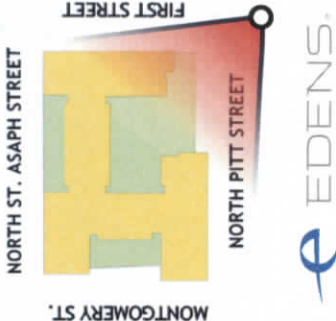
Over \$3 million in developer contributions/voluntary improvements including:

- 9 on-site affordable housing units (\$2.4 million value)
- Separation of off-site combined sewer serving the Holiday Inn (\$300,000 value)
- \$75,000 contribution towards open space
- On-site public art (\$75,000 value)
- \$50,000 contribution for Capital BikeShare installation
- \$50,000 contribution for traffic signal fiber optic conduit installation
- \$7,000 contribution for new tree plantings along N. Washington Street
- Pedestrian countdown signals at St. Asaph St./Montgomery St. (\$75,000 value)
- Sidewalk widening and installation of 3 new pedestrian bump-outs
- Historic marker installation

Economic Impact:

\$2.5 million in direct annual tax revenue
Creation of 151 full time equivalent jobs

EXISTING CONDITIONS
CORNER OF PITT ST. AND FIRST ST.



BUILDING RENDERING CORNER OF PITT ST. AND FIRST ST.



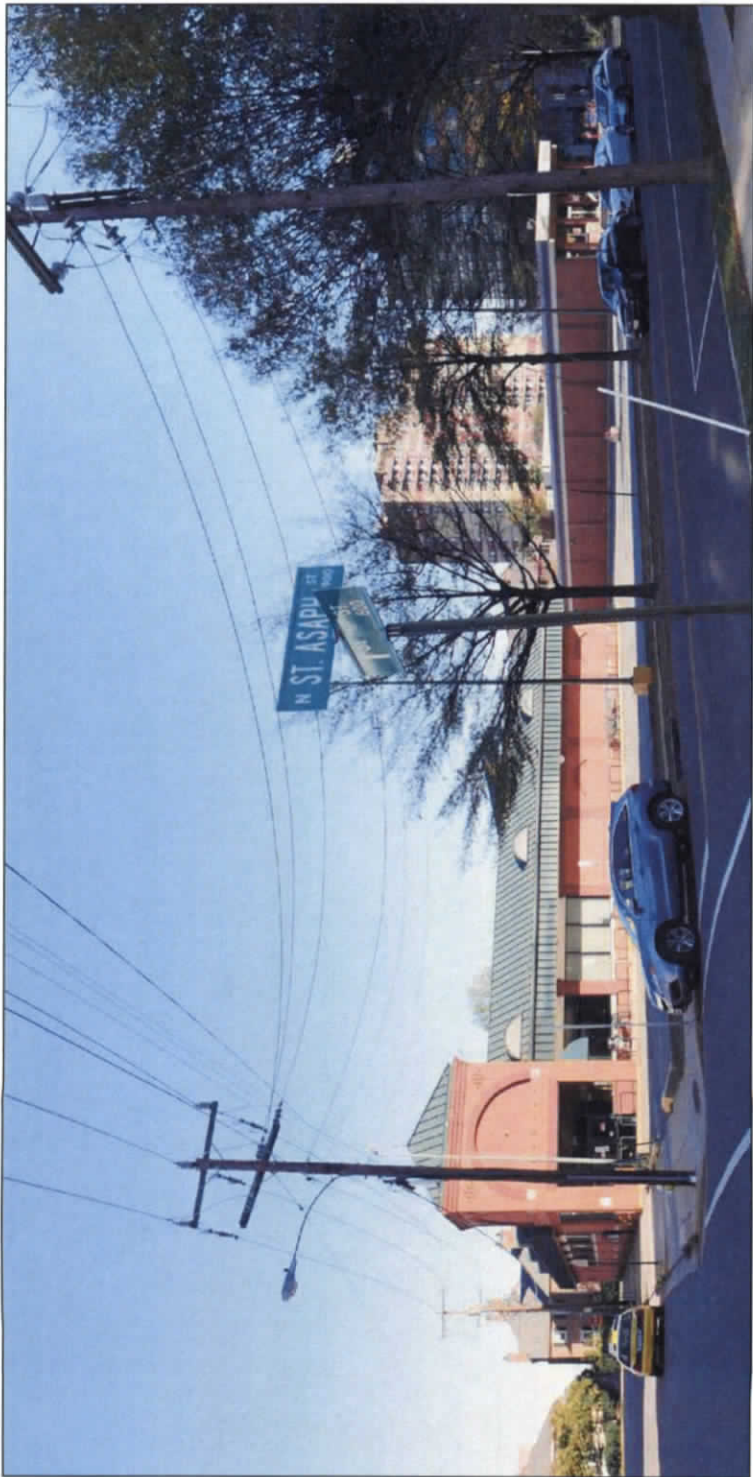
EXISTING CONDITIONS
VIEW AT FIRST STREET



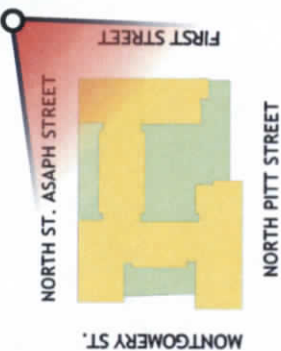
BUILDING RENDERING VIEW AT FIRST STREET



EXISTING CONDITIONS
CORNER OF FIRST ST. AND N. ST. ASAPH ST.



BUILDING RENDERING
CORNER OF FIRST ST. AND N. ST. ASAPH ST.



EXISTING CONDITIONS
CORNER OF N. ST. ASAPH ST. AND MONTGOMERY ST.



BUILDING RENDERING CORNER OF N. ST. ASAPH ST. AND MONTGOMERY ST.



EXISTING CONDITIONS
VIEW AT THE PUBLIC PLAZA



BUILDING RENDERING VIEW AT THE PUBLIC PLAZA



NORTH ST. ASAPH STREET

FIRST STREET

NORTH PITT STREET

EDENS.

Jackie Henderson

From: Elizabeth Moon via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Tuesday, March 01, 2016 1:02 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #90998: Mayor, Vice Mayor, City Council I write today to voice my support of the

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 90998.

Request Details:

- Name: Elizabeth Moon
- Approximate Address: No Address Specified
- Phone Number: 703-402-6660
- Email: ecmoon@focusdatasolutions.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I write today to voice my support of the 530 First Street – Old Town North project. My company, Focus Data Solutions, is located at 1020 North Fairfax Street. Attracting and retaining employees is a major factor in our business' success. Today's workforce considers more than salary alone when joining our firm. Employees look at location, including access to retail, restaurants and entertainment venues. Open space and pedestrian experiences and easy transportation are also important for a workforce that is healthy and active. The commercial and residential plan for 530 First Street is exactly what this neighborhood needs to be a viable residential and commercial area that contributes to the economic development of Alexandria. The new amenities will improve our employees' experience here in Old Town North, help us attract talent, and may determine if we stay in North Old Town.

As both an Alexandria resident (Formerly Old Town North, now Del Ray) and an Alexandria business owner, Edens 530 First Street project represents a type of development and opportunity I believe our City should encourage and support.

Thank you,
Elizabeth Chisman Moon

- Expected Response Date: Tuesday, March 8

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

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

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

Jackie Henderson

From: lowryry@gmail.com
Sent: Thursday, January 07, 2016 9:56 AM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #87115: Mayor, Vice Mayor, City Council I am writing in strong support of the re

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 87115.

Request Details:

- Name: Ryan Lowry
- Approximate Address: No Address Specified
- Phone Number: 5176484955
- Email: lowryry@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I am writing in strong support of the redevelopment by EDENS of the Giant / VA ABC lot located in Old Town North. As a resident and condo owner in the 900 N. Washington bldg (located along Powhatan and Washington) I am excited for the amenities and conveniences it will bring to the neighborhood. When my wife and I looked for a new home, the #1 item on our list was walkability. Compared to Takoma Park, Falls Church, Springfield, and areas within the District, the Alexandria community and the potential for growth won hands down. We take pride in walking to our local dry cleaners and convenience stores. We enjoy our Sunday walk to Del Ray, and recognize the unique value of easily walking to our city's parks and recreational areas. I believe the EDENS redevelopment will continue the strong trend to improve the walkability, convenience, and positive growth with new amenities for the Old Town North community.

After attending the community meeting held by EDENS on 1/6/16, I believe the developers have worked closely with the city and local residents to craft a development plan that takes into account the unique makeup of the neighborhood and the variety / challenges it presents to the architects. Specifically, EDENS designed this building to ensure the retail vs. residential elements meet the Old Town North community development plan, and the developers have taken steps to minimize the noise local residents may experience due to the building's exterior amenities. Through multiple revisions, I believe EDENS has worked to meet the concerns of the City, and to alleviate and amend their plan where possible to meet the concerns of local residents.

Present though at the meeting was a contingent of very vocal property owners who took an "us vs. them" mentality that I found disturbing and ugly. At one point, they urged EDENS to ask the City Council to effectively ban future residents from attaining local parking passes in the area. This group was also very vocal that the building should be composed of only condos and not apartments. I believe the Old Town North neighborhood should include a range of properties that welcome residents of all financial means and interests to the community. Being able to afford a mortgage + down payment should not be a litmus test for living in Old Town North. We should welcome young families looking to rent a two bedroom condo that value walkability but cannot afford a down payment on a town home or condo. We should view young professionals who rent in Alexandria as "prospective home buyers" and long term community members. We need to foster and promote redevelopments that respect and enhance our neighborhoods.

In my view, the Old Town North community is a thriving neighborhood of both renters and property owners that has seen a lot of change. As at-large members elected by all of Alexandria's residents, I encourage you to note a strong majority of Alexandrians likely welcome the amenities and property proposed by EDENS.

When EDENS presents their plan in March to the City Council, there will be a large, angry and vocal contingent that will claim to speak on behalf of the Old Town North community. I believe they represent a sliver of the Old Town North community. I am willing to be a vast majority truly welcomes this development as a step in the right direction for the property site.

- I am interested in your thoughts and thank you for your consideration of my comments.
- Expected Response Date: Thursday, January 14

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

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

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

Jackie Henderson

From: David Martin <david@goldworksusa.com>
Sent: Wednesday, March 02, 2016 7:32 PM
To: PlanComm; Jackie Henderson
Subject: for redeveloping and invigorating 530 first st by the Edens Plan

I am a business owner in Alexandria. I wanted to write you my personal opinion to lend my strong support to plans submitted by Edens for the redevelopment of 530 First Street in Old Town North Alexandria.

That block, to the best of my memory, was very well used mostly for events at the Holiday Inn . I was there several times a year for receptions , breakfasts. and training . Whenever I tried to park there I ended up using one of the many run down spaces in the Giant parking Lot and if I cared to be towed used the empty unattractive ABC lot where I always ran into someone there stumbling in or out and an occasionally a full lot during Holidays when even I thought it was a wonderful spot and well stocked. Neither here nor there. The property is up for consideration to develop and to my delight takes advantage of it altogether.

The plans, currently under consideration by Council would enhance that unsightly and unproductive block of Old Town North. Moreover, it would add a dynamic mix of residential and retail in a way envisioned by the city's Old Town North Small Area Plan. And the community benefits offered by the developers are substantial. With affordable housing the source of so much recent controversy, the Edens proposal seems The perfect solution !

Thank you for giving the Edens proposal for 530 First Street your attention and consideration.

Involved and concerned ,

David Martin

--
David M. Martin
ACA commissioner
Gold Works USA
1400 King Street
Alexandria, VA 22314
david@goldworksusa.com
703 683 0333
www.goldworksusa.com

Jackie Henderson

From: Bonnie Hershberg <bherish3@verizon.net>
Sent: Monday, March 07, 2016 3:59 PM
To: Jackie Henderson
Cc: Jack Spears, Jr.
Subject: Eden Project to develop former Giant plot on St. Asaph/First/Montgomery/Pitt Sts.

As residents of First St., although we have reservations about a number of aspects of this planned development, my husband, Jack Spears, Jr., and I support the plan to re-develop this parcel of land. Overall, we believe it will rid the neighborhood of a current eye sore, bring much needed commercial revenue to the city, add convenience, and enhance the value of our property. Should you want to explore our views further, please feel free to email me.

Best regards,
Bonnie Hershberg and Jack Spears, Jr.

Jackie Henderson

From: Carroll, John <john.carroll@ocean-atlantic.com>
Sent: Monday, March 07, 2016 3:53 PM
To: Jackie Henderson
Subject: Giant Food Redevelopment Parcel, First Street, Alexandria, Va

Jackie,

I am a resident of Liberty Row Condominiums which is located across First Street from the proposed Giant Food parcel. I am in complete support of the proposed redevelopment to include approximately 232 rental apartments and 50,000 square feet of retail space.

I believe that this new project will have a positive influence on North Old Town and will provide an increase in tax revenue to the city.

I only ask that the city consider how to mitigate the traffic flow from Washington Street as we who live at Liberty Row have difficulty now in turning left onto First Street.

Regards,

John C. Carroll
Ocean Atlantic Management Group LLC
1800 Diagonal Road, 6th Floor
Alexandria, Virginia 22314-2840
Direct Dial: 571-290-5202 Facsimile: 703-299-6199
john.carroll@ocean-atlantic.com

Jackie Henderson

From: Courtney Diffley <courtneydiffley@gmail.com>
Sent: Monday, March 07, 2016 11:19 AM
To: Jackie Henderson; Alice Manor
Subject: Support for development of "Giant's/ABC" site

Hello Jackie:

We understand that members of our community (Liberty Row Condominiums) have spoken against development of the site previously occupied by a Giant's grocery store and an ABC outlet and administrative center. These individuals may have given the impression that they represented a community that is solidly against the development. That is not the case.

We would like to express our support for the proposed development as presented to the City Council.

Michael and Courtney Diffley

Jackie Henderson

From: Alice Manor <ammanor@icloud.com>
Sent: Monday, March 07, 2016 9:52 AM
To: Jackie Henderson
Subject: Edens site

Good morning Jackie...just a note to let you so can inform the council that I am in complete support of the Edens site. Looking forward to see what is store for this end of town . I am a twenty year resident of north old town....ten years in Rivergate and ten years in Liberty Row. I have-worked at Bittersweet for twenty six years and enjoy everything about living here. Thanks for conveying this message!

Alice Manor
635 First Street #105 Alexandria,Virginia 22314

Sent from my iPad

Jackie Henderson

From: Barbara Carroll <Carroll@reinsurance.org>
Sent: Monday, March 07, 2016 8:36 AM
To: Jackie Henderson
Subject: Giant Redevelopment Project in Old Town

Jackie,

I am writing in support of the redevelopment of the former Giant site by the Edens Group.

I am a ten year resident of Liberty Row Condominium, which is next door to the Holiday Inn and across from the Giant site. I can hardly wait for the site to be redeveloped. Edens proposal is just what North Old Town needs—more vibrancy and a place people want to live, shop and dine. With other recent development, specifically the Harris Teeter and apartments above, the sidewalks are full of young families and young professionals. That's what this city needs more of.

Throughout the approval process, Edens has met with neighbors in the vicinity of the project and has been responsive to concerns. As with many other new projects in Old Town, there are those who want to keep the city as it was and I don't think they'll ever come to terms about the benefits of these redevelopment projects to the City. Economic and social. And frankly, I would rather look at that apartment and retail space than the Giant/liquor store eyesore.

I hope the City Council will act favorably with respect to this redevelopment

Barb Carroll (Liberty Row Condominium resident)
Director, Membership and Communications
Reinsurance Association of America
1445 New York Avenue, N.W., 7th Floor
Washington, D.C. 20005
202-783-8390

RAA2016

ADVOCACY•EDUCATION•ANALYTICS
reinsurance.org • [@TheRAA](https://twitter.com/TheRAA)

Jackie Henderson

From: Justin Wilson
Sent: Wednesday, March 09, 2016 6:26 PM
To: Jackie Henderson
Subject: Fwd: IMPORTANT MESSAGE CONCERNING SUBSTANDARD TRAFFIC IMPACT STUDY - ABC/Giant Development
Attachments: Letter to City Council 3-8-2016 PDF.pdf; ATT00001.htm; Figure 1.pdf; ATT00002.htm; Figure 2.pdf; ATT00003.htm; Selected Quotes from Planning Commission Meeting.doc; ATT00004.htm

FYI

Justin M. Wilson, Member
Alexandria City Council
Office: 703.746.4500
Home: 703.299.1576
justin.wilson@alexandriava.gov

Begin forwarded message:

From: darrel drury <drury.darrel@gmail.com>
Date: March 8, 2016 at 11:12:46 PM EST
To: allison.silberberg@alexandriava.gov,
john.taylor.chapman@alexandriava.gov, timothy.lovain@alexandriava.gov,
del.pepper@alexandriava.gov, paul.smedberg@alexandriava.gov,
justin.wilson@alexandriava.gov, willie.bailey@alexandriava.gov
Subject: IMPORTANT MESSAGE CONCERNING SUBSTANDARD TRAFFIC
IMPACT STUDY - ABC/Giant Development

Mayor Silberberg and Members of the City Council:

I write to you as president of VISION, a civic organization founded in 2015 that represents the interests of an ever-growing number of residents, workers, and small business owners throughout Old Town North. This coming Saturday, March 12, you will be asked to consider Edens' application for its proposed redevelopment of the ABC/Giant site at 530 First Street.

As you may know, this past Tuesday evening (March 1), Edens' application received the approval of the Alexandria Planning Commission. But I regret to inform you that the Commission's decision was based on incomplete information, and, in our opinion, that renders it invalid. Well in advance of the Commission's 3:00 p.m. deadline, VISION submitted a seven-page report (in the form of a letter addressed to the Commission) containing critical information that—had it been considered—should have resulted in a decision requiring the applicant to revise and resubmit its traffic impact study.

During the Commission's deliberations, it became increasingly obvious that some—and, perhaps, all—Commissioners had not read VISION's letter. Commissioner David Brown was, to his credit, more transparent than most in this regard, stating: "I can't take the time to read that

letter her tonight.” In light of his candid admission, VISION members offered to read the report—dividing it among several members in order to respect the three-minute speaker time limit—but Chairwoman Mary Lyman rebuked their offer, displaying her utter disdain for the hard work that our volunteers had put into preparing the report when she publicly declared: “I’m not going to waste the Commission’s time by having you essentially read a letter that’s right in front of us.” Subsequently, her naïve commentary and questions strongly suggested that she, too, had not taken the time to read the VISION report.

When the time to vote on Edens’ application arrived, it came as no surprise to anyone who had witnessed this display of absolute disregard for the concerns of the citizens of our community that—while one Commissioner abstained—none of the remaining Commissioners felt the need to recuse him- or herself. Apparently, those members of the Planning Commission who cast a vote on the evening of March 1 had gathered all the “facts” they needed and heard the opinions of all parties that they considered relevant to the decision-making process. But, as we noted in our letter to the Commission, the City of Alexandria’s *Transportation Planning Administrative Guidelines* clearly specify that, “if a study was conducted for a project site and there is updated information that would impact the transportation network or modify the transportation study in any way, the applicant will be required to resubmit an updated transportation study before approval by Planning Commission and Council”—and it remains an inconvenient truth that such “updated information” does, in fact, exist. Moreover, this information has been validated by several of the nation’s leading authorities on transportation capacity analysis, including (a) the chair of the National Academy of Sciences’ committee charged with developing the methodological standards for studies used to assess the impact of developments on traffic congestion and public safety and (b) the Project Director of VDOT’s Technical Advisory Committee that coordinated the development of corresponding standards for the Commonwealth. Unfortunately, none of that was considered when the Planning Commission approved Edens’ application.

To ensure that the City Council is fully informed about the potentially dangerous traffic conditions that could result from the Edens’ development as currently designed and to ensure that the Council understands the basis of VISION’s concerns about the substandard nature of the traffic impact study that the City has allowed, I respectfully request a meeting with each of you to discuss this matter further in advance of the City Council meeting scheduled for March 12. I am available to meet with you at any time on Thursday or Friday of this week. I hope that you will take the time, in advance of our meeting, to review the attached letter—which presents the most recent, updated version of the letter that was originally presented to the Planning Commission—as well as the annotated transcription of key parts of the Commission’s March 1 proceedings.

VISION has a genuine concern for the safety and wellbeing of all who live and work in Old Town North, including those who will eventually reside, dine, and shop at the Edens development. We ask you, our representatives, to join with us now in addressing a deficiency in our City’s transportation planning process that, quite literally, places our community at risk.

Best regards,

Darrel Drury

Darrel W. Drury, Ph.D.
1030 North Royal Street
Alexandria, Virginia 22314

(703) 683-3999 (Home)

(202) 550-6098 (Cell)

(703) 683-3999 (Fax)



Volunteers in Service to the Improvement of Old Town North

1030 North Royal Street
Alexandria, VA 22314

Email: vision.alexandria@gmail.com
Phone: (703) 683-3999

March 8, 2016

The Honorable Allison Silberberg and City Council
City of Alexandria
301 King Street, Room 2300
Alexandria, Virginia 22314

Dear Mayor Silberberg and Members of the City Council:

I am writing to you as president of VISION, a civic organization founded in 2015 that represents the interests of more than 1,500 residents, workers, and small business owners in Old Town North. This past December, I addressed the Alexandria City Council on behalf of VISION and provided an overview of our organization's concerns regarding the development proposed for the ABC/Giant site at 530 First Street. For a detailed account of the issues raised in that presentation, I refer you to VISION's letter to the City Council (dated December 12, 2015), appended to the Staff Report.

In the present context, I want to call your attention to our organization's *single most critical concern*—i.e., the dangerous conditions (for motorists, cyclists, and pedestrians alike) that currently exist at the intersection of First Street and North Washington Street and the likelihood that these conditions will be exacerbated if the proposed development is approved in the absence of further study and design changes. In the sections below, I shall draw upon the Traffic Impact Study commissioned by Edens¹ and the findings of an independent investigation conducted by VISION to explain our position. The first two sections are designed to assist the Commission in fully grasping current conditions at the First Street/North Washington Street intersection and future conditions that can be expected at that location after development. Following that discussion, a final section will describe additional, updated information that we feel must be incorporated in a revised traffic study prior to the Commission's consideration of Edens' proposal to develop the ABC/Giant site.

As president of VISION, I would like to emphasize that it is our organization's overarching mission to improve the lives and wellbeing of all who reside and work in Old Town North. It is not our objective to obstruct or subvert the proposed development, but, rather, to ensure that the project is designed in a manner that does not exacerbate existing traffic congestion, resulting in the endangerment of both current and future residents, as well as patrons of the retail component of the proposed mixed use development.

¹ Workosky, M., Pinkoske, M. Cavan, J., & Barbour, J., *530 First Street Traffic Impact Study*

Current Conditions (Without Development)

Figure 1 depicts the intersection at First Street and North Washington Street, along with a series of downstream obstructions to the flow of traffic on First Street. Today, in the absence of the proposed development, the queue of automobiles seeking to turn left from North Washington Street onto First Street already exceeds the storage capacity of the left-hand turn lane during the peak evening rush hour, causing the queue to spill over into through-traffic lanes, thus creating a dangerous choke point for southbound commuters on North Washington Street. With left-hand turn queues up to 172 feet long during the peak evening rush hour, weary commuters returning from work will often try to “beat the light,” making a left onto First Street even after the left-hand turn signal has turned from green to red. Given this situation, it is not surprising that traffic engineers have found that fully half of all crashes at the intersection of North Washington Street and First Street are the result of drivers making left-hand turns while failing to yield to oncoming traffic—a *greater proportion than at any other intersection on the entire Washington Street corridor*.²

Drivers who successfully negotiate the left-hand turn onto First Street may then encounter any of a number of obstructions that can block traffic, impeding the movement of vehicles behind them. Presently, such blockages—denoted in Figure 1 with black numbers in white circles—include: (1) cars entering and exiting the Liberty Row condominiums’ parking lot; (2) cars entering and exiting the AFBA building garage; (3&4) cars, taxis, and hospitality vans entering and exiting the Holiday Inn hotel; and (5) cars, taxis, and tour busses parking on First Street in front of the hotel.

Future Conditions (With Development)

Scale and Density. The scale and density of the development that has been proposed would, if approved, seriously aggravate the traffic situation described above. Edens has requested an amendment to the City’s master plan to allow the development to exceed the current height limitation of 50 feet by more than 50% (i.e., 77 feet) and is seeking to increase the FAR from 0.5 (non-residential) and 0.75 (residential) to 3.5. For a two-acre site, the proposed development would be quite massive in scale, with some 232 residential apartments and 51,000 square feet of retail, including restaurant seating for 841 diners.

The implications for traffic congestion in the future are daunting. Several pipeline projects throughout Old Town North that are currently in various stages of development are expected to generate about 5,510 daily trips by the year 2021. This, in turn, will increase the length of the queue at the left-hand turn lane on North Washington Street by about 27 feet. The Edens development, when completed, would generate 3,964 *additional* daily trips and extend the left-turn lane queue on North Washington Street by another *100 feet*, for a total of 299 feet.³

² *Washington Street Corridor Traffic Operations and Safety Analysis: 2008-2010*. (April 25, 2011) Appendix A.

³ Although Edens claims that the length of the queue can be reduced simply by adjusting the timing of the left-hand turn signal, that prediction is based on faulty software that has been judged to be “unacceptable” by VDOT.

Parking. Despite the massive scale of the proposed development, Edens has requested an 85-space (26%) *reduction* in the City’s parking code requirement for the retail/restaurant portion of the site. Applying United Land Institute’s (ULI) “shared parking analysis”—which assumes that a parking space can serve multiple uses without conflict or encroachment—the developer argues that, even with the requested reduction, there would be adequate parking to serve the project’s retail/restaurant parking needs. In addition, Edens observes that “there are a number of on-street parking spaces available throughout the weekday evening hours and weekend hours within a two-block radius of the site.”⁴

But ULI’s shared parking analysis methodology involves numerous assumptions and adjustments—which may or may not hold up in actual practice—and the availability of on-street parking during *daytime* hours on weekdays and during the peak evening rush hour was not even investigated by Edens. In stark contrast to the developer’s findings, a 2014 survey conducted by the Alexandria Department of Recreation, Parks and Cultural Activities found that nearly half (46%) of respondents reported that insufficient parking had prevented them from visiting Montgomery Park, which is located just one block from the ABC/Giant site.⁵ This suggests that the surrounding neighborhood’s capacity to absorb any spillover demand for parking has already reached its limit.

Garage Entrances and Exits. The single feature of the proposed development’s design that has caused more concern among residents than any other is that which locates the loading dock entrance for all delivery vehicles (including 18-wheeler trucks), along with the garage entrance and exit for all cars, on First Street. This aspect of the design effectively funnels every southbound car on North Washington Street traveling to the development into the left-hand turn lane at the First Street intersection. It is no wonder, then, that the queue in the left-hand turn lane of North Washington Street is expected to stretch the length of a football field upon completion of the Edens development!

Implications. The implications of the foregoing discussion should be obvious. Returning to Figure 1, it is not difficult to comprehend how southbound evening commuters on North Washington Street, encountering overwhelming traffic congestion at the First Street intersection, will be hard-pressed to make the left-hand turn onto First Street during a single cycle of the turn signal. Already a dangerous intersection, more drivers than ever will try to beat the light, and, inevitably, more crashes will occur. In addition, with the advent of the Edens development, the adverse impact of the previously discussed obstructions along First Street will be compounded due to the increased volume of traffic and the presence of drivers maneuvering to parallel park on First Street in order to gain easy access to the development.⁶ Finally, Edens’ traffic study presents evidence (though well hidden) that roughly 45 pedestrians currently cross First Street during at the peak of a typical evening rush hour, and the vast majority (69%) cross illegally at the middle of the block, causing an extremely hazardous situation.

⁴ Workosky et al., p. 53.

⁵ Drury, D. *Montgomery Park Report: Citizen Feedback on Revised Draft Plan*, November 19, 2015, p. 8.

⁶ In light of this observation, the parking study conducted by Edens—which failed to examine the availability of parking during the evening rush hour—seems especially inadequate.

Drivers making a left-hand turn onto First Street will encounter not only the pre-existing downstream blockages discussed above, but several new ones as well (denoted in Figure 1 with white numbers in black circles). These include: (6) trucks—some more than sixty feet in length—swinging out into the westbound lane of First Street to make the right-hand turn from North St. Asaph Street en route to the (poorly placed) loading dock entrance on First Street; (7) additional pedestrian traffic from the Holiday Inn and surrounding residential communities crossing First Street to dine or shop at the new development (and, if they follow the pattern of current pedestrians, about 70% will choose to cross illegally mid-block); (8) additional bicycle traffic due to the installation of a new Capital Bikeshare station on North St. Asaph Street; and (9) cars entering and exiting the development’s sole point of ingress and egress at First Street and service trucks swinging out into the westbound lane of First Street to make a right-hand turn into the loading dock entrance.

Combined, these additional obstructions to the flow of traffic on First Street are likely to further complicate the situation at the intersection of North Washington Street and First Street, making it even more dangerous than it is today. But this need not happen. The adverse impact of the proposed development on traffic flows *can* be mitigated—at least to some degree—simply by limiting the development’s height and density, providing the number of parking spaces required by City code, and relocating the garage and loading dock entrances and exits away from First Street.

Call for New Traffic Impact Study and New Design

The foregoing analysis should raise concerns among all who live and work in the neighborhoods surrounding the proposed development, as well as those who commute on a regular basis between Washington, DC and Alexandria. The historical record of crashes at the North Washington Street/First Street intersection and the identification of the various downstream obstructions that will impact traffic congestion on First Street would seem to lead any objective observer to the conclusion that the project is too large, too dense, and suffers from a critical design flaw—i.e., the placement of the garage entrance and exit and service vehicle loading dock entrance on First Street.

Viewed in this light, it is reasonable to ask: Why does neither the traffic impact study nor the staff report accompanying the developer’s application raise any “red flags”? The answer is quite simple: Because, until this point, no one has seriously considered any of the facts set forth above. But there is another reason why this flawed proposal has reached the Planning Commission despite its inherent deficiencies. The methodology employed in the traffic impact study is so outdated that it simply lacks the capacity to examine the concerns we have raised. The contractor conducting the study (Wells and Associates, Inc.) has inexplicably elected to employ methodologies that were developed in the late 1990s, despite the fact that newer, updated methods for conducting traffic capacity analyses have existed since 2010.

The software employed by Wells and Associates is known as Synchro 7, which is an implementation of methodologies found in the *Highway Capacity Manual: 2000* (HCM2000), developed nearly two decades ago and published in 2000 by the Transportation Research Board’s Highway Capacity and Quality of Services Committee, an entity of the National Academy of Sciences. Indeed, Synchro 7 is *so out of date* that it has been judged “unacceptable” by VDOT and is no longer supported by its developer, Trafficware, Inc.

A more recent version of the *Highway Capacity Manual*, published in 2010 (HCM2010), includes several critical features that would significantly modify the transportation study commissioned by Edens. Specifically, the more recent HCM:2010 methodology includes:

- An integrated multimodal approach to the analysis and evaluation of urban traffic conditions that—*for the first time ever*—takes into account the effects of cars on bicyclists and pedestrians; and
- An updated incremental queue accumulation (IQA) method that is more flexible than the previous application found in HCM2000 since it accommodates the differing saturation flow rates that can occur with protected-plus-permitted left turn situations like that found at the North Washington Street/First Street intersection.⁷

These are not trivial improvements—they reflect more than \$5 million of research completed since HCM2000 was published 16 years ago. As Alexandria continues to expand and refine its multimodal transportation network, it is absolutely critical that we understand how bicyclists and pedestrians will impact traffic flows. To move forward with Edens’ application in the face of updated information that is readily available would constitute a major disservice to our community. And this is not the opinion of just one organization representing the interests of Old Town North residents. A study published in the official journal of the prestigious Transportation Research Board of the National Academy of Sciences emphatically states that, “depending on the pedestrian volume and traffic conditions, the [HCM2000] procedure could produce significant error, [including] erroneous results in capacity and delay estimations.”⁸

A revised traffic study employing Synchro 9—or an alternative tool, such as HCS2010, which actually provides a more complete implementation of HCM2010—would, undoubtedly, provide invaluable information concerning the impact of cars on bicyclists and pedestrians as well as improved estimates of expected capacity and delays. Yet it may not provide a realistic assessment of other potential problems. Synchro 9 employs a macro-level model based on aggregate data. But such models do “not take into account the potential impact of downstream congestion on intersection operation” and, therefore, may underestimate delays at intersections when downstream blockages are present.⁹ That, of course, describes the situation at the intersection of North Washington Street and First Street precisely, where at least nine present and future downstream blockages have been identified in our analysis. For that reason, Trafficware recommends that Synchro 9 be employed in conjunction with a micro-level simulation model, such as SimTraffic. The Alexandria Department of Transportation and Environmental Services prefers an alternative micro-level model, VISSIM, but, unfortunately, it does not require *any* micro simulations for developments the size of the Edens project. We believe that that is a mistake. When conducting traffic capacity analyses in congested, urban

⁷ The Highway Capacity and Quality of Service Committee of the Transportation Research Board, National Academy of Sciences, *Highway Capacity Manual*, 2010. The features in HCM2010 mentioned here are best implemented in software called HCS2010.

⁸ Cheng, D., Tian, Z., & Liu, H. Implementing Actuated Signal-controlled Intersection Capacity Analysis with Pedestrians, *Transportation Research Record*, 2008, p.1.

⁹ Trafficware, *Synchro and SimTraffic Training Guide*, 2007, p. A-2.

areas, such as Old Town North, a micro simulation is appropriate for all but the smallest of developments. More relevant criteria than development size for conducting a micro simulation include: (1) the presence of downstream blockages; (2) a fully functioning multimodal transportation network in the vicinity of the development site; and (3) the presence of a complex geometric pattern of streets (see Figure 2).

The City of Alexandria's *Transportation Planning Administrative Guidelines* specify that, "if a study was conducted for a project site and there is updated information that would impact the transportation network or modify the transportation study in any way, the applicant will be required to resubmit an updated transportation study before approval by Planning Commission and Council."¹⁰ In the present case, however, the City has failed to require an appropriate study in its scoping agreement, and, therefore, it would make more sense for the Transportation and Environmental Services Department (T&ES) to commission a third-party analysis using an updated version of Synchro—or, perhaps, HCS2010—followed by a micro-simulation model using VISSIM to investigate the combined impact of downstream blockages and the multimodal network surrounding the proposed development.

Most important, the reanalysis should be conducted transparently, with the active participation of stakeholder groups, such as VISION, in setting the goals of the analysis and in evaluating its findings. Ultimately, Edens should be required to revise and resubmit its application, incorporating the revised transportation study and any design changes that are shown to mitigate the dangerous traffic congestion at the intersection of N. Washington Street and First Street and along First Street. In particular, the applicant should be directed to explore the mitigating effect of relocating the garage and loading dock entrances and exits away from First Street. The desire of some to cling, at all costs, to the 1992 SAP's vision of an uninterrupted commercial streetscape along Montgomery Street and N. St. Asaph Street should not supersede the safety of our citizens.

A Note of Appreciation

I would like to express my sincere appreciation to several experts in the field of traffic capacity analysis who helped to make VISION's review of Edens' Traffic Impact Study possible. Although all of the original research included in this review was conducted by myself, a Ph.D. with experience in statistical analysis and micro- and macro-modeling techniques, this work benefited enormously from my consultations with three individuals in particular:

- Lily Elefteriadou, Ph.D.
 - Professor of Civil Engineering and Director of the Transportation Research Center, University of Florida
 - Chair, Highway Capacity and Quality of Services Committee of the Transportation Research Board (National Academy of Sciences)

¹⁰ City of Alexandria, *Transportation Planning Administrative Guidelines* (March 25, 2013), p. 4.

- Brandon Nevers
 - Senior Principal Engineer, Kittelson & Associates, Inc.
 - Co-chair, Transportation Research Board Intersection Joint Subcommittee
- Evelyn Beyer
 - Manager of Technical Support, Trafficware, Inc. (maker of Synchro)

Finally, I conclude with a quote from Alexandria's *Transportation Planning Administrative Guidelines*:

It is a goal of the City of Alexandria to create an integrated, multimodal transportation system that is accessible and safe for all users. For Alexandria to maintain its attractiveness as a place to live, work and play, traffic impacts associated with new development must be minimized.¹¹

This is a worthy goal, but it can only be achieved with the aid of the most up-to-date methods for evaluating the potential impacts of new developments. Absent that, we are all on fool's errand.

My most sincere thanks to the members of the City Council for your service,

Darrel W. Drury

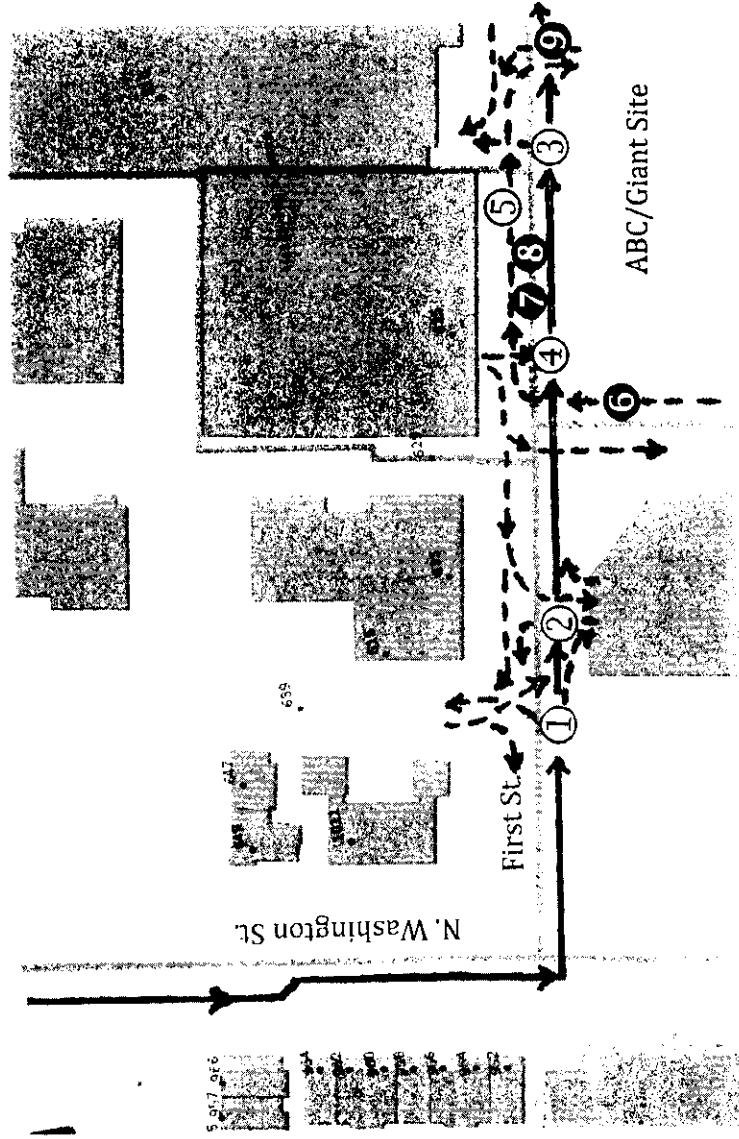
Darrel W. Drury, Ph.D.
President, VISION

Attachments (2)

¹¹ City of Alexandria, *Transportation Planning Administrative Guidelines* (March 25, 2013), p. 3.

FIGURE 1:

**Left-Hand Turn from N. Washington St. onto First Street
Showing Downstream Obstructions**



Complex Geometric Conditions of Street Network in Vicinity of ABC/Giant Site



Selected Quotes from Planning Commission Meeting (3/1/2016)

**Transcribed and Annotated by
Dr. Darrel Drury, VISION President**

VISION Letter

Karl Moritz (00:34:30) – “Staff does not believe that there are unknowns that a more in-depth analysis would uncover that would change our recommendations.” [Mr. Moritz is responding to Mr. Brown, who has asked if the project was being reviewed and brought before the Commission too quickly. In his response, Mr. Moritz makes no reference to the report developed by VISION, which was presented to the Commission in the form of a letter that clearly describes the inadequacy of the current traffic impact study and explains in detail how a more in-depth analysis (including a micro-simulation model) would modify the conclusions drawn from the study. The letter also calls the Commissioners’ attention to the fact that the City’s *Transportation Planning Administrative Guidelines* specifically require that, under such circumstances, “the applicant will be required to resubmit an updated transportation study before approval by Planning Commission and Council (p. 4).”]

David Brown (00:35:00) – “We got a letter here [from VISION] on the dais tonight dated March 1, which I don’t think was even circulated any earlier than this evening, and I have a seven-page single-spaced letter. I can’t take the time to read that letter here tonight. Hopefully, you [staff] have . . . is that so? And is there anything new there that gives you pause?” [It should be noted that Dr. Darrel Drury, VISION’s president, telephoned Ms. Kendra Jacobs early in the afternoon of March 1 to inform her that he would be sending an important letter containing critical information that should be disseminated to the Commissioners immediately upon receipt. The VISION letter was sent to the Planning Commission email address at precisely 2:32 p.m. (March 1), well in advance of the 3:00 p.m. deadline. To further emphasize the importance of the letter, Dr. Drury sent a follow-up email directly to Ms. Jacobs at 2:48 p.m., seeking her assurance that the letter had been received and would be forwarded. Ms. Jacobs responded at 3:11 p.m. with her personal assurance that “the letter will be forwarded to the Commissioners.” However, several days after the Planning Commission meeting, VISION learned that the letter was not forwarded to the Commissioners until 5:35 p.m., more than three hours after it was sent.]

Nathan Randall (00:36:30) – “The concerns that have been outlined in that letter from VISION are ones that have been raised in the prior letter that went to the City Council in December. I think there are concerns about traffic modeling. Staff does not happen to share those concerns about which model is the most appropriate to use.” [In just three sentences, Mr. Randall dismisses a seven-page report that was developed with input from some of the nation’s leading experts on traffic capacity analysis.]

VISION Presentation

Joan Drury (1:05:10) – Ms. Drury makes introductory remarks establishing that she represents VISION and describing the organization, but is interrupted by Chairperson Lyman as she begins to introduce the presentation to follow, which had been broken into several segments to conform with the Commission’s 3-minute rule.

Mary Lyman (1:07:46) - [Interrupting Ms. Drury] “Is this an attempt to basically read the letter into the record by having several people do it?”

Joan Drury (1:07:58) – “Yes.”

Mary Lyman (1:08:00) – “I’m not going to allow that. We have the letter in front of us . . . I’m not going to waste the Commission’s time by having you essentially read a letter that’s right in front of us.”

Joan Drury (1:08:20) – “I think this whole thing is rigged—it’s unfair.” [Context is everything here: Previously, Ms. Drury learned that at least one member of the Commission (Mr. Brown) had not read the letter from VISION. Now, Chairperson Lyman has refused to permit her and other VISION members to present the letter orally so that Commissioners can be fully informed before taking action on the proposed development. Under the circumstances, Ms. Drury’s response seems quite appropriate.]

David Brown (1:09:30) - After Ms. Drury has left the podium, she is called back by Mr. Brown, who grills her extensively about the membership of VISION: How many members? On what basis do you say you represent their interests? How many *active* members? After 2 ½ minutes of this grilling, Ms. Drury tries to turn the conversation back to a review of the serious traffic problems that are likely to result from the Edens development. She points to the fact that VISION’s analysis reveals “a dangerous situation,” at which point, Mr. Brown interrupts her, noting: “we have your letter.” Apparently, the irony of Mr. Brown’s remark is lost on him, since, by his own admission, he hasn’t read it.

UDAC Testimony

Dan Straub (1:28:35) – Discusses planning and design issues that need further attention and refinement

Dan Straub (1:29:00) – “Some members of both the community and the Committee have concerns with the issue as more detailed information has emerged.”

Dan Straub (1:29:27) – “Contrary to the wording of the staff report, we would like to note that UDAC has not formally endorsed this project.”

Dan Straub (1:29:50) – “We would like to request that this project return to UDAC for a formal endorsement vote on the overall concept design prior to any formal preliminary plan and/or site plan submission.”

Dan Straub (1:30:07) – “My personal concern is this project has come to us—almost like every other project—as a *fait accompli*. The reason there’s so much concern is that all the building height, building mass, etc. was established before it even came to us and you’re seeing some very intelligent people that live in this community that are definitely aware of some of these impacts that result from mass, scale, and height.”

Mary Lyman (1:55:10) – Chairperson Lyman recognizes Cathy Puskar (Edens’ attorney). This exemplifies the Commission’s apparent bias in favor of developers. Dan Straub has just stated that the UDAC has not endorsed the project, so Ms. Puskar is recognized by the Chair to rebut his statement. Ms. Puskar asks to have the motions from the preceding UDAC meeting’s minutes read into the record. This move backfires, however, as the motion from the most recent UDAC meeting (February 10, 2016) reads as follows: “The Urban Design Advisory Committee has continuing concerns . . . The current presentation and concept changes are an improvement, but do not address all of the Committee’s concerns and comments.” Mr. Straub’s previous request to return the project to UDAC for further review and a formal vote before it is brought before the Planning Commission is ignored, and the proceedings continue.

Methodology/Modeling Issues

Cathy Puskar (00:49:40) – “VISSIM [a type of micro-modeling software], per the City standard, is required if: (1) there is a dedicated transit way involved or (2) the study area includes interstate highway access. It is not appropriate here and it’s not required.” [The last sentence in Ms. Puskar’s statement is incorrect—VISSIM *is* appropriate in the present circumstance, since there is a critical need to take into account downstream blockages and the impact of cars on bicyclists and pedestrians (i.e., what traffic engineers refer to as “multi-modal evaluation”). VISION’s March 1 letter describes nine significant downstream blockages on First Street that will impede the flow of cars turning left from N. Washington Street onto First Street, exacerbating an already dangerous situation. As VISION’s report documents, that intersection already experiences a greater proportion of crashes attributable to drivers turning left and failing to yield to oncoming traffic than *any other intersection* on the Washington Street corridor. Moreover, given that there are approximately 1,500 – 2,000 residential units within a few block radius of the site—exclusive of the 232 units proposed for the development—and two adjacent hotels with a total of 463 guest rooms, Edens’ own traffic study predicts that the development and “the surrounding multi-modal network [will] result in a *significant non-auto mode share* for both residents and patrons of the project” (p. 55). Finally, under current conditions (i.e., *without* development), Edens’ traffic study documents the fact that roughly 45 pedestrians cross First Street during a typical evening rush hour, and the vast majority (69%) cross *illegally* at the middle of the block to avoid having to walk nearly 300 feet to the only available crosswalks at N. Washington Street and N. Pitt Street. If there ever was a situation that required a proper multimodal evaluation, it is this one, and VISSIM is the only modeling tool that VDOT accepts for such an analysis (see VDOT’s *Traffic*

*Operations and Safety Analysis Manual (TOSAM) – Version 1.0.]. Ms. Puskar is correct, however, in asserting that the City does not *require* a multimodal analysis, and that is a major oversight that VISION has asked the City to correct in the case of future developments. In the present case, we believe that the City should commission its own multimodal evaluation by a third-party traffic-engineering firm (*not* the firm that conducted Edens' study) to ensure the safety of local residents and future patrons of the development. The lives of our citizens should take precedence over what appears to be a headlong rush to approve this project.]*

Cathy Puskar (00:50:19) – “That [HCM2010 standard] is not even accepted by VDOT.” [This statement is incorrect as well. VDOT *does* accept HCM2010, but not within the outdated analysis tool (Synchro 7) used to support Edens' traffic impact analysis, which VDOT has determined to be unacceptable for analysis of new projects (see TOSAM).]

Cathy Puskar (00:50:26) – “VDOT requires us to use the very same model [Synchro 7] that we submitted to the City.” [Not only does VDOT *not require* the use of Synchro 7, the agency has judged it to be *unacceptable* for the analysis of new projects submitted to VDOT for approval (see TOSAM). What's more, the maker of Synchro 7, Trafficware, stopped providing technical support for this outdated product several years ago. For macro-analyses, which provide a simple “snapshot” of traffic conditions based on aggregate data, VDOT accepts either of the two more recent versions of Synchro (i.e., Synchro 8 or 9). Why, one wonders, has the City of Alexandria set the bar so low, permitting the use of a tool that is so deficient that the Commonwealth's principal transportation agency will not accept it (see TOSAM)? Before considering Edens' application, VISION believes that the City Council should direct the Transportation and Environmental Services Department (T&ES) to commission an unbiased, third-party analysis using an updated version of Synchro, followed by a micro-simulation model (using VISSIM) to investigate the combined impact of downstream blockages and the multimodal network surrounding the proposed development. And, perhaps most important, the reanalysis should be conducted transparently, with the active participation of stakeholder groups, such as VISION, in setting the goals of the analysis and in evaluating its conclusions.]

Cathy Puskar (00:50:44) – “It's been stated [in VISION's letter] that there's going to be over 3,964 new trips [when the Edens development is completed]. That's not an accurate review of the traffic analysis.” [VISION's letter, dated March 1, states (p. 2): “The Edens development, when completed, would generate 3,964 additional daily trips.” This statement is drawn from Edens' Traffic Impact Study (p. 26): “the proposed development (232 residential units and 51000 SF retail) is expected to generate . . . 3,964 daily (24-hour) trips upon completion and full occupancy by 2021.” Thus, another misleading statement is presented to the Commission with no rebuttal allowed.]

Mary Lyman (1:37:25) – Chairperson Lyman asks T&ES to comment on whether the “traffic problem” has been sufficiently addressed? [Note that Dr. Drury, who actually wrote the report under attack, is NOT invited by the Chair to offer a rebuttal to Ms. Puskar's misinformed commentary. Instead, the Chair asks T&ES staff person, Carrie Sanders, to reply. Compare that with the Chair's eagerness to recognize Ms. Puskar to rebut UDAC Co-chair Dan Straub's assertion that UDAC had not yet approved the project (see Chairperson Lyman's remarks at 1:55:10, under “UDAC Testimony.”)]

Carrie Sanders (1:38:00) – “The methodology used in the study is consistent with what we like to see with all of our traffic studies. [It is] consistent with what our standards are. VISSIM methodology . . . is used for larger scale developments such as SAPs [Small Area Plans]. It also can be used when we are analyzing a transit way or the effects of an interstate near a development, but that particular methodology [VISSIM] would not be used in this kind of development. It’s not appropriate.” [Certainly, Ms. Sanders’ assertion that the study presented by Edens is consistent with City standards is correct, but, as indicated above, those standards are weak, opening the door to potentially dangerous traffic conditions associated with new developments. But Ms. Sanders’ conclusion that VISSIM is not appropriate in the present case is incorrect. In fact, VISSIM is the *only* tool acceptable to VDOT for conducting a multimodal analysis, which is critical in this instance (see TOSAM).]

Carrie Sanders (1:30:20) – “HCM2000 is the standard that’s used. As Ms. Puskar mentioned, VDOT does not allow the methodology that was referenced by Dr. Drury.” [Again, Ms. Sanders is mistaken. The methodology referenced in Dr. Drury’s letter, HCM2010, is acceptable to VDOT, but not within the antiquated software (Synchro 7) used to conduct the developer’s traffic impact study (see TOSAM).]

[See, also, comments by Randall and Moritz under “VISION Letter,” above.]

Miscellaneous Statements

Stewart Dunn (1:45:50) – “That’s going to slow down the traffic coming North. You don’t get anything for nothing.” [Mr. Dunn’s statement is in reference to the City’s plan to mitigate the expected 299 ft. backup in the left-hand turn lane of N. Washington St. (at First St.) by changing the timing of the left-hand turn signal so that it is activated twice—at the beginning and end of each light cycle—allowing twice as many cars to turn left.]

Stewart Dunn (1:46:50) - “We’re not looking at the cumulative effect. Were looking at the marginal effect and, therefore, everybody’s safe—everyone’s ‘home free.’” [Mr. Dunn’s statement is in reference to the City’s policy allowing developers to first assess the impact of “pipeline developments,” followed by an assessment of the *marginal* impact of the particular development under consideration. This obviously stacks the deck in favor of the developers and fails to account for the cumulative effect of all developments considered simultaneously.]

Stewart Dunn (1:52:10) – “The perception is—and there has to be some truth to it—that the staff isn’t listening, that it comes in with a set mind on what it’s going to do: ‘We know best and listen to us.’”

Stewart Dunn (2:59:20) – “Bizarre type of situation . . . we are doing something that the public did not have an opportunity to comment on.” [Remark made in reference to a motion to strike “Condition 31,” which makes residents of the Edens development ineligible for residential parking permits. The motion carries and, as a result, the many assurances that community members have received from City staff that the residents of the Edens apartments will not receive parking permits are made nullified on the spot.]

David Brown (2:19:45) – “Do we have to be stuck with what we decided in 1992, and the answer is ‘no,’ we can amend the Master Plan to make it 77 feet if that seems to make sense in in this particular instance.” [VISION and members of the local community have been told repeatedly that the 1992 SAP establishes Montgomery St. and N. St. Asaph St. as commercial streetscapes and, therefore, it would violate the intent of the plan to relocate the garage and loading dock entrances/exits of the Edens development from First St. and N. Pitt Street to Montgomery St. and N. St. Asaph St. But now, according to Mr. Brown’s remark, it seems that we don’t have to be “stuck with” the 1992 SAP after all, especially when it gets in the way of increasing the height limitation to 77 feet.]

Stephen Koenig (2:26:50) – “It doesn’t seem to me that any of those concerns—heartfelt as they are about the process—have ended up with a project that has any significant flaw that I would feel we should turn around and turn our attention to trying to fix.” [A wholly ironic statement made by Mr. Koenig, in light of evidence presented in VISION’s letter, which no one seems to have read and the Chair has refused to allow the Commission to hear.]

Jackie Henderson

From: Justin Wilson
Sent: Wednesday, March 09, 2016 6:26 PM
To: Jackie Henderson
Subject: Fwd: Proposal for development of the ABC/Giant Site in Old Town North
Attachments: ABCGiant Submission to Council.pdf; ATT00001.htm

FYI

Justin M. Wilson, Member
Alexandria City Council
Office: 703.746.4500
Home: 703.299.1576
justin.wilson@alexandriava.gov

Begin forwarded message:

From: linda lord <llord260@gmail.com>
Date: March 9, 2016 at 5:59:48 PM EST
To: Allison Silberberg <allison.silberberg@alexandriava.gov>, justin.wilson@alexandriava.gov,
john.taylor.chapman@alexandriava.gov, timothy.lovain@alexandriava.gov,
del.pepper@alexandriava.gov, paul.smedberg@alexandriava.gov,
willie.bailey@alexandriava.gov
Cc: llord260@gmail.com
Subject: Proposal for development of the ABC/Giant Site in Old Town North

Dear Mayor Silberberg and Other Members of the City Council:

Attached please find my submission for your March 12 consideration of the above-referenced proposal.

Thank you.

Best,
Linda Lord

600 Second Street, Unit 202
Alexandria, VA 22314
March 9, 2016

Members of the City Council
City of Alexandria
City Hall
301 King Street
Alexandria, VA 22314

Re: ABC/Giant Proposed development, Case DSUP #2015-0019.

Dear Mayor Silberberg and Other Members of the City Council:

I am writing to you as a resident of the Liberty Row Condominium community in Old Town North. The purpose of this letter is to register my opposition to the above-referenced proposed development in its current form.

There is no opposition to development. Rather, the rush to approval of this project raises serious questions in the minds of OTN residents. First, development of the ABC/Giant site is not the issue or the basis of my opposition. Rather, the specific proposal that will be before the Council on March 12 is one that has been rushed through the City's process. The perception among many residents of Old Town North who attended the community meetings with the developer's representatives is that: (a) staff of Planning and Zoning Department (P&Z) and the developer's representatives had met and agreed to the parameters of this proposed development long before the community meetings were scheduled; (b) the community meetings were, therefore, not an earnest undertaking by the developer to seek comments from local residents; (c) the community meetings essentially presented to local residents decisions that were already made by the developer with the blessing of the P&Z staff without an intention to make significant revisions giving effect to community concerns; and (d) P&Z is granting this developer a multitude of exceptions to existing requirements and waiving restrictions to the detriment of quality of life issues of neighboring communities.

Deliberations by the Planning Commission simply rubber-stamped the Planning and Zoning Department's staff report. As you know, on March 1, the Planning Commission considered this proposed development and approved it by a vote of 6 to 1, the 1 being an abstention by Commissioner Stewart Dunn. Commissioner Dunn alone recommended that the project be subject to further study. He moved to defer approval in order to conduct further review of the proposed development. However, the Commissioner's motion failed for lack of a second.

Commissioner Dunn noted that P&Z staff needed more input from the community and that there is no crisis militating a rush to action. Commissioner Dunn observed that attracting retail to Old Town North has not been successful in the past. What, then, leads this developer and P&Z staff to believe that retail will be attracted to this site? We still do not know what establishments this developer proposes to bring to this project. As Commissioner Dunn said, the Trans Potomac Plaza relied on retail, which never came; and if retail cannot be attracted to a waterfront area,

why would it be attracted to this site? He also added that the Carlyle and Patent Office developments rely on retail that still has not materialized. I also add that throughout Old Town North, there are vacant and/or less than fully occupied commercial spaces.

In addition to concerns about attracting retail to this site, which is a key element of this proposed development, Commissioner Dunn said this project presents a “tail-wagging-the-dog” situation. There are significant issues related to traffic, density, the Urban Design Advisory Committee’s (UDAC’s) concerns, acting prior to the final update to the OTN Small Area Plan (SAP), failure of P&Z staff to listen to community recommendations, and the precedent that this project might be setting for development in OTN. Each of these considerations is serious standing alone. In the aggregate, these considerations are formidable reasons to take a step back and avoid rushing into decisions that will affect OTN and its residents for years to come. The fact that 6 members of the Planning Commission approved this project in spite of these very legitimate issues causes residents to wonder whether these Planning Commission members truly understand the magnitude of concerns surrounding this proposal and its precedent-setting nature. What interests have these Planning Commission members balanced to arrive at their decision for approval at this time? Why is a more deliberate, studied approach to significant development issues as presented by this proposal not a course that the Commission would select?

Scope of the proposed development and the bases upon which P&Z allows this proposal to go forward. This proposed development impacts OTN in several significant ways. It will result in the following, all of which are consistent with the developer’s interests:

- a. A 232-unit rental apartment building consisting of about 254,000 square feet.
- b. A 51,000 square foot retail and restaurant complex (potentially including 841 restaurant seats) with a broad allowable use permit.
- c. Building height at the corner of First and N. St. Asaph Streets of 67 feet.
- d. Building heights on Montgomery Street of 77 feet.
- e. Residential, retail, and commercial garage entryway on First Street, which also will serve as the point of egress for residential and retail vehicles.
- f. Commercial vehicle egress on N. Pitt Street (right turn only on N. Pitt Street).
- g. Open space at ground level of 6,637 square feet. This represents only 7.6% of the entire site or 9.2% of the residential portion of the project.
- h. Substantial additional traffic on First Street, and queuing of traffic at the left-turn lane of N. Washington Street to First Street.
- i. Substantial additional traffic on N. St. Asaph Street, Montgomery and N. Pitt Streets.
- j. An 85-space reduction (more than 26%) in commercial parking spaces.
- k. Locating an electric transformer vault consisting of 772 square feet in the public right of way under Montgomery Street near the corner of N. Pitt Street. The requirement for an indemnity policy to cover potential injuries to persons or properties as a result of this encroachment is set by the City at only \$1 million.
- l. A structure that is very modern and inconsistent with the neo-traditional architecture of the surrounding community.

How did P&Z allow such results? The P&Z Staff Report bases its approvals on bootstrapping arguments, convenient interpretations of various portions of the 1992 OTN SAP, and on a number of significant revisions to the site’s zoning designation and City code requirements. The Staff Report strongly supports Edens’ proposed development of the ABC/Giant site as the following demonstrates:

1. Going Forward in Advance of the OTN SAP Update. The OTN Small Area Plan (SAP) of 1992 has not yet been updated. Recommendations for the update will not be forthcoming until June-July 2016. The plan development phase will not occur until August 2016 to January 2017. Notwithstanding this timetable, the Staff Report states that the development of the ABC/Giant site will “go forward in advance of adoption of the OTN SAP update.” (p. 4 of Staff Report) Restaurants will be operating until midnight on weekdays and until 1 am on weekends. Outdoor dining will occur until 11 pm every evening. (p. 21 of Staff Report) There may be more than two restaurants located at the site. What, then, is the value or purpose of the updating process? What ground rules apply, what is the relevance of current rules, to whom do they apply, who determines when and for whose benefit significant modifications can be made outside of ordinary procedures and processes?
2. Amending the Site's Zoning Designation. The maximum allowable floor area ratio (FAR) for Commercial General (CG) zoning, currently applicable to the ABC/Giant site is 0.5 for nonresidential space and .75 for residential space. The Staff Report includes an amendment to the CG designation, changing it to Consolidated Development District (CDD) (CDD#25). The CDD designation would allow a 3.5 FAR and maximum height of 77 feet, as opposed to the current maximum building height of 50 feet. This revision allows construction of a 232-unit rental property at this approximately 2-acre site. There is no question but that such a development is excessively dense for the site. Application of the CDD zoning seems inconsistent with Section 5-601 of the Master Plan. Under that Section, the CDD zone is intended to encourage land assemblage and/or cooperation and joint planning where there are **multiple** owners in the CDD zoned area. That is not the case here. Edens is the **sole** land owner. (p. 13 of the Staff Report) The Kingsley Apartments, completed about a year ago atop the new Harris Teeter supermarket just two blocks to the south of Montgomery Street, consists of 175 rental units (FAR of 3.0). Assuming that rental units are to be constructed at the ABC/Giant site, the total number of such units should not exceed 175.
3. Bootstrapping Arguments Supporting High Density. As further justification for the CDD zone designation for the ABC/Giant site, the Staff Report states at p. 14 that: (a) higher density at this site or in this area are not unprecedented. The office building to the south on Montgomery Street was approved in 1986 and allowed a FAR of 2.98, and that the Harris Teeter two blocks away was approved in 2011 with a FAR of 3.0; and that (b) greater density is needed to support the significant amount of retail/commercial uses that are recommended in the OTN SAP for the “retail focus area.” According to the Staff Report, “an adequate number of nearby residents and workers are needed to patronize businesses throughout the day to insure successful retail.” To this end, the Staff Report recommends a 232-unit rental structure at the site, including 51,000 square feet of retail space, including possibly more than two restaurants (potentially up to 841 restaurant seats). Restaurants will be operating until midnight on weekdays and until 1 am on weekends. Outdoor dining will occur until 11 pm every evening. (p. 21 of Staff Report) Bootstrapping rationalizations fail to recognize existing limitations and the yet-to-be-completed process for the OTN SAP update. Under this approach, the OTN SAP updating process should be dismantled because it is irrelevant. Indeed, as the Staff Report acknowledges, zoning changes will be made on a case-by-case basis notwithstanding the pendency of the OTN SAP updating process.

4. Ignoring Certain Residential Communities and Focusing on Nearby Commercial Structures. To justify exceeding the 50-foot height limitations, the Staff Report cites the 1992 OTN SAP's goal #2, for the "establishment of height limitations that protect and preserve low-rise residential scale in most of the area, accommodate appropriate designs for higher scale development in designated retail and commercial areas, and establish transitions between higher and lower height areas." (p. 10 of Staff Report) The Staff Report mentions that the commercial building on Montgomery Street is 112 feet tall, that the commercial building at the corner of N. St. Asaph and Montgomery Street is 109 feet tall, and that the Alexandria House (a very tall cooperative building) is just one block away to the south. But the Staff Report's reference to the ABC/Giant site as an "isolated parcel" (p. 12 of Staff Report) creates a false impression of this site. The 63-unit Liberty Row Condominium residential community is just across First Street to the north with building heights of about 50 feet. The building height being approved for First Street and N. St. Asaph Street will be 67 feet. Toward Montgomery Street, the building height will be 77 feet. The 100-unit Watergate residential community along N. Pitt Street has substantially lower heights (approximately 25 feet). A portion of N. Pitt Street near the First Street intersection will have rental units with heights of about 30 feet. But immediately behind these lower structures, heights will rise significantly. Even though building heights will vary somewhat on the site, there will be substantial mass and scale of structures with 67- and 77-foot heights across First Street from Liberty Row, and with 77-foot heights on Montgomery Street.
5. Allowing a More than 26% Parking Space Deficiency. The City's parking requirements require the developer to provide 564 underground parking spaces — 240 spaces to support 232 rental units; and 324 spaces for the 51,000 square feet of retail space. Instead, the developer will provide 242 residential parking spaces and 239 retail spaces. The difference between the required 324 spaces and actual 239 retail spaces is a deficit of 85 spaces (more than 26%). Edens argues that "there are a number of on-street parking spaces available throughout the weekday evening hours and weekend hours within a two-block radius of the site." (p.53 of traffic impact study by Edens' consultant Wells and Associates, Inc.) However the analysis, which involves many assumptions and adjustments, may not be consistent with this conclusion. Recently, a new restaurant opened at the southwest corner of N. St. Asaph and Montgomery Streets. During the weekday evening hours, there is very little street parking available in the area referred to by the developer's traffic impact study. Allowing a 26% parking deficiency for this site will adversely affect the adjacent communities.
6. Allowing Strict Adherence to "Retail Focus Streets" to Exacerbate Local Traffic Patterns. The developer and the Staff Report refer to Montgomery and N. St. Asaph Streets as the 'retail focus streets.' They refuse to locate driveway entrances or exits on these two streets. With residential, retail, and commercial vehicles required to enter the site at First Street, additional traffic congestion will occur on First Street. This is of particular concern to the Liberty Row community, whose only point of ingress/egress is on First Street, about 100 feet from the intersection of First and N. Washington Streets. Commercial vehicles will be traveling down N. St. Asaph Street and turning right onto First Street in order to make the entry turn into the First Street garage entrance. The communities suggested commercial vehicle entry on N. St. Asaph Street. In order to service retail and restaurant facilities, such an entry should be feasible, with egress remaining on N. Pitt Street as currently planned, with a right-turn only onto N. Pitt Street. However, the options considered by the developer did not take this pattern into consideration. (Options considered discussed at p. 18 of Staff

Report) Under the planned garage entry point on First Street, it does not appear that the 1992 OTN SAP goal #5 is met — the creation and reinforcement of a strong and inviting streetscape and a traffic pattern that relates the area to the Old and Historic District. The intersection at which this garage entrance will be located is just across the N. Pitt Street border of the Watergate residential community. Homes facing this area will see additional traffic, including large commercial vehicles coming down First Street on a regular basis.

7. Granting an Umbrella Special Use Permit. The Staff Report allows the developer to obtain a special use permit (SUP) for multiple commercial purposes, excluding only light assembly and crafts and valet parking. (pp. 20-21 of Staff Report) There is a possibility, then, of many different uses of the property that may not be strictly “retail.” For example, the uses permissible under the SUP would include day care facilities (which introduce additional traffic issues related to drop-offs and pick-ups); health and athletic clubs; personal service establishments; massage establishments; pet supplies, grooming, training with no overnight accommodation; private schools, academic or commercial, with more than 20 students on the premises at any one time; restaurants and outdoor dining. Therefore, it would be difficult to prohibit some enterprises from locating at this site in the future once approval is granted for such a broad SUP.

Recommendations of OTN residents who participated in community meetings. The surrounding OTN communities participated in numerous community meetings with Edens’ representatives and objected to various aspects of the proposed development, recommending instead the following:

- a. Owner-occupied housing units as opposed to rental units at the site.
- b. Less mass, scale and density given current floor area ratio requirements (FAR).
- c. Restricting building heights along First Street to 50-55 feet.
- d. Locating points of residential, retail, and commercial ingress and egress away from First Street and N. Pitt Street to alternative points along N. St. Asaph and Montgomery Streets.
- e. Creating more open space at ground level on First Street.
- f. Compliance with City parking space requirements so as not to exacerbate the lack of parking spaces in OTN.
- g. Conducting a new traffic study taking into account additional data that more realistically simulate actual traffic flow in the affected area of OTN.
- h. Creating a building more stylistically consistent with the neo-traditional design theme of existing structures in the surrounding communities.
- i. Reviewing this development in conjunction with the proposed redevelopment of the Old Colony Inn, just two blocks away, and which will, if approved, expand the hotel from 49 rooms to 95 rooms, result in a further lack of parking in OTN, locate a restaurant on Second Street, and create challenging commercial vehicle traffic patterns in OTN.

These recommendations were ignored by the developer. Instead, according to the P&Z Staff Report, it appears that the communities should be satisfied with the following:

- a. Wider sidewalks.
- b. A future bikeshare station near the First Street and N. St. Asaph Street intersection.
- c. A reduction in the width of the garage entrance on First Street from 50 feet to 40 feet.
- d. A modern commercial garage entry door on First Street that will be lit in the evenings.
- e. Additional trees to be planted perhaps somewhere along N. Washington Street.

- f. Funding from Edens to create additional green space somewhere in OTN at some indeterminate time.
- g. Funding from Edens to permit an adjustment to the left turn light at the intersection of N. Washington Street and First Street to address the increased traffic at this key intersection. But there is no definite timeframe for the adjustment of the timing software to ameliorate traffic queuing on N. Washington Street.
- h. A "neighborhood identification" sign along Montgomery Street stating "Old Town North."

Conclusion. I appreciate your attention to the issues presented and urge you to *defer further consideration of this proposal in order that the numerous issues identified by Commissioner Dunn and concerned OTN citizens may be reviewed in earnest and necessary revisions made to the proposal.* Further community meetings hosted by P&Z, as opposed to the developer, would be appropriate. Also there should be a public discussion about the wisdom of moving ahead with the types of development approvals prior to completion of the OTN SAP update. The issue of density and the spot re-zoning of the site from CG to CDD should be given heightened scrutiny given the potential for unelected bureaucrats within the City government to make decisions drastically changing the character of our community and affecting quality of life issues. Traffic and parking issues are significant throughout Old Town. The impacts of increased traffic and reduced parking in OTN as a result of this proposal have not received adequate attention. These are issues affecting public safety and welfare and are just as important as the spot re-zoning that would occur if this proposal is adopted as recommended by the Planning Commission.

Given significant issues affecting traffic, parking, density, spot re-zoning, potential precedent-setting for further development in OTN, and the impact of acting prior to an OTN SAP update, the Commission should be directed to hold another meeting on this proposal following a meaningful update of the developer's existing traffic analysis, necessary amendments to the current proposal, and further community meetings.

Respectfully,

Linda L. Lord

Linda L. Lord, Esq.

Jackie Henderson

From: Anh Tran via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Thursday, March 10, 2016 5:06 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #91805: Mayor, Vice Mayor, City Council Re: 3/12/16 Docket # 10, Case 14-5053

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 91805.

Request Details:

- Name: Anh Tran
- Approximate Address: No Address Specified
- Phone Number: 7037723752
- Email: anharchy@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Re: 3/12/16 Docket # 10, Case 14-5053

Good afternoon, Mayor Silberberg, Vice Mayor Wilson, and esteemed members of Council:

I'm writing to express my support of the EDENS redevelopment of the Giant/VA ABC site in North Old Town, and my hope that you will approve this project moving forward. I feel that this project has several merits to recommend it.

I believe this re-development will help to further invigorate the North Old Town neighborhood, building off of the success of the Harris Teeter development, and the renewed interest in creating spaces for entrepreneurial local businesses such as Hank's Pasta Bar, TJ Stone's, the Royal, and Haute Dog. However, as you can tell by that list, much of the neighborhood retail serving this area is oriented around food, rather than creating a cohesive landscape that offers other amenities, retail opportunities, and daily support to residents and businesses within walking distance.

Additional mixed-use with an eye towards appealing retail and pedestrian-friendly planning would support economic growth, encourage better neighborhood connections, and allow implementation of an integrated urban and historical plan for the city that allows us to to capitalize on our area's resident and visitor demographics while better meeting community needs. It will help to re-imagine an aging and unattractive corner on a busy retail avenue, decrease open space that is used for parking while adding more useable green space. It will also increase the connection between hotel and tourist traffic from the Holiday Inn, Sheraton, and the surrounding businesses down St. Asaph Street to King Street by creating a more cohesive streetscape and rhythm. In addition, preliminary information and renderings for the project indicate that the currently planned buildings are appropriately scaled to their surrounding context. The tallest building is shorter than many buildings in surrounding blocks, and bringing the built areas to the sidewalk will increase lighting at night and pedestrian activity.

I understand that this sector is currently undergoing revisions to its Small Area Plan, and as you can see, my hopes for Alexandria are consistent across sectors - I believe in an Alexandria that offers equity, access, amenities, and job opportunities to residents from all backgrounds and income levels; is economically sustainable; and explores opportunities to innovate and imagine a better future for its citizens. With the understanding that Old Town and the West End are the urban hubs of the City, I am supportive of projects that ask whether our City can be better designed, explore the application and principles of good urban design, and look for better economic balance that adequately funds our services, schools, and other programs.

Ultimately, EDENS' prior and ongoing projects at both Union Market and the Mosaic District have been great additions to their respective neighborhoods that have been catalysts for transformation (see Gallaudet's current

competition for the corner of Florida Avenue and 6th Street NE - it's amazing). While I have actually frequented both of those developments a great deal (especially Union and the Florida Avenue Market as well, as a result), as a resident of the City of Alexandria, I would much rather be able to spend even more of my money within my own community.

Thank you for your consideration.

Best,
Anh Tran

P.S. While I understand this is probably not a popular view, I would also be in favor of adding additional density to the project to increase the amount of low-income and 30-60% AMI units available to ensure that a diverse mix of people, e.g. students, service workers, young families, and others would be able to continue to live in Old Town as well if EDENS brought that option to the table. (See? Consistent.)

- Expected Response Date: Thursday, March 17

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

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

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

Jackie Henderson

From: Justin Wilson
Sent: Wednesday, March 09, 2016 6:26 PM
To: Jackie Henderson
Subject: Fwd: IMPORTANT MESSAGE CONCERNING SUBSTANDARD TRAFFIC IMPACT STUDY - ABC/Giant Development
Attachments: Letter to City Council 3-8-2016 PDF.pdf; ATT00001.htm; Figure 1.pdf; ATT00002.htm; Figure 2.pdf; ATT00003.htm; Selected Quotes from Planning Commission Meeting.doc; ATT00004.htm

FYI

Justin M. Wilson, Member
Alexandria City Council
Office: 703.746.4500
Home: 703.299.1576
justin.wilson@alexandriava.gov

Begin forwarded message:

From: darrel drury <drury.darrel@gmail.com>
Date: March 8, 2016 at 11:12:46 PM EST
To: allison.silberberg@alexandriava.gov,
john.taylor.chapman@alexandriava.gov, timothy.lovain@alexandriava.gov,
del.pepper@alexandriava.gov, paul.smedberg@alexandriava.gov,
justin.wilson@alexandriava.gov, willie.bailey@alexandriava.gov
Subject: IMPORTANT MESSAGE CONCERNING SUBSTANDARD TRAFFIC
IMPACT STUDY - ABC/Giant Development

Mayor Silberberg and Members of the City Council:

I write to you as president of VISION, a civic organization founded in 2015 that represents the interests of an ever-growing number of residents, workers, and small business owners throughout Old Town North. This coming Saturday, March 12, you will be asked to consider Edens' application for its proposed redevelopment of the ABC/Giant site at 530 First Street.

As you may know, this past Tuesday evening (March 1), Edens' application received the approval of the Alexandria Planning Commission. But I regret to inform you that the Commission's decision was based on incomplete information, and, in our opinion, that renders it invalid. Well in advance of the Commission's 3:00 p.m. deadline, VISION submitted a seven-page report (in the form of a letter addressed to the Commission) containing critical information that—had it been considered—should have resulted in a decision requiring the applicant to revise and resubmit its traffic impact study.

During the Commission's deliberations, it became increasingly obvious that some—and, perhaps, all—Commissioners had not read VISION's letter. Commissioner David Brown was, to his credit, more transparent than most in this regard, stating: "I can't take the time to read that

letter her tonight.” In light of his candid admission, VISION members offered to read the report—dividing it among several members in order to respect the three-minute speaker time limit—but Chairwoman Mary Lyman rebuked their offer, displaying her utter disdain for the hard work that our volunteers had put into preparing the report when she publicly declared: “I’m not going to waste the Commission’s time by having you essentially read a letter that’s right in front of us.” Subsequently, her naïve commentary and questions strongly suggested that she, too, had not taken the time to read the VISION report.

When the time to vote on Edens’ application arrived, it came as no surprise to anyone who had witnessed this display of absolute disregard for the concerns of the citizens of our community that—while one Commissioner abstained—none of the remaining Commissioners felt the need to recuse him- or herself. Apparently, those members of the Planning Commission who cast a vote on the evening of March 1 had gathered all the “facts” they needed and heard the opinions of all parties that they considered relevant to the decision-making process. But, as we noted in our letter to the Commission, the City of Alexandria’s *Transportation Planning Administrative Guidelines* clearly specify that, “if a study was conducted for a project site and there is updated information that would impact the transportation network or modify the transportation study in any way, the applicant will be required to resubmit an updated transportation study before approval by Planning Commission and Council”—and it remains an inconvenient truth that such “updated information” does, in fact, exist. Moreover, this information has been validated by several of the nation’s leading authorities on transportation capacity analysis, including (a) the chair of the National Academy of Sciences’ committee charged with developing the methodological standards for studies used to assess the impact of developments on traffic congestion and public safety and (b) the Project Director of VDOT’s Technical Advisory Committee that coordinated the development of corresponding standards for the Commonwealth. Unfortunately, none of that was considered when the Planning Commission approved Edens’ application.

To ensure that the City Council is fully informed about the potentially dangerous traffic conditions that could result from the Edens’ development as currently designed and to ensure that the Council understands the basis of VISION’s concerns about the substandard nature of the traffic impact study that the City has allowed, I respectfully request a meeting with each of you to discuss this matter further in advance of the City Council meeting scheduled for March 12. I am available to meet with you at any time on Thursday or Friday of this week. I hope that you will take the time, in advance of our meeting, to review the attached letter—which presents the most recent, updated version of the letter that was originally presented to the Planning Commission—as well as the annotated transcription of key parts of the Commission’s March 1 proceedings.

VISION has a genuine concern for the safety and wellbeing of all who live and work in Old Town North, including those who will eventually reside, dine, and shop at the Edens development. We ask you, our representatives, to join with us now in addressing a deficiency in our City’s transportation planning process that, quite literally, places our community at risk.

Best regards,

Darrel Drury

Darrel W. Drury, Ph.D.
1030 North Royal Street
Alexandria, Virginia 22314

(703) 683-3999 (Home)

(202) 550-6098 (Cell)

(703) 683-3999 (Fax)

Jackie Henderson

From: Frances Zorn via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Friday, March 11, 2016 1:21 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #91868: Mayor, Vice Mayor, City Council I am writing in support of the Edens dev

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 91868.

Request Details:

- Name: Frances Zorn
- Approximate Address: No Address Specified
- Phone Number: 703 5492729
- Email: franceszorn@msn.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: I am writing in support of the Edens development of the Giant/ABC site. I'm a resident of North Old town, and on the board of the North Old Town Independent Citizens Association (NOTICE) I think the developer has done more than most to reach out to the community, to hear our concerns and to make changes based on what they heard. No project is perfect, but their plans do much to add a vibrant block with much needed retail in North Old Town. I know there is concern about traffic and if there was one thing I would do in the final part of the process it would be to get agreement that the developer would contribute to the traffic signal improvements that need to be made. THX for reading!
- Expected Response Date: Friday, March 18

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

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

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

AEDP Supports the MPA, RZ, CDD and related approvals for:

Project: 530 First Street

Developer: EDENS

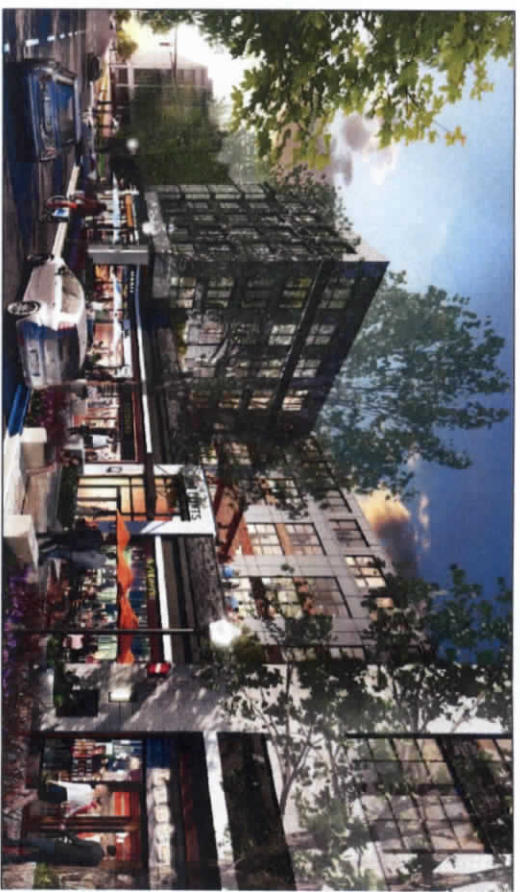
Neighborhood: Old Town North

AEDP Analysis: This project is an important piece of the City's economic development strategy, adding new retail space and housing to the City's inventory. High-end, amenity rich apartments will attract the workforce and consumers that our existing City businesses want to hire and need to shop and dine in our retail and restaurants.

Edens is a nationally recognized developer/owner responsible for award-winning projects like Union Market & the Mosaic District. Their curation approach to choosing retail that best serves individual neighborhoods will result in the following here in Alexandria:

New retail space	29,122 SF
Total retail space (133% increase)	51,000 SF
New taxable real estate	YES*
New public parking spaces & resident parking	239/242
High-end apartment units	232
Job creation- full time employees	151
Direct Tax Revenue- first 20 years	\$50,000,000
Street activation	YES
New Activity Center	YES
Developer contributions/community investment	\$3,000,000

* Current Giant building valued at \$0
* Current ABC building and site- nontaxable



View looking west to corner of Montgomery & N. St Asaph Streets

Relevant Economic Sustainability Recommendations

Model density on best practices such as the retail/office/residential redeveloped Clarendon area in Arlington County which has a mix of heights and densities. The City should expand its focus on retail expansion as part of the economic development equation so that retail spending is a net import and not a net export.



Commercial real estate impact: There is currently more than 1M square feet of office space in the Old Town North neighborhood at risk of obsolescence. This project creates an amenity base needed for office tenants, which will help alleviate office conversion pressure.



March 11, 2016

SPEAKER'S FORM

DOCKET ITEM NO. 10

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

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: M Catharine Puskas
2. ADDRESS: 2200 Warendon Blvd Ste 1300
 TELEPHONE NO. 703-528-4700 E-MAIL ADDRESS: cpuskas@thulandlawyers.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Giant Alexandria E+A, LLC
4. WHAT IS YOUR POSITION ON THE ITEM?
 FOR: ☒ AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.): Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
 YES ☒ NO _____

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

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

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

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

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

Guidelines for the Public Discussion Period

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

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

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: STEWART SCHWARTZ
2. ADDRESS: 316 F ST NE, Washington, DC 20002 (office)
- TELEPHONE NO. 703-599-6437 E-MAIL ADDRESS: STEWART@SMARTGROWTH.NET
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Coalition for Smarter Growth
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: ☒ AGAINST: _____ OTHER: _____
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
NON-PROFIT SMARTGROWTH ADVOCACY GROUP
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES ☒ NO _____ AS PAID STATE TO MY NON-PROFIT

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

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

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

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

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

Guidelines for the Public Discussion Period

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