

## **WATERFRONT PLAN WORK GROUP – PLAN STATEMENTS STATUS**

*October 19, 2011*

### **A. Plan Statements – Parking: Approved September 7, 2011**

- Surface parking lots will be discouraged along the water's edge in favor of parks, plazas, and public spaces.
- New development will provide the parking it needs onsite and below grade.
- City will implement initiatives to encourage visitors to park in both public and privately-owned garages, including making it easier for visitors to find garages.
- City will take steps to manage parking garage capacity – through valet parking programs, technology, and by opening private garages – when monitoring shows that garage use is approaching capacity.
- Upon adoption of a plan, the City will use a Stakeholder Group to help implement the plan's parking recommendations including evaluating increased residential parking protections.
- The City will make parking outside the core area more desirable and accessible through steps like pricing differentials, shuttle service, added signage, and technology applications.

### **B. Plan Statements – Traffic and Congestion: Approved September 7, 2011**

- A plan will improve options and the safety of people arriving at the waterfront by means other than the automobile, especially by trolley, by boat, by bike and on foot.
- A plan will keep drivers away from the most congested streets and intersections (such as King and Union Streets) and from circling neighborhoods by directing them to “interceptor” parking locations (garages and valet stations).
- A plan will further address traffic congestion by exploring a variety of solutions – such as closing the unit block of King Street to vehicular traffic - that promote safety and activity.
- Conduct a study of traffic and circulation on Union Street, including how it functions for users of all modes of travel.

**C. Plan Statements - Flood Mitigation: Approved September 28, 2011**

- A plan should include a proposal for flood mitigation.
- A study to improve drainage and minimize flooding in the low-lying portions of King, Union and The Strand should take into consideration: drainage impacts on existing buildings, storm sewers, vehicle and pedestrian access issues, visual and historic character.
- The visual impact of flood mitigation should be minimized through incorporation of elements such as seating walls, berms and other features into the landscaping.

**D. Plan Statements – Public Realm-General: Approved September 28, 2011**

- A design for the waterfront public realm should be of very high quality (world class).
- Implementation should respect and balance the rights of property owners with public benefits.
- The view of the waterfront from the river should be inviting and express the character of Alexandria.
- There should be citywide public participation in the design of major and minor park elements.

**E. Plan Statements – Public Realm-Foot of King Street/Pier: Approved September 28, 2011**

- Where King Street meets the river, there should be a significant public space that acts as a gateway to the City from the river and offers a variety of activities for residents and visitors.
- A plan should include a new pier extending from near the foot of King Street for uses such as water taxis, permanent or visiting ships of character, and for people to walk along. The view of the Potomac River from King Street should be preserved.

**F. Plan Statements – Public Realm–Parks and Public Spaces: Approved September 28, 2011**

- A plan should improve the quality, design and programming of existing parks and public spaces.
- There should be continuous public access to the shoreline from Daingerfield Island to Jones Point Park.
- There should be a meaningful increase in parks and public spaces along the waterfront.

- Parks and public spaces should support activities for a wide range of users including families and children.
- There should be both active and passive uses in the public spaces along the waterfront.
- Parks and public spaces should be respectful of Alexandria's history.
- The City should consider its parks and open spaces as an integrated system. It needs to have a holistic design vision.
- There must be active, integrated management of the public spaces, both maintenance and programming.

**G. Plan Statements – Public Realm–Maintenance: Approved September 28, 2011**

- The waterfront should have a high level of maintenance, including the enhanced ability to minimize water-borne debris.
- Facilities for park maintenance and operations should be located in proximity to the waterfront and sensitively designed.
- Pursue public-private alliances that maintain and promote top quality public spaces.

**H. Plan Statements - Public Realm - Marina, Piers and Shoreline Plan Statements:  
Approved October 12, 2011**

- A plan should include options for expanding docking locations for commercial boats (water taxis and tour boats) as well as permanent or visiting ships of character.
- A plan should include the option of a new pleasure boat marina in the Waterfront Plan area. Consideration should be given to a variety of options for operation (public, public-private, private or other).
- Conceptually, pleasure and commercial boat activities should be separated. Commercial boat activities should generally be north of King Street (primarily the Torpedo Factory/Chart House area).
- Environmental issues should be addressed in the design and engineering of shoreline improvements.
- Where possible, rip-rap should be replaced with a more natural shoreline treatment.

- In principle, a plan should incorporate the concepts embodied in the Waterfront Committee’s Marina Vision Statement and Briefing Paper.
- A public boat ramp for trailered vessels is incompatible with the center of Old Town; trailered boat ramp activity should be accommodated elsewhere in the Waterfront study area or nearby.
- The plan should include locations for launching non-trailered watercraft, such as canoes and kayaks.

**I. Plan Statements: Art and History for the Public Realm: Approved October 12, 2011**

- In principle, the plan should incorporate the concepts set forth in the document “Alexandria Waterfront History Plan: Alexandria, A Living History.”
- Alexandria history should be incorporated in the design process of the public spaces and private redevelopment.
- All historic buildings in the plan area should be preserved and adaptively reused. Redevelopment programs should allow public access to and promote active use of the ground floor.
- In principle, the plan should incorporate the concepts set forth in the “Alexandria Waterfront Public Art Proposal” and include the public art plan recommendations.
- A plan should adopt the Art Walk concept and public art should be a distinguishing feature of the public realm.
- The plan should support multiple, flexible venues for performing arts, activities and programming along the waterfront.
- A plan should support the retention, expansion and/or establishment of museums, cultural and educational institutions, and related elements (such as historic ships and the history/cultural anchors).
- Artists and historians should be included in the design and implementation processes of public spaces.
- A plan should address a range of sources for the funding of art and history elements.

### **Redevelopment Sites**

1. There should be some additional private development on Alexandria's waterfront.
2. A plan should not decrease existing development rights of private property.
3. Current guidelines for redevelopment (existing small area plans, zoning ordinance, etc.) are not sufficient to ensure that the public's goals for architecture and site design, land use, historic preservation, public art, public spaces, and other public benefits are met.
4. Even small amounts of increased density on redevelopment sites should be balanced by increased amenities and benefits and additional zoning controls.
5. Uses on redevelopment sites that face public space should be compatible with such space anticipating that it will be active and publicly accessible public space.
6. Boutique hotels (hotels limited to 150 rooms) should be added to the list of land uses permitted in the W-1 zone with a special use permit.
7. The heights on redevelopment sites should not exceed the existing height district limits.
8. Architecture and site design should be contemporary design inspired by historic precedent while maintaining compatibility with nearby neighborhoods.
9. New development should make significant contributions to on-site and off-site public amenities, including parks, streetscapes, other public spaces, and art and history elements of the plan.
10. Parking for new buildings should be accommodated on site and below grade.

### **Implementation and Funding**

1. The general timeframe for implementing a plan should be 20-25 years.
2. Flood mitigation and parking are two of the highest priority initiatives for City action.
3. Implementation of a plan should not place an undue financial burden on the City.
4. The revenues from increased economic activity should pay for as great a portion of the costs of the plan as feasible in an effort not to place an undue burden on the City.
5. The City should pursue federal, state, and other governmental/non-governmental grants and funding programs to support the construction, maintenance and operation of the waterfront.
6. Individuals, groups and cultural institutions should play a strong role in implementing the all aspects of a plan, such as:
  - a. Advisory participation in the design, planning, and implementation of public projects such as flood mitigation and new parks and guiding implementation programs, such as parking

- b. Raising funds or otherwise supporting the retention, expansion and establishment of museums, cultural and educational institutions, and related elements (such as historic ships) in the waterfront area.