



Alexandria Waterfront

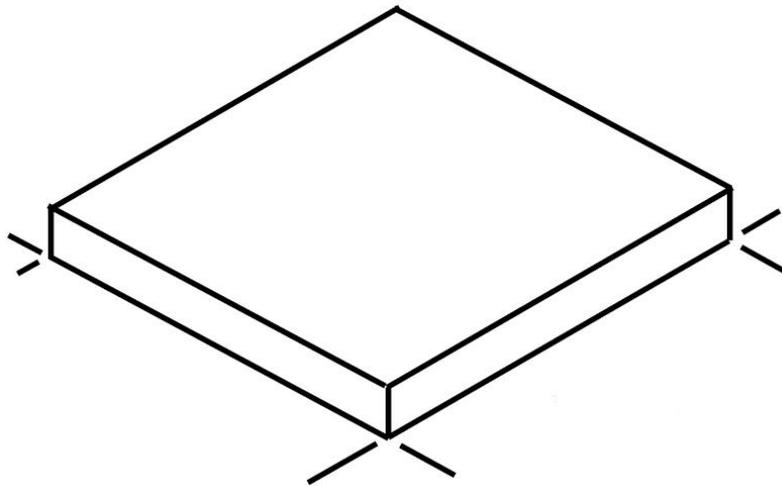
Small Area Plan | October 19, 2011

- **Approvable now: 640,000 square feet**

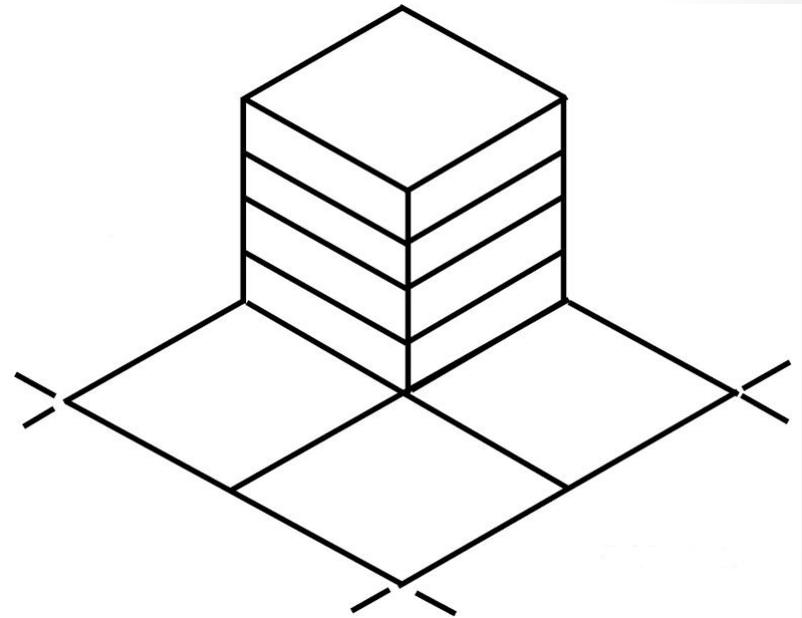
Site	Currently Allowed (sf)	FAR	Proposed (sf)	FAR	Change
Robinson Terminal North	195,296	1.38	238,816	1.69	43,520
Robinson Terminal South	327,393	2.0	380,529	2.32	53,136
Cummings – Turner Block	124,760	2.0	187,140	3.0	62,380
Totals	647,449		806,485		159,036

- **FAR limits aren't enough control over Waterfront development**
- **W-1 zone has very limited requirements for amenities such as open space**

Floor Area Ratio = ratio of building floor area to lot area



FAR 1.0



FAR 1.0



Harborside is a 1.2 FAR



Abingdon Row is a 1.2 FAR



The Prescott is a 1.2 FAR



The Lorien Hotel is a 2.5 FAR

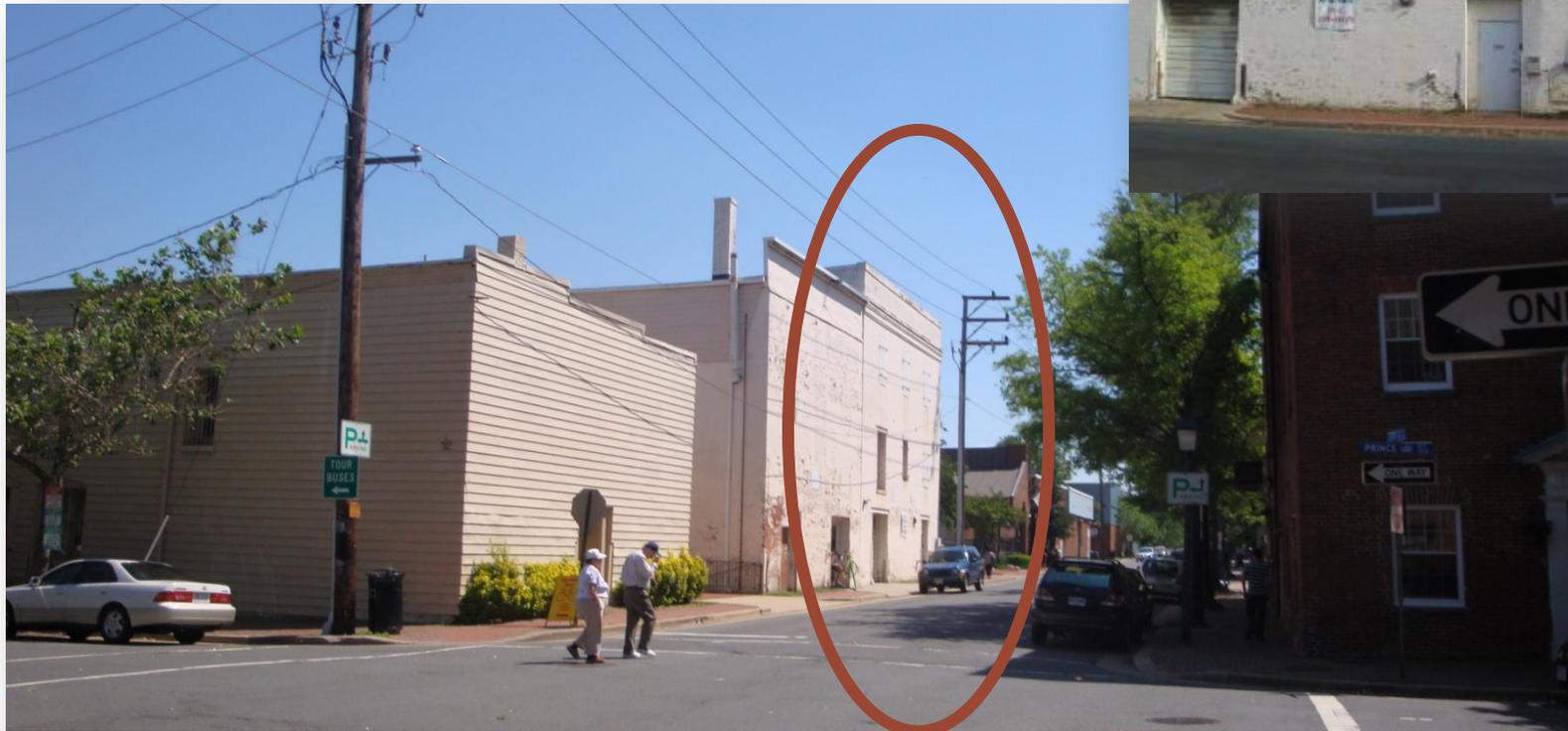


Chatham Square is a 2.3 FAR



The Saul Center is a 2.5 FAR

Wattles Corn Mill
206 S. Union St.
1843, modified 1912



206 S. Union is a 3.0 FAR



Strand Building: effective 3.5 FAR

- **Public: more amenities and more control**
- **1982 settlement – a place to start**
- **Evaluation: will it work?**
 - **Site design**
 - **Open space**
 - **Compatibility**
 - **Heights**
 - **Uses**
 - **Parking**
 - **Flood plain**
 - **Market**
 - **Financial**

Robinson Terminal North

DEVELOPMENT GUIDELINES:

- Active uses should be part of any development and should constitute the predominant ground floor uses. Active ground floor uses shall be generally located as depicted in the Public Space and Active Frontages Diagram (Figure 31), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.
- The preferred use on the site east of Union Street above the first floor is a boutique hotel. The second preferred use would be for office.
- Residential use and design should be compatible with a high level of public activity and located away from the water.
- Residential use is specifically discouraged east of Union Street unless, as part of SUP and approval, the location, design and specific type of residential proposed is found to:
 - coexist well with planned public activity in the public spaces adjacent to the residential development;
 - provide a welcoming presence to visitors to the waterfront; and
 - preferably not include permanent owner occupied residential units.
- The streetscape and pedestrian experience along North Union Street should be enhanced; in addition to undergrounding utilities, providing street trees and appropriate light fixtures, Union Street should present an obvious continuation of pedestrian access between open space areas to the north and south and be improved with, at minimum, wide sidewalks, landscaping and special street paving.

Figure 31: Robinson Terminal North Proposed Public Space and Active Frontages



Robinson Terminal North

DEVELOPMENT GUIDELINES CONTINUED:

- Historic interpretation, consistent with the recommendations of the History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, with particular attention given to the West's Point site which is the area which extends from the water west up Oronoco Street to Union Street, and represents the origins of Alexandria.
- Encourage modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations. Reflect historic east-west orientation of buildings, alleys and wharves.
- Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
- The bulk and scale of the buildings should be stepped down from Union Street toward the water.
- Curb cuts should not be located on any building and/or block frontages facing the water or North Union Street, and should be minimized if facing open space along Oronoco Street.
- Shoreline treatment at Robinson Terminal North should include native plantings and naturalization where possible.
- Redevelopment should be compatible with any biosparging technology, or other bioremediation, being employed by the City in treatment of the Oronoco Outfall-Alexandria Town Gas site located at the eastern end of Oronoco Street.
- Upon redevelopment, public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include:
 - Public art as a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the greatest extent possible, in the design for the redeveloped warehouses, pier, and public spaces.
 - Open spaces with public access easements and/or dedications, provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 31). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement.
 - Retention of the Robinson Terminal pier, repaired and expanded to be used as a public space and incorporated into the public space/pedestrian concept for the Plan as a whole. The Plan encourages retaining the pier's ability to accommodate larger ships visiting Alexandria. Use of the pier should be active and welcoming to the general public, and should advance the goal of the uninterrupted public pedestrian walkway along the water's edge. Examples of potential uses include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Any structure erected on the pier should be temporary in nature, such as a tensile structure, fabric awning, or prefabricated, demountable, glass pavilion. The responsibility for the design, construction, maintenance and programming of the pier and public space will be determined in the future; the Plan recommends close coordination between the City and the developer on all of these issues.
- The maximum FAR and floor area allowed is included on the chart at page 101.

WATERFRONT RESTAURANT/HOTEL POLICY

Each SUP for a restaurant, hotel, entertainment, or other commercial use on the waterfront must be reviewed, and appropriate findings made, according to the following guidelines:

1. City Council shall not approve an SUP for a use on the waterfront unless it finds that the use does not create significant negative impacts on the vitality and character of King Street or the character and enjoyment of nearby residential neighborhoods.
2. City Council shall consider the cumulative effect of the proposal and the number of already established uses in the nearby area.
3. In the case of an expansion or other intensification, the entire operation shall be taken into account in determining the impact on King Street and nearby residential neighborhoods.
4. In making its determination, City Council shall consider the following factors as applied to the proposed use:
 - a. Restaurant
 - i. The potential for undue congestion of pedestrians or vehicles;
 - ii. The extent to which the use is open in the late night hours and situated so as to potentially disturb residential areas;
 - iii. The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas;
 - iv. The availability of off-street parking for the restaurant's patrons and employees, including whether the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.
 - v. The predicted extent of litter generated;
 - vi. The potential for loud or otherwise inappropriate noise; and
 - vii. The extent to which other restaurants already exist in the same area. Restaurant uses should not be located in such proximity as to detract from the character and authenticity of the waterfront by creating a monoculture similar to a Food Court or "restaurant row" environment.
 - viii. The extent to which the hotel provides incentives for employees who are able to use transit.
 - b. Hotel
 - i. The potential for undue congestion of pedestrians or vehicles;
 - ii. The type and size of hotel, and whether it is designed to attract large conventions, banquets, or other functions (such as trade shows). Hotels shall be "boutique" hotels: that is, hotels with 150 rooms or less, no ballroom, and meeting rooms for no more than 50 people.
 - iii. The ability of the hotel to accommodate, and screen all of its service needs on site, including loading and delivery operations.
 - iv. Parking for visitors, customers and employees must be provided on site. Additional parking may be provided by contract with a nearby garage for patrons and/or employees. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
 - v. The extent to which garage spaces will be available to the public. Parking garages must be operated so that they are open to the public at least at peak times.
 - vi. A restaurant within a hotel that is open to the public shall be the subject of a separate SUP and the same requirements as other restaurants.
 - vii. The location of the hotel and whether its layout is designed to produce the least impact on nearby residential areas and on the lower King Street area.
 - viii. The extent to which the hotel provides incentives for employees who are able to use transit.
 - c. Other commercial uses: Factors from the above lists shall be applied as relevant to the specific SUP under consideration.

Hotel, restaurant, and commercial uses policy

- Congestion (pedestrians and vehicles)
- Parking (employee, visitor and public)
- Size and type of hotel
- Noise
- Screening
- Loading
- Trash
- Cumulative impacts

Current & Proposed Zoning: Heights

- Heights over 30 feet require an SUP

Block	Current Zoning Heights	Proposed Zoning Heights
Robinson Terminal North	30, 45, and 55 feet	30, 45, and 66 feet
Robinson Terminal South	50 feet	50 feet
Cummings/Turner	50 feet	50 feet



***Planned height modification
(55 feet to 66 feet with SUP)***

Pipefitters Building: 66'

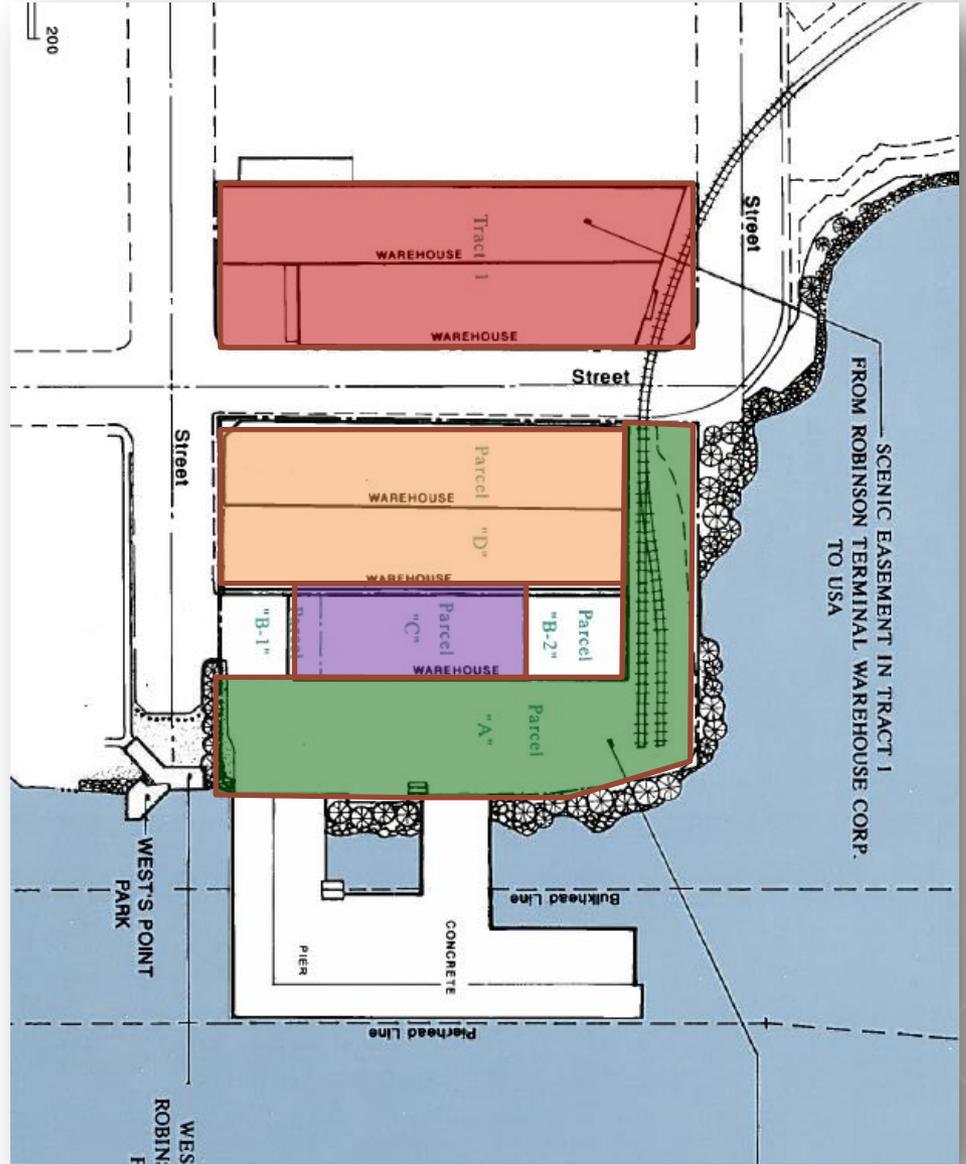
Sheetmetal Workers
Bldg: 77'

Robinson North east warehouse: 32'

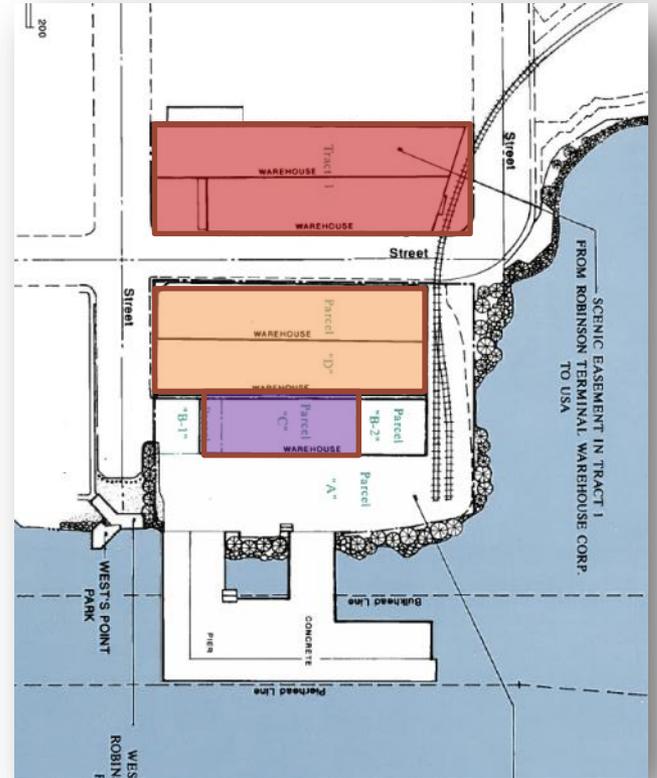


- **Current Zoning, No SUP**
- **Current Zoning, with SUP**
- **Planning Commission Recommendation**
- **Parks and Museums Alternative**

Robinson Terminal North



Robinson Terminal North



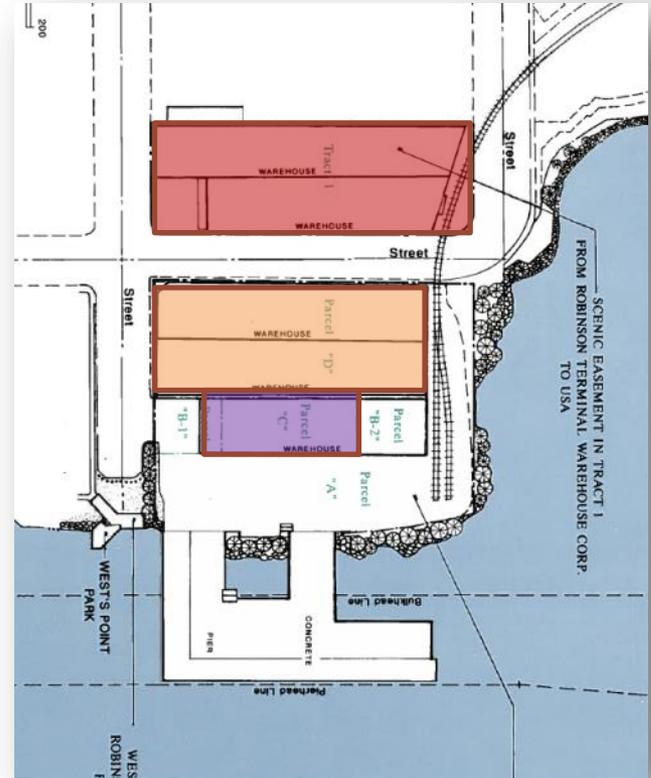
Current zoning, no SUP

Features:

- 1.0 FAR
- 30 foot height limit
- 3 story garage townhouses
- Access to shoreline pathway
- Pathway, shoreline improvements not required
- Future of pier uncertain
 - Too expensive to improve
 - Not compatible with residential
 - Not likely to be available for ships, etc.
- Not subject to BAR review

Current zoning, no SUP

Robinson Terminal North



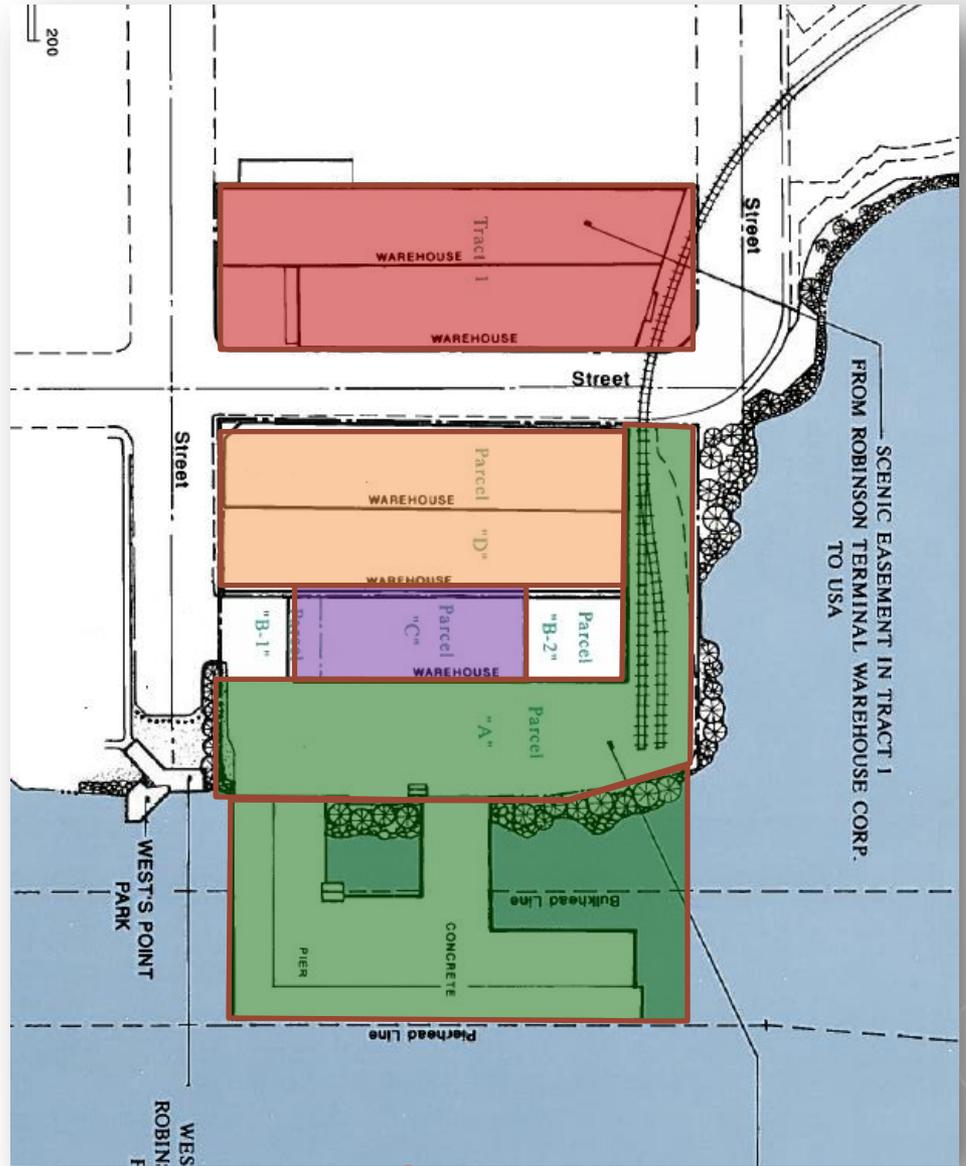
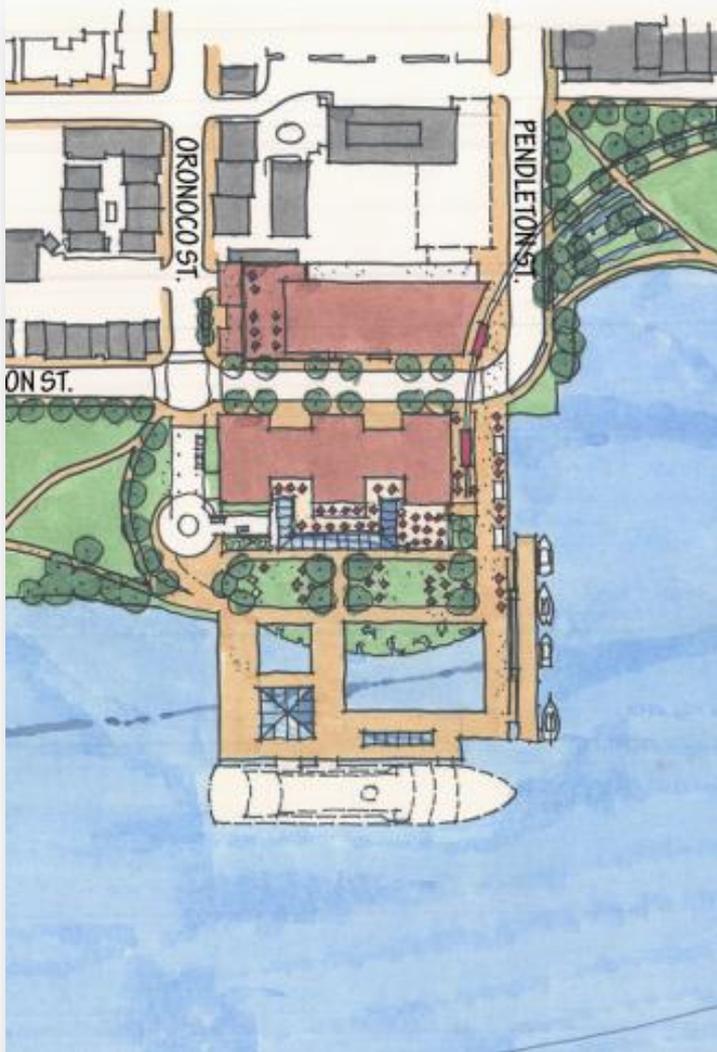
Current zoning with SUP

Features:

- **2.0 FAR**
- **30, 45, and 55 foot height limits**
- **Mixed use with retail or 3-5 story garage townhouses**
- **SUP process would likely result in higher level of investment in pathway, shoreline, streetscape**
- **Future of pier uncertain**
 - **Expensive to improve**
 - **Not compatible with residential**
 - **Not likely to be available for ships, etc.**
- **Not subject to BAR review**

Current zoning, with SUP

Robinson Terminal North

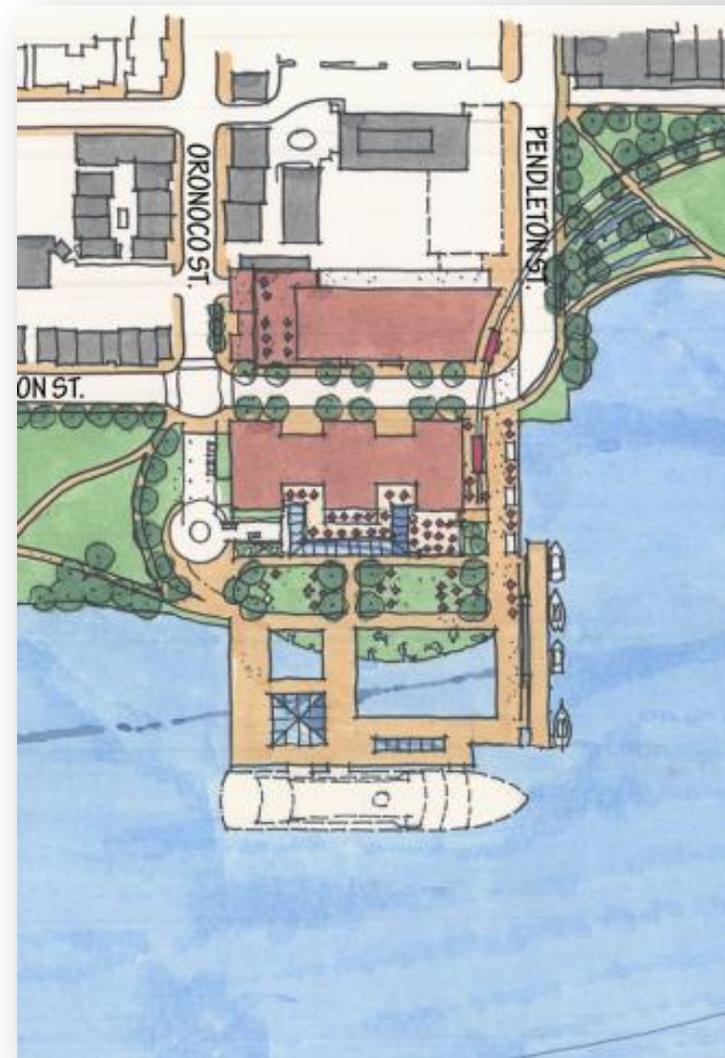


Planning Commission recommendation

Robinson Terminal North

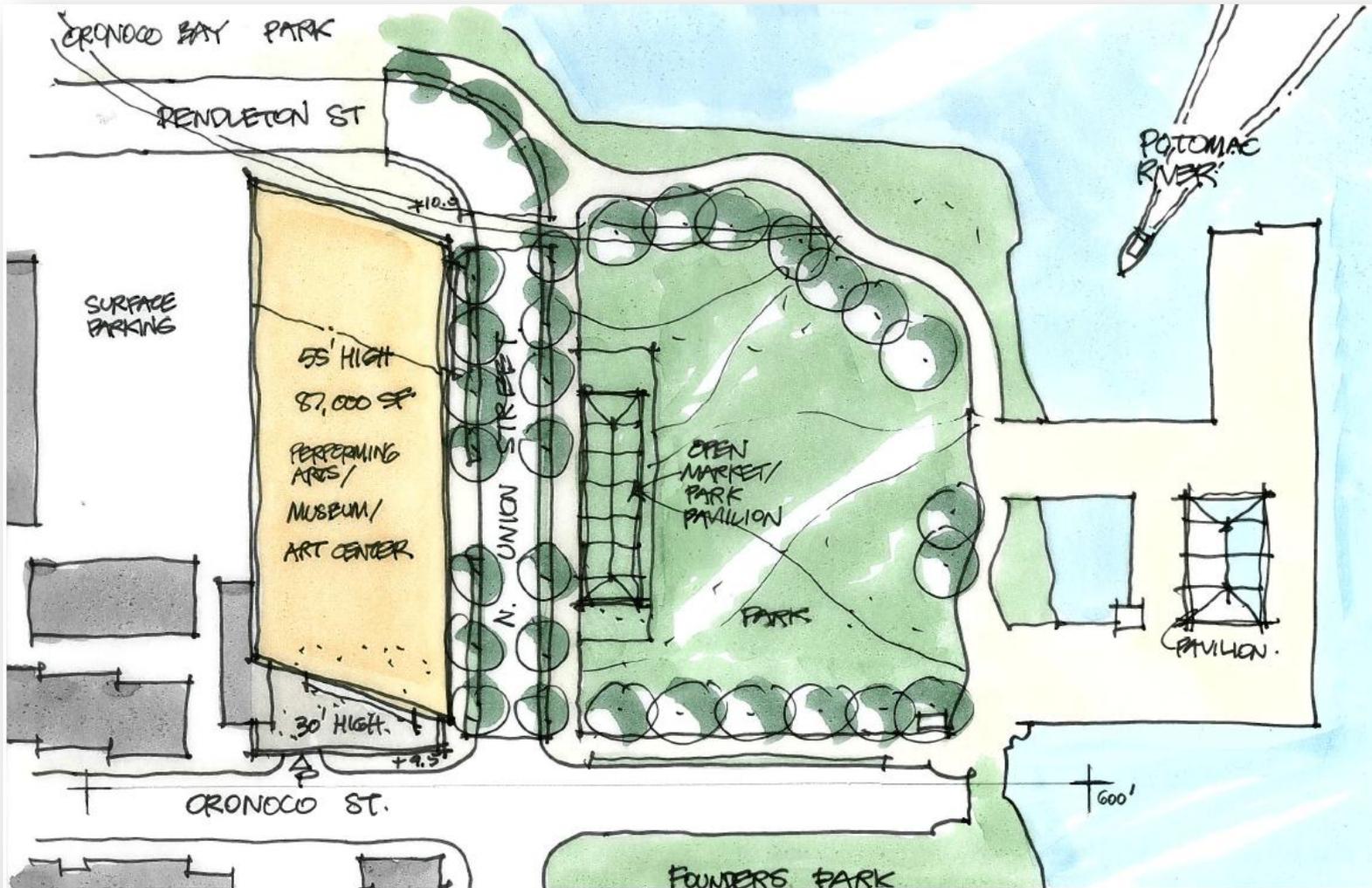
Features:

- 150 (or less) room hotel east of Union
- 131 housing units west of Union
- Parking on site, below grade
- Extensive investment in public space, connecting parks, streetscape, shoreline, history, and public art



Planning Commission recommendation

Robinson Terminal North

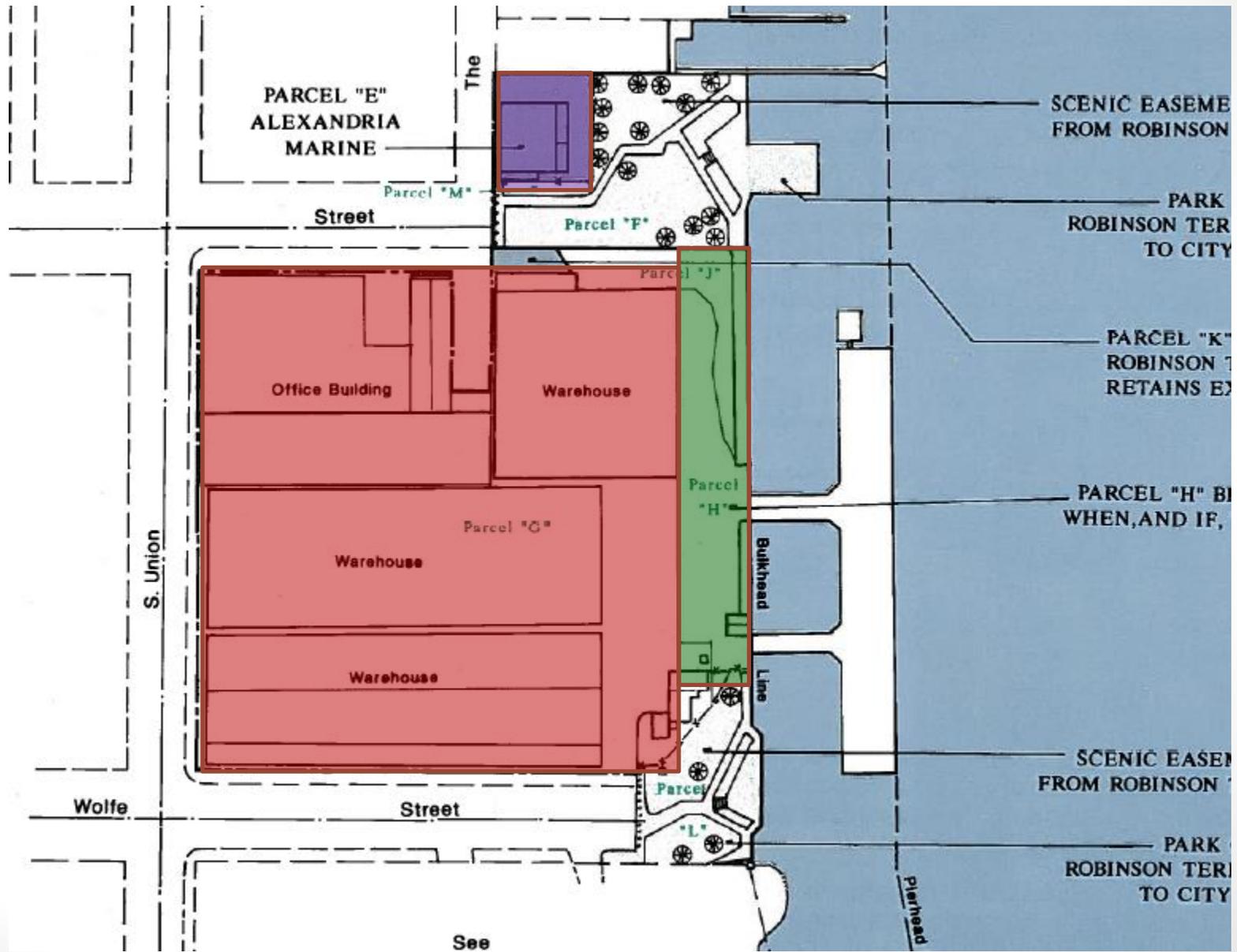


Parks and museums

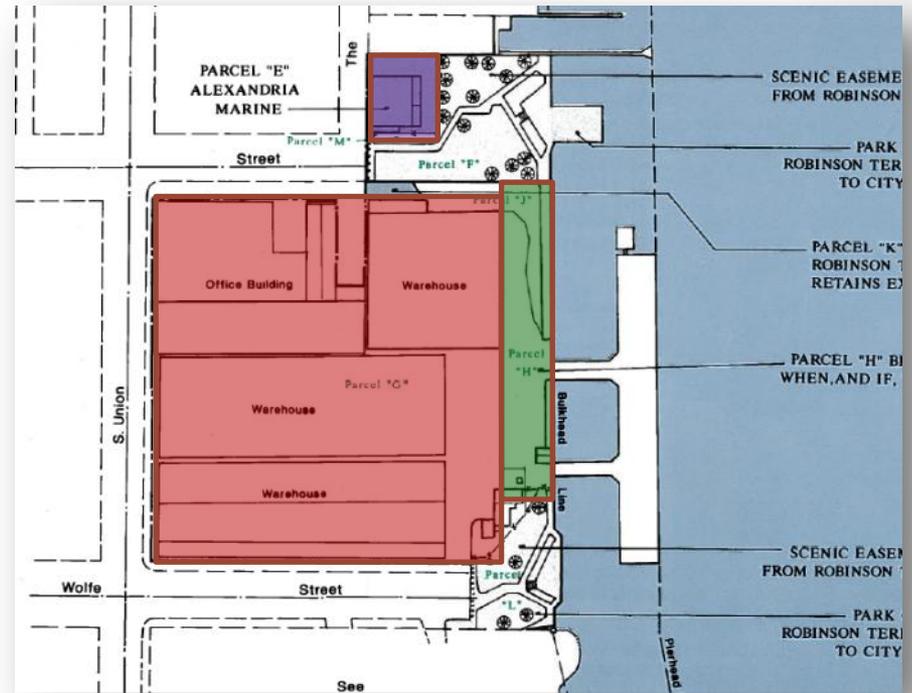
Robinson Terminal South



Robinson Terminal South



Robinson Terminal South



Current zoning, no SUP

Features:

- **1.0 FAR**
- **30 foot height limit**
- **3 story garage townhouses or mixed use with retail**
- **Access to shoreline pathway**
- **Pathway, shoreline improvements not required**
- **Future of pier uncertain**
 - **Too expensive to improve**
 - **Not compatible with residential**
 - **Not likely to be available for ships, etc.**
- **Subject to BAR review**

Current zoning, no SUP

Robinson Terminal South



Current zoning with SUP

Features:

- Up to 2.0 FAR, 50 foot height
- Townhouse or mixed-use “wrap”
- 175 units, 87,000 sf commercial, incl. restaurant
- SUP process would likely result in higher level of investment in pathway, shoreline, streetscape
- Future of pier uncertain
 - Expensive to improve
 - Not compatible with residential
 - Not likely to be available for ships, etc.
- Subject to BAR review

Current zoning with SUP

Robinson Terminal South



Planning Commission recommendation

Features:

- 150 (or less) room hotel facing park and water
- 180 housing units facing Union and Wolfe
- Ground floor retail facing park and Duke
- Parking on site, below grade
- “Porous” design adding public streets, alleys
- Extensive investment in public spaces, connecting parks, streetscape, shoreline, history, and public art; marina



Planning Commission recommendation

Robinson Terminal South



Parks and museums

Cummings/Turner block



Cummings/Turner block – selected historic structures



Warehouse

10 Prince Street

Reconstructed after 1897 fire



Fowle Warehouse

204 South Union St.

First floor--1852

Upper floors- 1890s



Wattles Corn Mill

206 S. Union St.

1843, modified 1912

Cummings/Turner block



Current zoning, no SUP

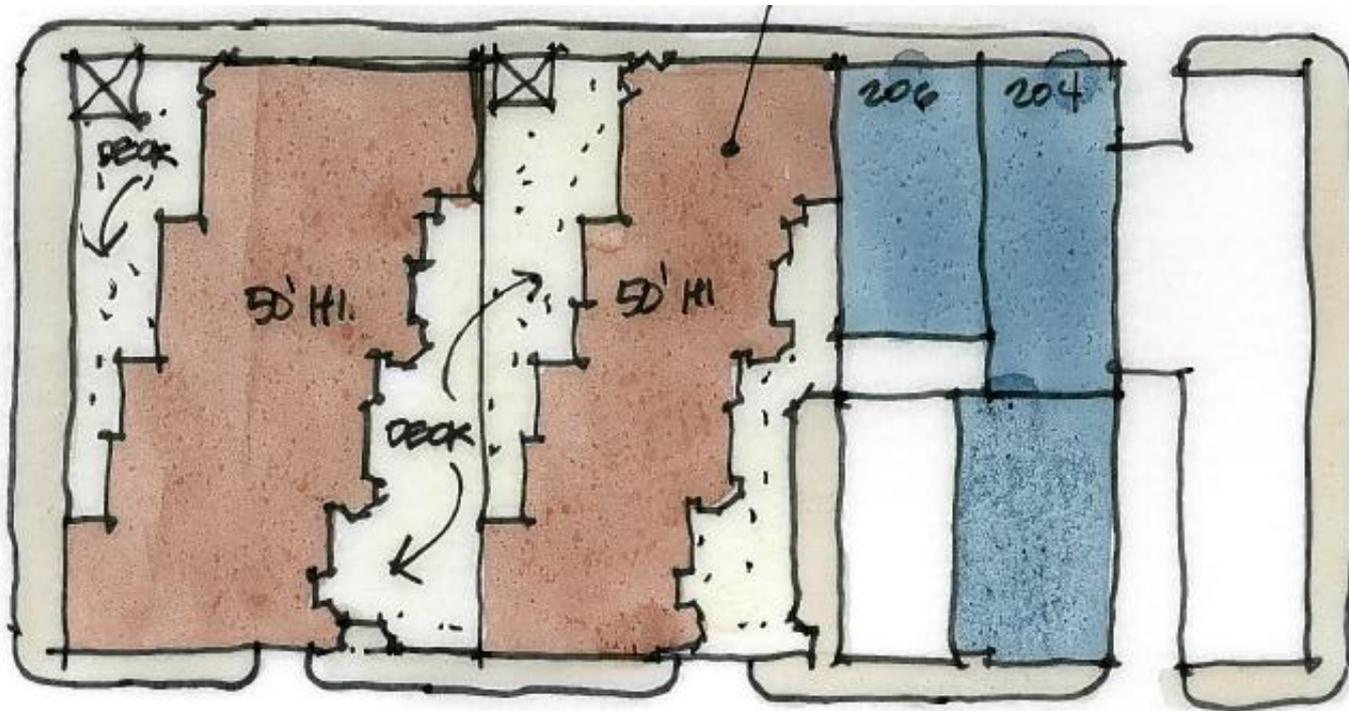
Features:

- **1.25 FAR**
- **30 foot height limit**
- **3 story mixed use**
- **Historic structures may be adaptively re-used**
- **No contribution to Point Lumley Park**
- **Incompatible with “working waterfront”**
- **Subject to BAR review**

Current zoning, no SUP

Cummings/Turner block

S. Union Street



The Strand

Current zoning with SUP

Features:

- Up to 2.0 FAR, 50 foot height
- “Village on the Strand” concept
- Residential over retail & restaurant
- Structured parking
- Historic structures could be adaptively reused
- SUP process would likely result in higher level of investment in site design and streetscape
- Subject to BAR review

Cummings/Turner block



Planning Commission recommendation

Features:

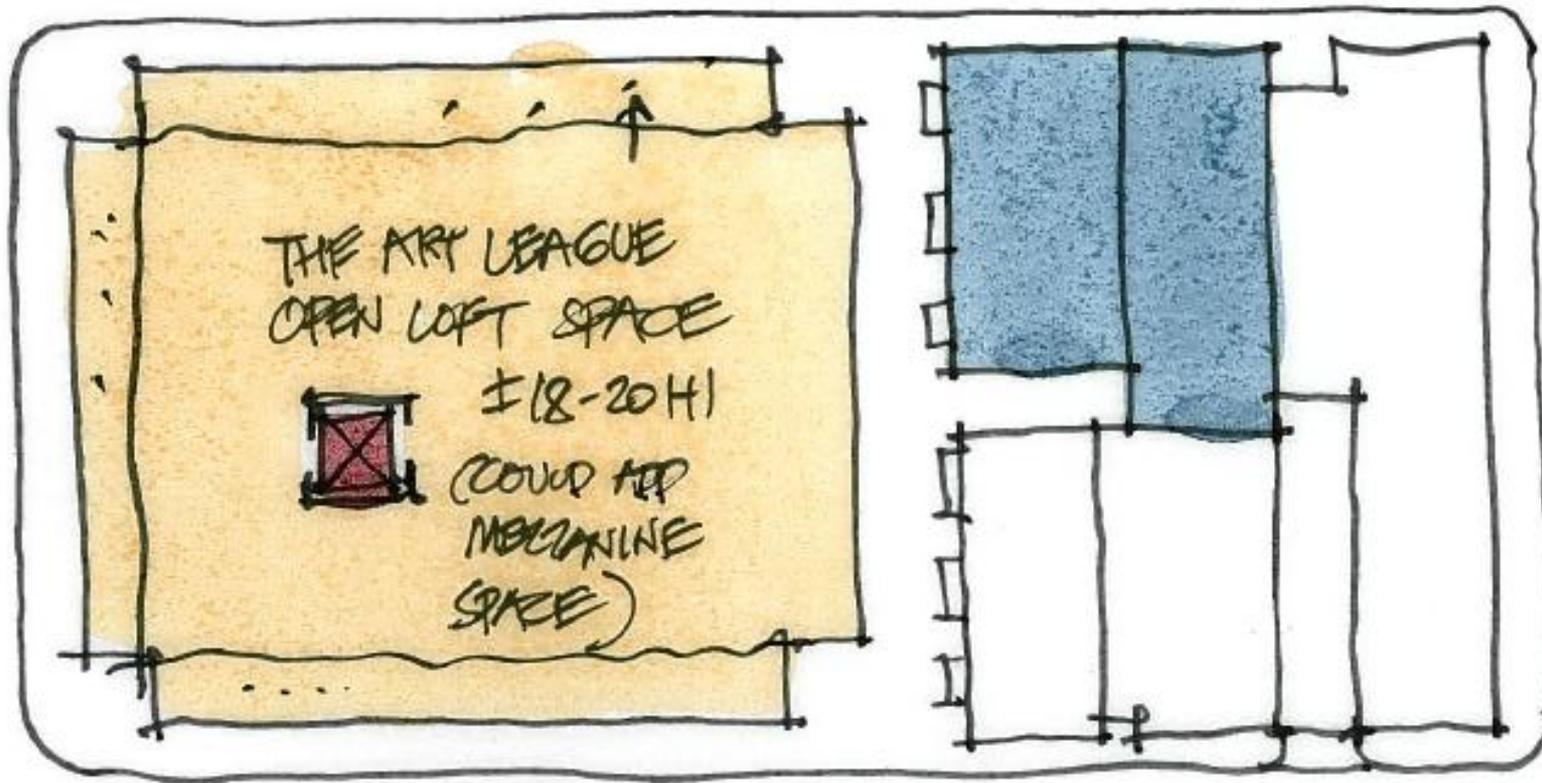
- Hotel on one or two parcels
- Parking on site, below grade
- Restoration of historic buildings
- Adaptive reuse, potential cultural use, esp ground floor
- Contributions to the completion of Point Lumley Park
- Reopen alley, streetscape improvements



Planning Commission recommendation

Cummings/Turner block

S. Union Street



The Strand

Parks and museums

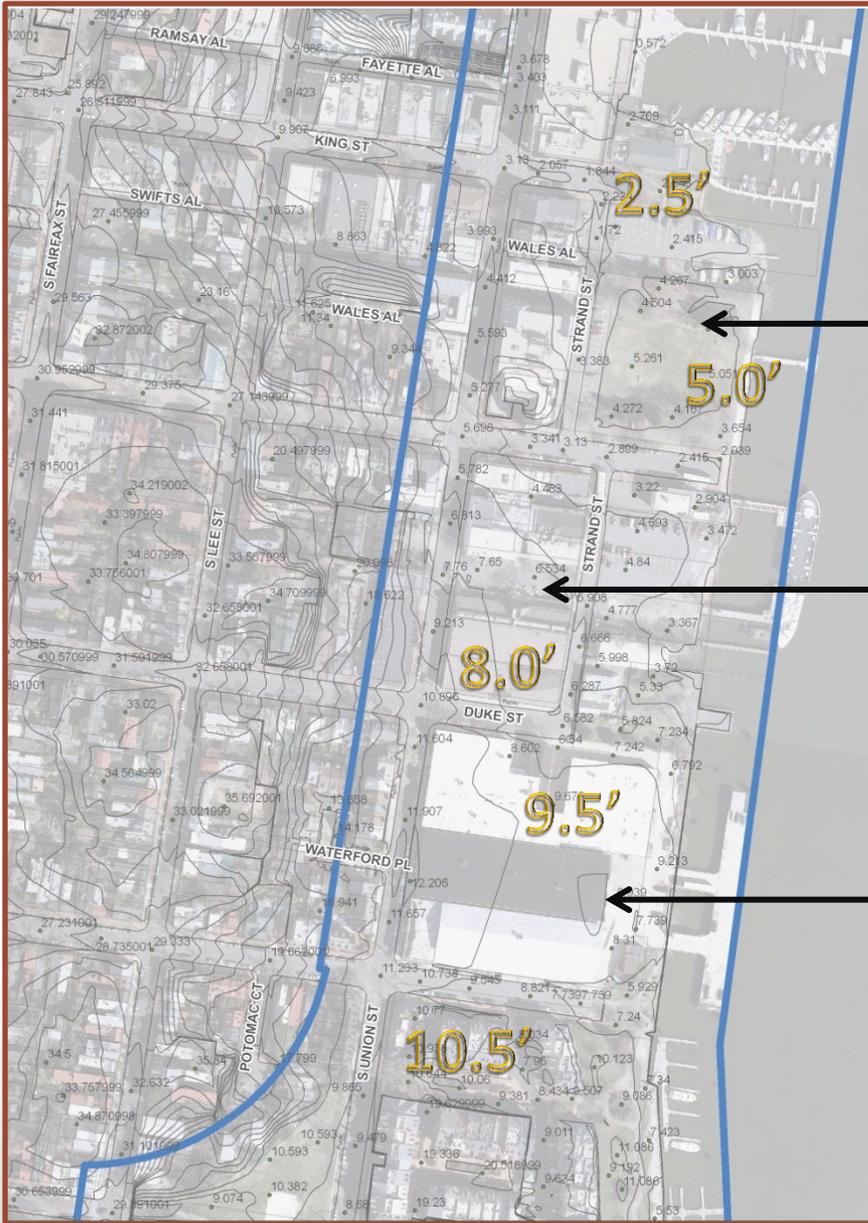
- **Flood plain development**
- **Historic inspiration for model architecture**

Flood Plain development



Flood Plain development

Elevation Along the Waterfront (Approximate)

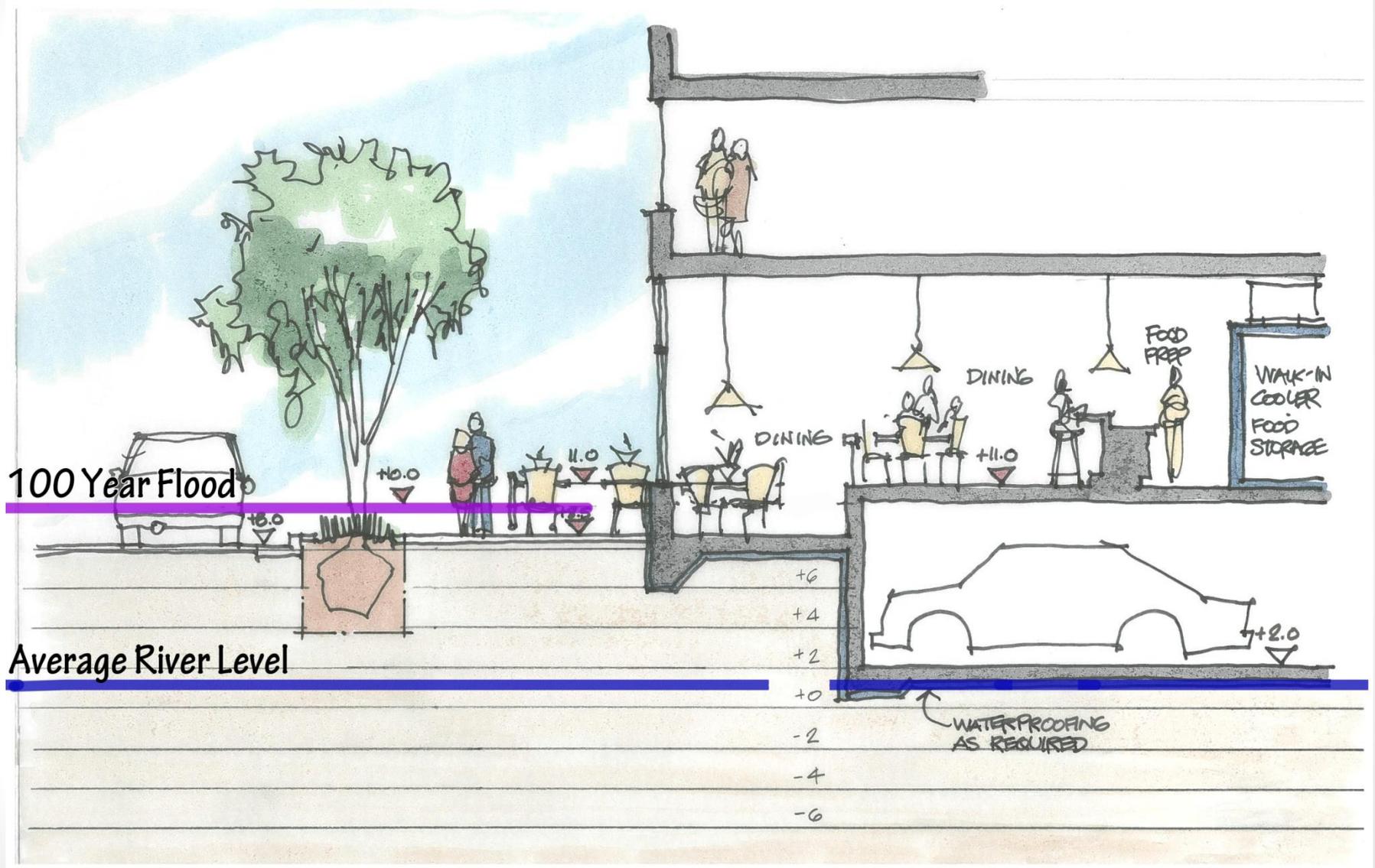


Waterfront Park

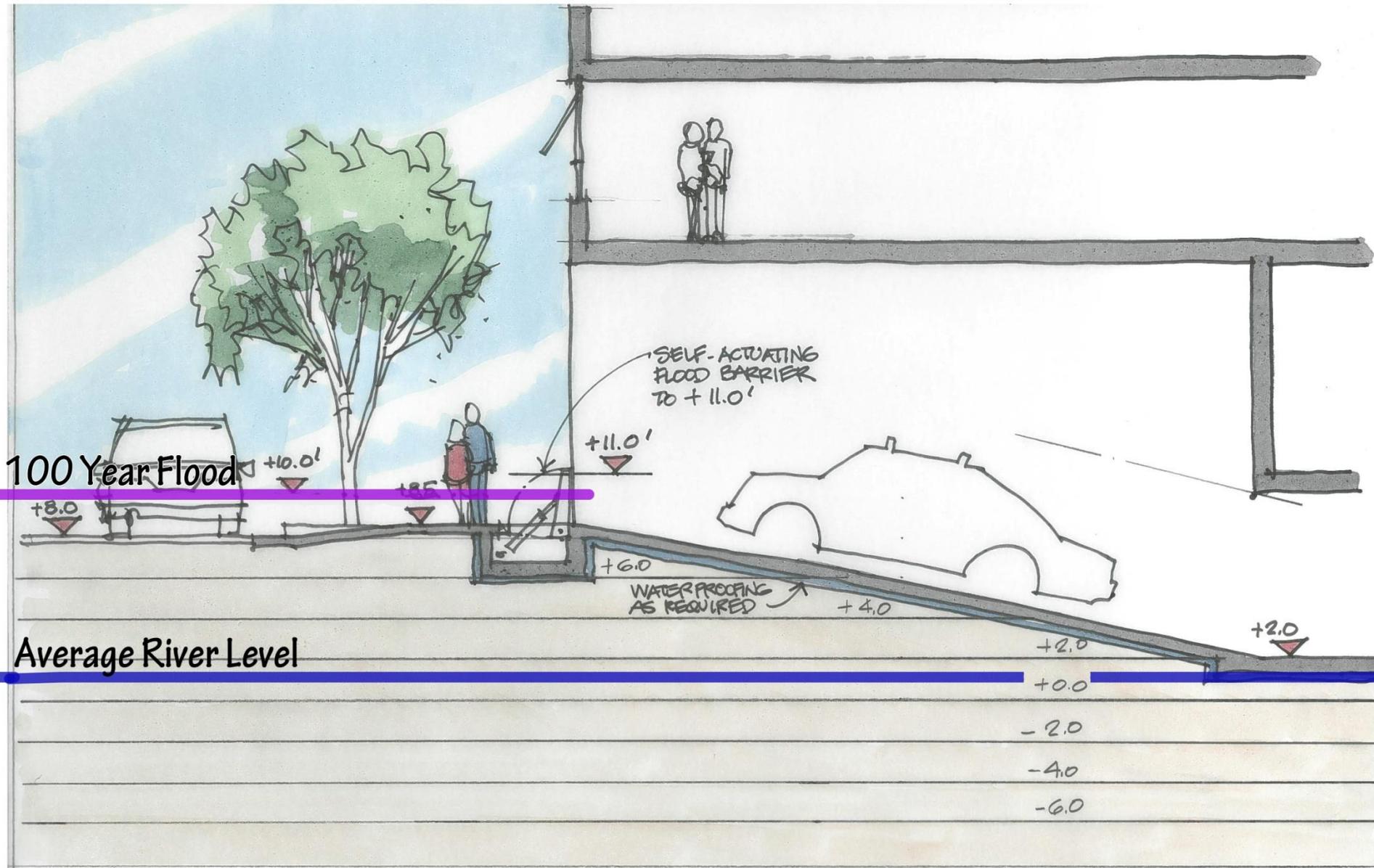
Cummings – Turner Property

Robinson Terminal South

Flood Plain development



Flood Plain development



Historic inspiration





Globe Mill

300 block N. Union St., c. 1827 - 1912



Marshall House Hotel
400 block King St., c .1820 - 1970



Green's Mansion House Hotel

200 block N. Fairfax St., c .1848 - 1975



Alexandria, DC Courthouse
300 block N. Columbus St., c. 1838 - 1905



Alexandria Hospital

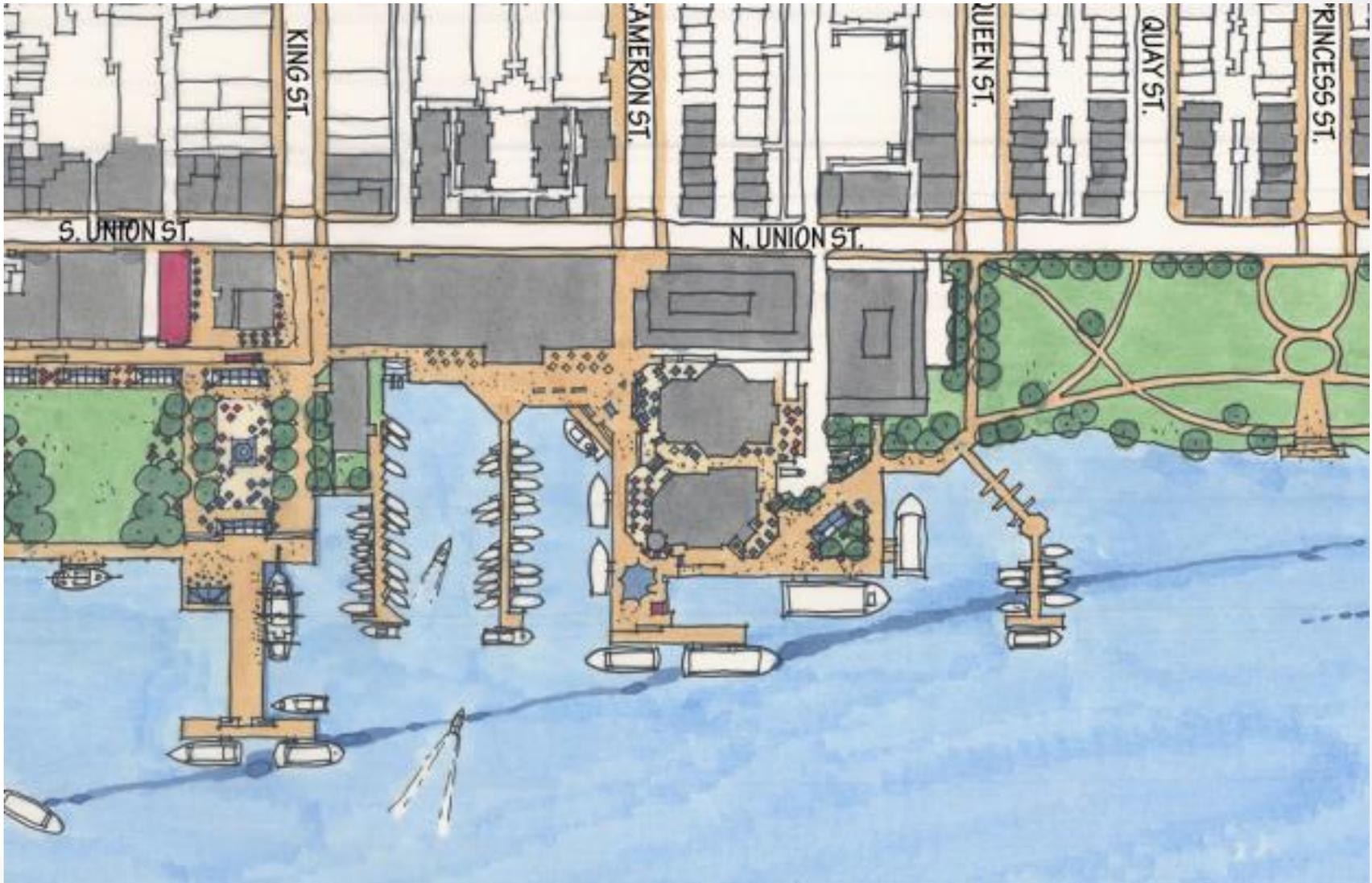
200 block S. Washington St., c .1916 - 1962



Williamsburg Inn

Williamsburg , VA, 1937

Food Court area



Torpedo Factory, Food Court and Chart House



Torpedo Factory, Food Court and Chart House



Torpedo Factory, Food Court and Chart House



Torpedo Factory, Food Court and Chart House

