

The title card features a background map of the Alexandria waterfront area. A black rectangular box is centered over the map, containing the text "Waterfront Plan" and "City of Alexandria" in a bold, serif font.

Waterfront Plan City of Alexandria

Frequently Asked Questions

1. Question - How will parking be addressed?

Answer – All new private development will be required to provide its own parking. The City’s recently completed *Old Town Area Parking Study* shows there are currently more spaces in public garages within the waterfront core area than the new uses under the waterfront plan would require.

Additionally, spaces can be increased through: (a) valet parking; (b) private garages; and (c) use of garages to the west and east of the core waterfront area.

2. Question – How will vehicular and pedestrian congestion be addressed?

Answer – Vehicular congestion can be minimized by intercepting vehicles and getting them quickly into garages before they get to the waterfront. This can also be accomplished by: (a) spacing out activities along the waterfront; (b) use of valet drop-off stations; (c) use of private garages; and (d) encouraging non-motorized vehicular travel to the waterfront. The new pedestrian areas at the foot of King Street will provide increased space for people enjoying the waterfront on foot.

3. Question – What assurances are there that new development will be well-managed?

Answer – The waterfront plan is a modest plan in that only three development sites remain along the waterfront. The remainder of the waterfront has already been redeveloped, mostly pursuant to settlement agreements between the federal government, the City and landowners. Of the three remaining development sites, the two Robinson Terminal sites also have settlement agreements and can be redeveloped today. The Cummings/Turner site in the 200 block of The Strand can also be redeveloped today. This plan, however, can help guide the redevelopment in a manner that is consistent with the community’s vision for a 21st century waterfront that is well-planned and sustainable for the future.

4. Question – What assurances are there that redevelopment will be compatible with the surrounding neighborhoods?

Answer – Neighborhood compatibility is key. As can be seen in the model, new development will be compatible with the heights of nearby buildings. Also, emphasis will be placed on the use of architecture that recalls the design of buildings from the waterfront’s past. Finally, the most intense activity proposed for the area will be situated away from residential areas and instead located at the foot of King Street.

5. Question – Will the plan pay homage to Alexandria’s rich history?

Answer – Yes; the history community through the Archaeological Commission has generated a history paper with recommendations on ways to interpret the area’s history under the waterfront plan. The paper will be an addendum to the plan. Moreover, we are working with them on how best to incorporate their recommendations. Examples of this effort include providing for historic ships, emphasizing maritime history, recreating historic alleys, use of historic names, restoration and adaptive reuse of all the historic buildings, identifying locations for a history center and other cultural anchors, proposing commercial uses that are in keeping with history, and developing guidelines for historic interpretation.

6. Question – Will the plan incorporate public art and creative interpretation?

Answer – Yes; the art community generated an art paper with recommendations on ways incorporate art in the waterfront plan. Their paper will also be an addendum to the plan. Additionally, we are working with them just as we are working with the history community on how best to incorporate their recommendations. Examples of this effort include incorporating art in the infrastructure of the waterfront through paving, lighting, benches and more; artist-designed play structures; artist-designed bridges; commemorative sculptures and public art; fountains and other water features; and public art at the foot of King Street.

7. Question – Will the plan incorporate greater public accessibility?

Answer – Yes; the plan is an opportunity to complete the continuous waterfront path, to enhance east to west connections, to broaden visual access from land and water, and to make the waterfront accessible for everyone including those with disabilities.

8. Question – Will there be an increase in public space under the plan?

Answer – Yes; the plan anticipates a net increase of 4.2 acres of public space, including both open space and hardscaped public areas.

9. Question – How does the plan strengthen and maintain a waterfront that is economically and environmentally sustainable?

Answer - The plan calls for flood mitigation along the waterfront; it proposes improvements to the bulkhead where it has deteriorated; and it seeks to connect the walkway where currently there are barriers. It will naturalize the water’s edge where appropriate and incorporate ecological features at given points along the waterfront. Expanding opportunities for appropriate commerce – including more commercial slips at the marina and new development – can help generate economic support for constructing and maintaining planned public amenities.

10. Question – Have the District of Columbia, and the appropriate federal and Commonwealth agencies been informed of the plan’s proposal to expand the marina and extend it beyond the pierhead line?

Answer – Yes; initial meetings with the District of Columbia and federal and Commonwealth agencies have occurred at the staff- level to obtain an understanding of regulatory requirements. More discussions will occur after the plan is approved.

11. Question – What is the cost of the plan and how will it be implemented?

Answer – The current estimated cost is between \$32 and \$42 million, with part of the total expected to be defrayed by grants. The plan is expected to be implemented in phases with such items as flood mitigation and repair or construction of deteriorating bulkhead undertaken first.