“May this important work succeed and prosper – may it more than realize our warmest hopes – and may it restore and perpetuate the trade and prosperity of Alexandria.” - Alexandria Gazette, December 4, 1843

Alexandria Waterfront Plan
Alexandria Waterfront Plan

- Completes the final chapter of the Waterfront’s transformation
- At the heart of the Waterfront, a new gateway to the City
- Creates a Strand that is lively, fun and uniquely Alexandrian
- Provides more and better public spaces of all kinds
- **Guides redevelopment to achieve Plan goals**
- Resolves the parking problem
- **Weaves art and history into every aspect of the Waterfront**
- Improves environmental conditions
- Is practical, cost-conscious, and pays for itself
Weaving art and history into every aspect of the Waterfront
History Plan Core Recommendations

- Organizations for post-plan governance, planning and design guidelines, fundraising and programming
- Organic rather than artificial: elements include staggered wharf lines, varied architecture, materials and more.
- The American Story: bring to life people, places and stories of the American experience.
- Dynamic, north-south pedestrian circulation pattern
  - North, Central and Southern Cultural Anchors
  - Theme areas
History and the Waterfront Plan

A waterfront for today’s Alexandria, grounded by our heritage

- Working Seaport
- Gateway
- Witness to War
- Foundations
- Origins
- Transformations
- Ambitions

Gateway South  The Strand  Torpedo Factory  Founders Park  Oronoco Bay  Gateway North
History and the Waterfront Plan

Rivergate and Tidelock Parks: Ambitions
Rivergate and Tidelock Parks: Ambitions

• Increase programming, focused on history and the arts
• Implement *History Plan* interpretive recommendations, including replace/augment existing interpretive elements
• Incorporate glass, artist designed bridge, and other elements of the Public Arts proposal

• Also: improvements to foot of Montgomery Street for viewing and putting kayaks in the water
History and the Waterfront Plan

Oronoco Bay Park: Transformations
Oronoco Bay Park: Transformations

- Naturalize shoreline
- Ralph’s Gut
- Railroad interpretation
- Follow guidance of *History Plan*
- Specific recommendations of the *Art Proposal* including performances, artist-designed tables and benches, and temporary sculpture exhibits

- Also: repair and extend boardwalk; additional amenities for visitors
History and the Waterfront Plan

Robinson Terminal North / West’s Point

Origins
Robinson Terminal North / West’s Point

Origins

• The recommendations of Waterfront History Plan should inform every aspect of the design of the redevelopment and adjacent public spaces, including naming and elements for interpretation:
  • original shoreline
  • echo scale and character of early warehouses
  • tobacco and native plants
  • No carousel
History and the Waterfront Plan

Founders Park

Foundations
Founders Park

Foundations

• Prepare a park plan that incorporates recommendations of the History Plan for interpretation in the Park
• Retain current character of park
• Naturalize shoreline
• Implement *Art Walk*
History and the Waterfront Plan

Marina to Queen Street

Witness to War
Emphasize the importance to history of these locations.

Implement recommendations of the History Plan for interpretation, including events and periods: Ellsworth, Federal occupation, nation’s defense, naming.

Allow for use of food court as cultural venue (among other uses)

Also: Improve Thompsons Alley, pedestrian circulation and public spaces
History and the Waterfront Plan

King and Union Streets

Gateway
King and Union Streets

Gateway

• Offset pier to the south
• Create major new public space at foot of King Street in keeping with gateway theme
• Naming and all elements of the park should look to the recommendations of the History Plan
• Provide a concierge location
• Historic ship at foot of King Street.
History and the Waterfront Plan

The Strand

The Working Seaport
The Strand

The Working Seaport

• Brand the Strand
  • Historic working waterfront: scale and positioning of development, echo wharves, warehouses and activities of the past
  • Pedestrian-oriented zone
  • Permit horse-drawn carriages
  • Activate Union Street and link to Waterfront
• Brand the Strand (continued)
  • Save and reuse existing warehouses, possibly for history center, southern cultural center
  • Possibly include Archaeology Museum if that is the best location
  • Seaport Foundation, sailing ships and historic vessels
  • Art League
• Waterfront Park building: appear as pair of taverns
• Beachcomber: restored as operating restaurant
• Brand the Strand (continued)
  • Preserve and enhance historic streetscapes and pedestrian circulation
  • Use historic names, materials
  • Mark the historic shoreline; vary shoreline
  • Restore or create east-west corridors; alleys
  • New construction: compatible but contemporary; avoid large monolithic buildings
Evoking the historic shoreline
Guiding Redevelopment to Achieve Plan Objectives

“May this important work succeed and prosper – may it more than realize our warmest hopes – and may it restore and perpetuate the trade and prosperity of Alexandria.” - Alexandria Gazette, December 4, 1843
Guiding Redevelopment to Achieve Plan Goals

1. Authentic
2. Welcoming and accessible
3. Historic
4. Compatible
5. Feasible/successful
6. Contributing
7. Appealing
Guiding Redevelopment to Achieve Plan Goals

- Robinson Terminal North
- Robinson Terminal South
- The Cummings/Turner Block
- Waterfront Park
Guiding Redevelopment to Achieve Plan Goals

- **1983 Settlement Agreements**
  - Robinson Terminal North and South
- **W-1 Zone**
  - All redevelopment sites
- **Potomac River Height district:**
  - Robinson Terminal South
  - Cummings/Turner
- **Old and Historic District**
  - Robinson Terminal South
  - Cummings/Turner
Guiding Redevelopment to Achieve Plan Goals

• **W-1 Zone**
  - Permitted uses: residential (SF/MF), office, public building, park...
  - Special uses: Restaurants, retail, rooming house/tourist home, freight terminal, health club, home for the elderly, auditorium...
  - Without SUP: 0.75 for commercial, 1.0 for residential (+0.25 retail)
  - With SUP: up to 2.0 (at least 50% residential)
  - Max height: 55 feet.
Guiding Redevelopment to Achieve Plan Goals

Why hotels?

• You don’t have to live there or work there to be welcome
• Active ground floor uses, especially restaurants
• Positive interaction with public spaces and waterfront
• Nearby activity is desired, not a nuisance
• Traffic generation is low, off-peak
• Parking requirement is low
• Revenue generation potential is high
• Unique locations in a strong market
Robinson Terminal North
Design Goals:

- Create pedestrian-friendly access by extending Pendleton St. as a pedestrian connection to an improved public pier.
- Maintain compatible scale to existing fabric across North Union St.
- Provide extensive public amenities and free access to and along the water’s edge.
- Maximize water views from buildings, streets and rooftop open spaces.
- Step down the bulk and scale of the buildings from Union St. toward the water through innovative architectural massing and height limitations.
- Encourage modern design while maintaining aesthetic compatibility with nearby residential neighborhoods.

Features:

- Pay specific homage to historic West Point through public space design and interpretive features.
- New public open space developed on an improved pier.
- All new buildings to self-park with one level of parking below-grade.
- Improve the streetscape and pedestrian experience along N. Union Street with wide sidewalks and perhaps to include special street paving.
Robinson Terminal North: Summary

- Plan text, amended W-1 zone, settlement agreement
  - SUP required
  - Permit hotels as a land use
  - Restrict residential to west side
  - Permit heights of 66 feet on west side
  - Comply with design guidelines in Plan

- Potential development
  - 1983 Settlement Agreement: 238,816 sf
  - 1992 W-1 Zone: 174,520 sf
  - Plan recommendation: 238,816 sf
Robinson Terminal South
Robinson Terminal South: Settlement Agreement
Design Goals:
- Create pedestrian-friendly access by extension of Strand and new street(s)/alleys
- Maintain compatible scale to existing fabric across South Union and Wolfe Streets
- Provide extensive public amenities and free access to the water’s edge
- Preserve and adaptively reuse historic building on site with public access
- Maximize water views from buildings, streets and rooftop open spaces
- Encourage co-development of hotel and new, consolidated pleasure boat marina

Features:
- Pay specific homage to historic Point Lumley through public space design and interpretive features
- Reflect historic E-W orientation pattern of buildings, alleys and wharves
- Buildings reflect 19th-Century warehouse mass, scale and fenestration
- New public open space developed at street ends of Duke and Wolfe Streets
- Pedestrian-only connection at Strand / Wolfe intersection to buffer Harborside
- All new buildings to self-park with one level of parking below-grade
Robinson Terminal South: Goals
Robinson Terminal South: Summary

- Plan text, amended W-1 zone, settlement agreement
  - SUP required
  - Permit hotels as a land use
  - Restrict residential to west side
  - Retain 50 foot height limit
  - Comply with design guidelines in Plan

- Potential development
  - 1983 Settlement Agreement: 380,528 sf
  - 1992 W-1 Zone: 280,832 sf
  - Plan recommendation: 380,528 sf
Cummings/Turner Block
Cummings/Turner Block

Design Goals:
• Create pedestrian-friendly access by opening alleys from Union St. to Strand St.
• Maintain compatible scale to existing fabric across South Union and Wolfe Streets
• Provide public amenities and free access to and along the water’s edge
• Preserve and adaptively reuse historic building on site with public access
• Maximize water views from buildings, streets and rooftop open spaces
• Encourage co-development of hotel and redevelopment of existing warehouses and buildings on the northern portion of the block

Features:
• Reflect historic East-West orientation pattern of buildings, alleys and wharves
• Buildings reflect 19th-Century warehouse mass, scale and fenestration
• New public open space developed within alleys between Union and Strand
• All new buildings to self-park with one level of parking below-grade
Cummings/Turner Block: Goals

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: Summary

- Plan text, amended W-1 zone
  - SUP required
  - Permit hotels as a land use; no residential
  - Retain 50 foot height limit
  - Comply with design guidelines in Plan

Cummings
- 1992 W-1 Zone: 72,324 sf
- Plan recommendation: 106,203 sf

Turner
- 1992 W-1 Zone: 52,304 sf
- Plan recommendation: 68,307 sf
Waterfront Park Building
Design Goals:
• Create an active edge which bridges the gap between the foot of King St. and the Strand, south of Prince St.
• Make wise use of an impervious footprint along a park frontage.
• Allow for creation of a large public plaza at the foot of King Street
• Mirror the historic warehouses and rooflines consistent with historic Alexandrian architecture

Features:
• Multiple options for design, including one large building or two smaller buildings
• Outdoor seating as a critical component
• Integrated nuisance flood mitigation
Waterfront Park Building: Summary

- Revise settlement agreement to permit uses
- Comply with design guidelines in Plan
- Building(s) shown approximately 33,000 square feet
- Potential private development w/air rights lease (similar to Chart House)
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Resolving the Parking Problem
Adequate parking through the life of the plan

Parking spaces today: 2,693
Parking spaces used today: 1,972
Parking spaces available today: 721

Added parking demand: 390
Surface parking spaces reduced: 171
Needed for the future: 561

Public garage valet: 633
Private garage spaces: 460
Private garage spaces (with valet): 337
Additional spaces: 1,430
Resolving the parking problem

• Parking Implementation Plan
  • Public garage capacity
  • Private development and growth in demand
  • Valet parking
  • Protect residential parking areas
“May this important work succeed and prosper – may it more than realize our warmest hopes – and may it restore and perpetuate the trade and prosperity of Alexandria.”

- Alexandria Gazette, December 4, 1843
• **Costs**
  – Flood mitigation: $8-10 million
  – Everything else: $23-32 million
  – Total: $31-42 million

• **Net Tax Revenues**
  – At buildout: $4.7 million per year

• **Phased development over life of the Plan**
  – Cumulative net tax revenues of $45 million in 15 years
Phased implementation: revenues

- $4.7 million per year / $45 million in 15 years / $120 million in 30 years
  - Increase in property tax base due to redevelopment
  - Additional meals tax from new restaurants
  - Additional sales tax from new restaurants, hotels
  - Additional lodging tax from new hotels

- Using a phased redevelopment scenario
  - Early: Beachcomber, 1 small hotel on Cummings/Turner block
  - Middle: Waterfront Park building, redevelopment of balance of Cummings/Turner block, Robinson Terminal North
  - Longer term: Robinson Terminal South
Phased implementation: revenues

• Not included:
  – Developer contributions
  – Federal grants
  – Increased sales per visitor
  – Increased sales on King Street
  – Ground rent: Beachcomber, Waterfront Park building
  – Additional commercial boat revenues
  – Other taxes and fees
Phased implementation: revenues and cost
Alexandria Waterfront Plan

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