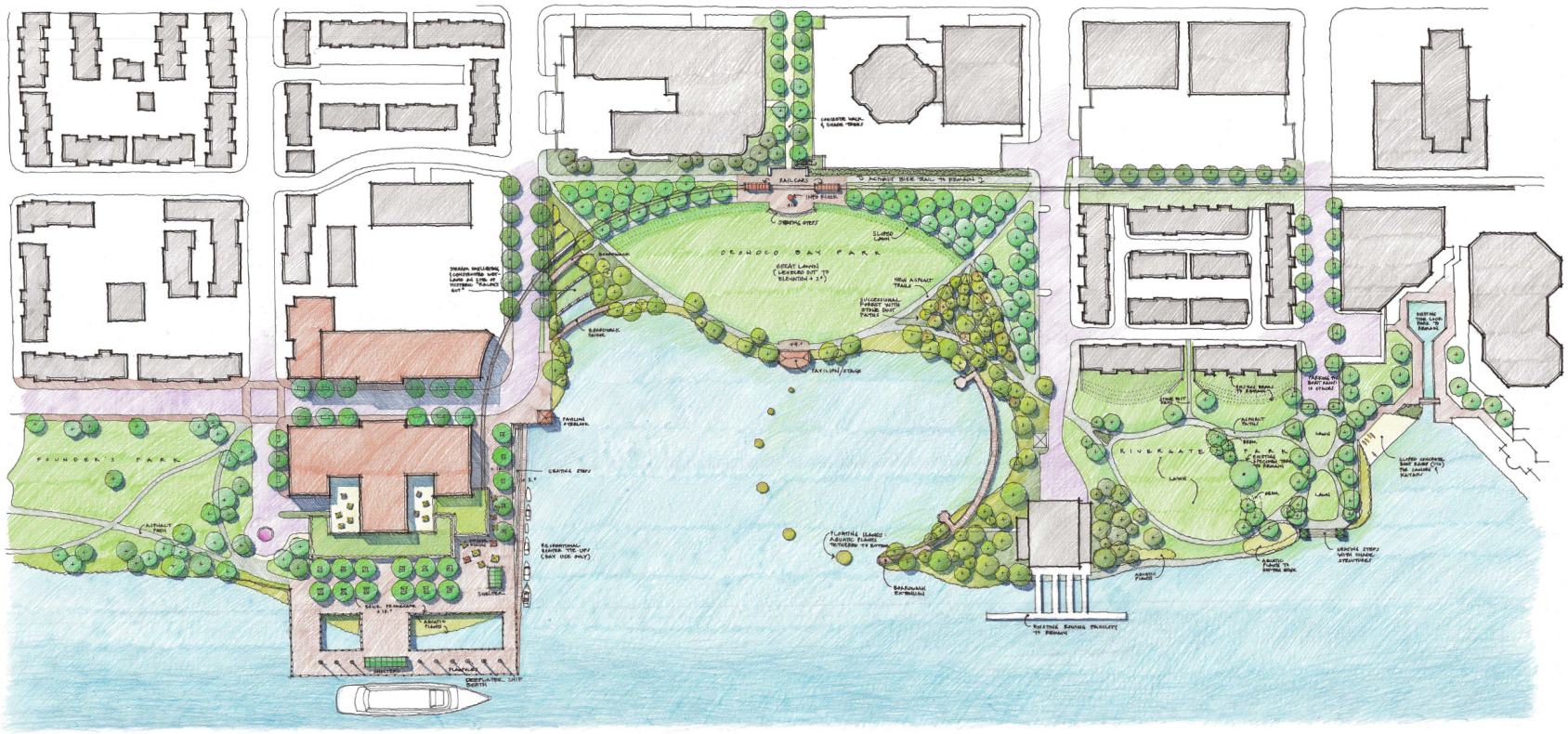
Alexandria Waterfront
DRAFT Small Area Plan

City of Alexandria
Department of Planning and Zoning
February 25, 2011 Draft



ORONOCO BAY PARK
RAILCARS
INFO BLOCK
SEATING STEPS
SLOPED LAWN
GREAT LAWN (LEVELED OUT TO ELEVATION + 2.0)
NEW ASPHALT TRAILS
SUCCESSIONAL FOREST WITH STONE DUST PATHS
BOARDWALK SEIGNE
PAVILION/STAGE
PAVILION OVERLOOK
GRATING STEPS
FOUNDER'S PARK
ASPHALT PATH
RESPONSIBLE ECHTER TIE UPS (BAY USE ONLY)
SHELTER
AQUATIC PLANTS
SHELTER
PLANKING
DEEPWATER SHIP BERTH
FLOATING ISLANDS: AQUATIC PLANTS TETHERED TO BOTTOM
BOARDWALK EXTENSION
RIVERGATE PARK
LAWN
BERM
ASPHALT PATHS
SEATING STEPS WITH SHADE STRUCTURES
AQUATIC PLANTS TO BOTTOM SEIGNE
AQUATIC PLANTS
RIVERGATE ROWING FACILITY TO REMAIN

Waterfront Small Area Plan -
Public Comment and Review Process

The public is invited to review the draft Waterfront Small Area Plan (Plan) and to provide comments via the online comment board included on the website or by contacting the Department of Planning and Zoning directly through information also on the website at:

http://www.alexandriava.gov/Waterfront

Those comments will be taken into consideration for the staff's final recommendations. The Planning Commission and the City Council will hold hearings on the Plan, with their dates and times to be confirmed on the website.

Additional Information that is forthcoming for Public Comment and Review:

Prior to the aforementioned public hearings, at the request of City Council and the community, the Department of Planning and Zoning will post:

(1) additional design options for the restaurant proposed for Waterfront Park;
(2) additional information and re-analysis on phasing and costs/revenues; and
(3) a hotel use analysis.

Finally, with release of the draft Plan on the website you will find an updated Frequently Asked Questions (FAQs) document. The FAQs document was originally provided at the December 13, 2010 Waterfront Open House and Community Meeting but has been updated to further address common questions which have been shared by stakeholders. You will also find an updated Parking Summary Sheet, as well as notations that the earlier cost/revenue data has been removed from this draft document as it is being re-analyzed. While it is believed that the economic results of this Waterfront Plan are positive, a re-check of the cost and revenue details appear to be warranted.

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Acknowledgements

City Council
Mayor William D. Euille
Vice Mayor Kerry Donle
Frank H. Fannon
Alicia Hughes
Rob Krupicka
Redella S. Pepper
Paul C. Smedberg

Planning Commission
Chair John Komoroske
Vice Chair H. Stewart Dunn, Jr.
Donna Fossum
Jesse Jennings
Mary Lyman
J. Lawrence Robinson
Eric R. Wagner

Committee for Public Arts, Alexandria Commission for the Arts
Matthew Harwood, Chair
Rebecca Adams
Susie Cohen
Karen Conkey
Mike Detomo
Dene Garbow
Kathy Glennon
Pat Miller (Chair, Alexandria Commission for the Arts)

Waterfront History Plan Committee, Alexandria Archaeological Commission
James McCall, Chair
Katy Cannady
Ann Davin
Tom Fulton
Ellen Hamilton
Vince LaPointe
Ted Pulliam
Seth Tinkham

Alexandria Restaurant Commission, Alexandria Chamber of Commerce
Tina Leone, President & CEO,
Alexandria Chamber of Commerce
Jay Palermino, Director,
Membership and Sponsorship Investments

Marina Subcommittee, Alexandria Waterfront Committee
Doug Gosnell, Chair
Linda Hafer
Nate Macek (Chair, Alexandria Waterfront Committee)
Peter Pennington (Vice Chair, Alexandria Waterfront Committee)
Townsend Van Fleet

City Departments

Alexandria Economic Development Partnership, Inc.
Val Hawkins, President & CEO
Stephanie Landrum, Senior Vice President
Christine Mindrup, Vice President Commercial Real Estate

Alexandria Convention and Visitors Association
Stephanie Pace Brown, President & CEO

City Manager's Office
Jim K. Hartmann, City Manager
Mark Jinks, Deputy City Manager
Tom Gates, Assistant City Manager

Fire Department
Adam K. Thiel, Fire Chief
John North, Battalion Chief
Rodney Masser, Fire Captain

General Services Administration
Jeremy McPike, Deputy Director
Patrice McAuliffe, Capital Projects Manager

Office of Historic Alexandria
J. Lance Mallamo, Director
Dr. Pamela Cressey, City Archaeologist

Police Department
Earl L. Cook, Police Chief
Tamara Hooper, Captain
Len Fouch, Lieutentant

Acknowledgements (Continued)

Planning and Zoning *Waterfront Team*
Faroll Hamer, Director
Jeffrey Farner, Deputy Director
Karl Moritz, Deputy Director
Barbara Ross, Deputy Director
Tom Canfield, City Architect
Al Cox, Historic Preservation Manager
Nancy Williams, Principal Planner
Ben Aiken, Urban Planner

Planning and Zoning
Gary Wagner, Principal Planner
Brandi Collins, Urban Planner III
Pat Mann, Urban Planner III
Catherine Miliaras, Urban Planner II
Garry Meus, Urban Planner II
Jim Roberts, Urban Planner II
Colleen Willger, Urban Planner II
Kim Agee, Administrative Support V
Barbara Carter, Administrative Support V

Recreation, Parks and Cultural Activities
James Spengler, Director
Alisa Carrel, Office of the Arts, Director
Ron Kagawa, Division Chief
Laura Durham, Open Space Coordinator
James Hixon, Dockmaster

Transportation and Environmental Services
Rich Baier, Director
Yon Lambert, Deputy Director
Abi Lerner, Deputy Director
Emily Baker, City Engineer
Sandra Marks, Division Chief
Jim Maslanka, Division Chief
Dr. Claudia Hamblin-Katnik, Watershed Program Administrator
Lisa Jaatinen, Civil Engineer IV
Daniel Imig, Civil Engineer III
Daphne Kott, Civil Engineer III
Carrie Sanders, Principal Planner
Andrea Wilkinson, Principal Parking Planner

Consultants

Plan
AECOM
AECOM – Economics
AECOM - Transportation
Moffatt and Nichol
The Perspectives Group

Hotel Analysis
W-ZHA, LLC

Model
Trojan Models

Executive Summary

Alexandria's waterfront is special.

Alexandria's waterfront is special because of its unique and significant role in the nation's history and because it is a world renowned example of the revitalizing role of art in the community. The waterfront is a source of prosperity, hometown pride and national significance. It is Alexandria's front door, it is where the City was born, it is where we often go to celebrate, and it is where we take our guests from out of town. The Waterfront is where we live, it is where we make a living, and it is where we go daily to walk, relax, meet neighbors, and see what's happening.

At the heart of the Waterfront, a new gateway to the City

During its earliest days and for long afterward, Alexandria recognized its waterfront as the front door to the City. Pictures of the ferry terminal that was once located at the foot of King Street remind us that for many visitors and residents, this location was the gateway to the City. As waterfront uses became more industrial, the daily life of Alexandrians moved away from the water's edge and new waterfront buildings often faced away rather than toward the river.

Early in the public process for this waterfront plan, Alexandrians expressed a strong wish to see the foot of King Street once again become a gateway to the City. The hundred or so participants in an early public meeting identified "extending King Street as a pier" as a highly desired element of the waterfront plan and so it was included in the Waterfront Concept Plan released in the summer of 2010. With the advice of residents, the pier concept has been refined and would provide:

- a dramatically improved arrival experience, with water taxis delivering new visitors and returning residents to a pier with "natural" wayfinding: a clear view of the entire waterfront core area and of King Street to the George Washington Masonic National Memorial as well as easy access to the King Street Trolley;
- a docking location for a historic ship or other "ship of character" as requested by residents to be visible as one walks down King Street toward the Potomac River;
- a connection to Alexandria's past, since long piers characterized Alexandria's waterfront for more than 100 years;
- a way to let people do what they really wish when they come to a river: get out over the water and enjoy the view; and
- a clear marker that this spot, where one of America's great streets meets one of America's great rivers, is the "center" of the waterfront.

A Strand that is lively, fun and uniquely Alexandrian

Throughout the planning process, Alexandrians asked for more "things to do" on the waterfront and they identified the Strand, from King Street to Robinson Terminal South, as the place for activities. That makes historic sense – Alexandria once was a working waterfront, bustling with activity, and the Plan returns some of that level of activity to the Strand.

At the hub of the waterfront is a new public space connecting King Street to the Potomac and the Strand to the Torpedo Factory, Chart House and beyond. Dubbed "Fitzgerald Square," the new plaza will be almost the size of Market Square. When amassed with a redesigned Waterfront Park, the combined public space will total 1.8 acres (78,500 sq. ft.), or approximately 29% larger than the existing 1.4 acre Waterfront Park. In the summer there will be food carts, tables and chairs, fountains, and other activities; in the winter there is plenty of room for an ice skating rink.

With Fitzgerald Square, Waterfront Park and a new, expanded Point Lumley Park, the Strand will comprise three distinct outdoor "rooms," each with its own character. Waterfront Park will continue to include a broad lawn shaded by mature willow oaks, and will be enlivened with active uses along its western edge. A restored Beachcomber restaurant activates the park to the south and creates two doorways – one along the Potomac – to a new Point Lumley Park, created out of the existing surface parking lot. In the new park, there are multiple opportunities for fun and culture with strong themes of history (especially shipbuilding and maritime history) and public art.

Among the first requests from Alexandrians participating in the Plan: more options for outdoor, waterfront dining. The Plan identifies the few places where this request can be addressed and actually enhance the public spaces nearby.

More and better public spaces of all kinds

The essence of Alexandria's waterfront is public space and the Plan not only increases the amount of space for the public, it also adds to the variety of public spaces. The reorientation of Waterfront Park, combined with the new Fitzgerald Square, adds 12,000 square feet (approximately a quarter of an an acre) of park at the heart of the waterfront. Overall the plan adds about five acres, or nearly 218,000 square feet, of new public spaces of all kinds, including new public piers, streets that are converted to pedestrian-oriented spaces, and more.

The Plan completes the long-standing goal of "where land meets water, the public is welcome" by planning for continuous access and accessibility along the river. The Plan calls for continued investment in our existing parks, inspired by art, history, and the environment, and adding small scale active recreation in many locations along the waterfront.

Guides redevelopment to achieve Plan goals

With just three redevelopment sites in the Plan area, each have an important role to play in achieving the multiple goals of the Plan. The recommendations for redevelopment are fine-tuned to ensure authentic, welcoming and accessible development that reflects Alexandria' history and showcases public art. Care has been taken to balance neighborhood compatibility – in architecture, land use, and impacts such as noise, traffic and parking – with financial feasibility and long-term economic success. Equally important, the guidelines for steer development toward uses that would pay for the new infrastructure and public amenities in the Plan. The Plan also identifies public amenities that new development would be expected to contribute.

Non-residential development, including hotel, would be encouraged on parcels immediately adjacent to the water or to high activity public spaces. Residential would be encouraged to locate in quieter locations near existing housing. Hotels yield significant potential benefit to residents and other waterfront visitors and are among the land uses with the lowest impacts on nearby neighborhoods.

The net increase in development potential (compared to what the current zoning allows), spread over a distance of just over one mile, is about 240,000 square feet. New buildings are limited to 50 feet in height, except for the western half of Robinson Terminal North, where a building would be permitted to be built as tall as the office building next door (66 feet).

Resolving the parking problem

Parking has been a front burner issue in Old Town for many years. The Plan addresses parking comprehensively, aided by the City's renewed focus on Old Town parking with detailed analysis, renewed enforcement, and investments in improved meters and signage.

For the waterfront, the most important finding of the recent Old Town Parking Study is that during periods of peak demand, there are about 700 unused parking spaces within 3-4 blocks of the intersection of King Street and Union Street. So the challenge is not that there are not enough spaces – the challenge is directing visitors (especially those planning to park for more than 2 hours) to the parking garages. Moreover, through the use of valet parking and by opening private garages to the public, there is potential for parking as many as 1,400 additional vehicles in that "core" area of the waterfront.

Waterfront Plan implementation includes initiatives to fully use and to increase parking garage capacity with wayfinding, pricing and technology. Parking implementation will involve regular monitoring of parking and set "triggers" for actions – for example, when public garages approach capacity, the City would increase capacity through valets and private garages.

The Plan also balances parking supply and demand by encouraging land uses that minimize parking demand (such as hotels) and by encouraging visitors to arrive by means other than the automobile: trolley, bike, or boat.

Residential areas will be protected by increased enforcement (which has already begun), regular monitoring, and potentially a resident-only parking program.

Weaving art and history into every aspect of the Waterfront

The City is the beneficiary of exceptional efforts by two groups of hardworking Alexandrians that resulted in the *Waterfront History Plan* and the *Public Art Proposal*. These efforts recognize the important contributions of history and art to Alexandria, especially at the waterfront. This Plan is an opportunity to add back history that's been missing from the waterfront for too long. The Art Walk concept is ideally suited to link the series of public spaces that comprise the waterfront; moreover, public art has a limitless potential to interpret the stories, people and places of our past.

This Plan not only incorporates the *Waterfront History Plan* and the *Public Art Proposal* as appendices but also weaves their recommendations throughout the Waterfront Plan itself.

Improving environmental conditions

Alexandria's industrial past has left a legacy that includes pollutants in the soil and in the riverbed. In addition, as in many of the country's oldest cities, Old Town has combined sanitary and storm sewers that have the potential to overflow into the river during rain events. Flooding is a recurring issue in the Strand area.

The City is addressing in-soil contaminants near the foot of Oronoco Street through the use of biosparging technology, while the separation of the sanitary and storm sewers is expensive and long-term. The Plan recognizes these efforts and also addresses flooding by integrating mitigation measures into structures and landscaping. The Plan recommends replacing rip-rap with a more natural shoreline including native plants wherever possible.

Practical and educational initiatives include a series of floating "islands" of water-cleansing plants in Oronoco Bay, as well as the re-creation of a marsh once known as "Ralph's Gut" that will also assist in cleansing stormwater runoff.

Practical, cost-conscious, and pays for itself

Throughout the planning process, concerns were raised that the Waterfront Plan would call for public expenditures that the City could not afford. The Plan addresses this concern by keeping proposed expenditures well within what can be supported by net revenues from new development.

The recommendations in the Waterfront Plan are estimated to cost $31 to $42 million, of which $8 to $10 million is for flood mitigation. Improved or new bulkheads, along with completing the waterside esplanade, are estimated at $4 to $6 million, with the remainder for improvements to the harbor area and to parks and public spaces.

Revenue estimates were based upon four potential sources of new revenues: the real property taxes on new development, the meals taxes from new restaurants, the lodging taxes from new hotel rooms, and the sales taxes on both the restaurants and hotels. Waterfront improvements are likely to spin off additional economic benefits but these were not included in the analysis, which showed that the plan could "pay for itself."

Additional work is under way to detail strategies for phasing revenues and expenditures in an optimal way. A key aspect of the waterfront plan is that there is significant flexibility as to when the public investments are made.

A plan to complete the final chapter of the Waterfront's transformation

The Alexandria Waterfront Small Area Plan reaffirms Alexandria's commitment to this precious resource. It seeks to continue the remarkable achievement of reclaiming the City's waterfront for itself and for the country. Not so many decades ago, it took people of tremendous vision to imagine a waterfront dedicated to public enjoyment instead of industrial production. Today, the results of their efforts are clearly evident, enjoyed daily, and the source of great pride.

The transformation of the waterfront over the past four decades was the result of Alexandrians making great plans and working together to achieve them. At each step, the plans aimed high, and it was never certain that every goal could or would be achieved. That's always true, to some extent, of any long range plan. So it is clear that the heroes of waterfront's decades-long transformation were more than visionary.

This Plan continues that tradition since it is the collective product of Alexandrians applying their knowledge, understanding, experience, history, and ideas toward the goal of completing the final chapter in the transformation of the waterfront. This Waterfront Plan is Alexandrian because the key elements of the plan come from Alexandrians.

The illustrative figure in the front inside cover as well as the illustrative figures throughout the Plan should not be construed as final development schemes. They communicate intent. Further design, engineering and planning, and construction-related study will be required for each sub-area design as part of the implementation process.

1 A Waterfront Introduction

Alexandria's waterfront has long been of great significance to the mid-Atlantic region. Nearly 300 years ago, before early Europeans first stepped foot on its banks, native people settled these shores, fished and sustained their lives along what is now the Potomac River. Colonial America further shaped this landscape as a small port settlement. By the 18th century, the port became a key center for coastal and global trade. Local commerce quickly grew along the waterfront in the form of sugar refineries, mills, foundries, tobacco warehouses, fish markets, distilleries, shipbuilding and repair, and more. Such activity brought a blossoming distinction to Alexandria. According to the *Alexandria Waterfront History Plan-Alexandria, A Living History* ". . .by 1779 it was a port of entry for foreign vessels and a major export center for flour and hemp. Its waterfront was soon filled with brigs, schooners and other vessels which engaged in coast-wide and international trade and related businesses. . . . " With the good also came Alexandria's notoriety as home to one of the largest slave trading operations for the south. Many Alexandrians also owned slaves, utilizing their labor to help build and maintain homes, businesses and the City. The *Alexandria Waterfront Public Art Proposal* states that "Enslaved Africans should be credited for helping to shape much of Alexandria. They graded the bluff overlooking the Potomac River, built roads and wharves to expand Alexandria's trade, and constructed brick and frame houses which can still be seen today."

In the 18th and 19th centuries, Alexandria found itself serving a strategic role in several major wars, including the French and Indian Wars, the Revolutionary War, the War of 1812, and the Civil War. It was not only its designation as a key trading port that made it a significant location during these conflicts, but it was its close proximity to strategic points in the North and South. Following these conflicts, Alexandria

1930's Aerial Perspective of the Alexandria Waterfront

Table 1: Historical Periods	
1. Native American	13,000 B.C.-1608
2. Exploration & Early Regional Settlement	1608 -1731
3. Tobacco Port	1732-49
4. Development & Early Growth of Alexandria	1749-70
5. American Revolution - Birth of a Nation	1771-1814
6. International Port –Prosperity & Challenges Expansion of Street Grid, Land Area, Wharves	1805– Civil War (1860)
7. Secession & Civil War	1861-1865
8. Reconstruction & African American Neighborhoods	1865-1890
9. Industrialization	1891-1929
10. Early Historic Preservation & Tourism	1930-1940
11. Center for National Defense	1940-1950
12. Bedroom Suburb/Urban Renewal/Modern Historic Preservation (Beginning of Waterfront Renewal)	1950-1985
13. Urban Regional Center/Heritage Tourism & Arts Destination (Continuation of Waterfront Renewal)	1986-Present

was able to continue to prosper as a seaport, except for the Civil War; it was that event where the impacts were so overwhelming that it was difficult for the area to fully recover.

As the 20th century emerged, Alexandria's waterfront transitioned towards industrial use, and later, became a critical national defense center. During the latter part of the century, the City and the area around it experienced rapid growth as a metropolitan center. With that change, the obsolete buildings and uses were replaced with housing, parks and open space. While the area has transformed into a destination for residents and visitors alike to enjoy, there are still opportunities to enhance it by further building on the history and character of the past and incorporating activities and elements that can help sustain its future.

Table 1 is a summary of general historic time periods of Alexandria's history:

In addition to recognizing the importance of these periods, the City requested and received two white papers from the history and art communities as part of the planning process for the Waterfront Small Area Plan (Plan). Both documents are included as addenda to this Plan and their recommendations will be utilized to help shape the implementation process through the use of historic preservation, interpretative tools, cultural and historic programming, and public art and related creative resources. The history paper is titled *Alexandria Waterfront History Plan – Alexandria, a Living History* and was produced by a committee organized by the Alexandria Archaeological Commission. The art paper is titled *Alexandria Waterfront Public Art Proposal* and was produced by the Public Art Subcommittee of the Commission on the Arts.

Recognizing and embracing the core components of these documents, the Plan seeks to, as it has been eloquently stated in the *Alexandria Waterfront History Plan*, create a vision for the waterfront in which "real people and their daily lives, as well as witnesses to history, form the core of the physical representation of history and programming for the waterfront."

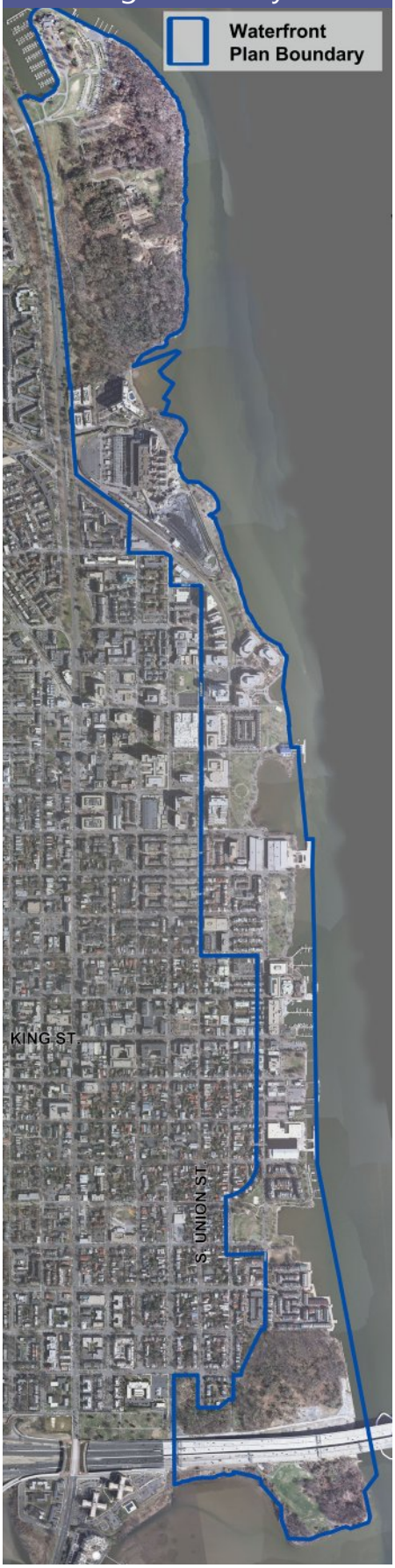
Waterfront Planning History

The land from Daingerfield Island to Jones Point and east of Fairfax Street has been formally designated as Alexandria's waterfront in a series of planning documents since the 1960s. In 1965, the City published the *Alexandria Waterfront Study* consisting of a survey and analysis, and a 20-year plan including urban design concepts. A supplemental study was completed in 1966, which focused on land use concepts. These documents evolved into the 1967 *Alexandria Waterfront Adopted Plan*. Figure 1 shows the Waterfront Planning Boundary.

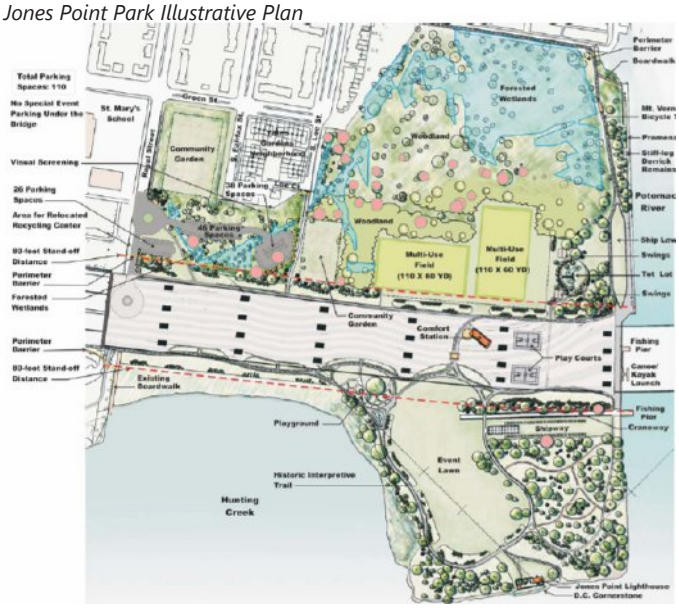
In 1971, an *Urban Design Study for the Master Plan* was conducted for the City's waterfront area. Later, this study was incorporated as a component of the City's *Consolidated Master Plan*, adopted in 1974. Among other things, the *Consolidated Master Plan* replaced previous waterfront planning documents and served as the new guide for the waterfront. Included in the plan was an outline for future redevelopment.

Three years later, in April of 1977, Alexandria's City Council adopted ten general waterfront policies to guide planning. These policies evolved into the draft Alexandria Waterfront Plan, published in 1978. *The Alexandria Waterfront Plan* divided the study area into three sections: North Waterfront, Central Waterfront, and South Waterfront. Each section was given different

Figure 1: Waterfront Planning Boundary



Jones Point Park Illustrative Plan



recommendations. Due to the proximity to the District of Columbia; land-ownership disputes between local, federal, and private agencies; and the historic nature of the area, the National Park Service of the U.S. Department of Interior drafted an *Alexandria Waterfront Study of Alternatives* in August of 1979. After the publishing of this document, the City and the National Park Service began to collaborate in the waterfront planning process.

In 1982, the City adopted the 1982 *Alexandria Waterfront Plan*; it updated the previous Alexandria Waterfront Plan and defined the waterfront even further. Breaking the previously delineated three sections into five areas: Jones Point, South Waterfront, Urban Waterfront Core, Founders Park and Oronoco Bay, and North Waterfront, the 1982 Plan successfully combined the previous planning efforts and provided direction on specific areas along the waterfront. Many of the goals in all the above plans are consistent, such as:

- Promotion of public access along the waterfront;
- Multi-modal connectivity along the waterfront, particularly for pedestrians and cyclists;
- Creation of parks and open space and the linkage of those amenities; and
- Redevelopment of obsolete sites and development of a mix of uses to promote an active waterfront with a diversity of activities.

Figure 2: Activities Map

Many goals have since been achieved or remain underway, such as

- Jones Point park planning and improvements;
- Pedestrian bicycle trails;
- Torpedo Plant redevelopment;
- Founders Park improvements;
- Oronoco Bay development;
- Alexandria Public Schools Rowing Facility relocation;
- Restoration of the Alexandria Canal Tidal Lock;
- Daingerfield Island improvements; and
- Acquisition of priority public open space fronting the Potomac River.

The above prior planning efforts and goals have been summarized in Table 2.

The City's *Open Space Master Plan*, which was adopted in 2003 and seeks to enhance and grow the City's open space network through a strategic framework of 15 goals, is also a related component of the waterfront's planning history. The Open Space Plan includes reference to multiple waterfront properties and states a goal of reviewing and completing implementation of the *Potomac River Waterfront Plan*, which this Plan replaces. Many of the Open Space Plan's other goals fall in harmony with the goals of this Plan, and the two plans are complimentary in terms of preserving and enhancing public open space. For example, the Open Space Plan's goal of "expanding, enhancing, and maintaining public access and spaces" is fully endorsed and buttressed by the goals identified in this Plan.

The City's *Comprehensive Transportation Master Plan*, adopted in 2008, envisions a multimodal transportation system which reduces automobile dependence and puts more emphasis on transit-oriented, pedestrian friendly development. The *Old Town Area Parking Study* has been another transportation related analysis aiding in the waterfront planning process. The study, completed in February 2010, analyzed parking utilization in Old Town. This Plan's intent for transportation is in keeping with the goals of the *Comprehensive Transportation Master Plan*, and seeks to achieve a well-planned transportation future for the City's waterfront. This Plan is informed greatly by the work of both the *Old Town Area Parking Study* and *Comprehensive Transportation Master Plan*.

Ford's Landing Promenade

Tide Lock Looking West

Table 2: Waterfront Planning History

1971 Urban Design Study for the Master Plan	*1974 Consolidated Master Plan*	*1977 Ten General Waterfront Policies*	*1978 Alexandria Waterfront Plan*	*1979 National Park Service-Alexandria Waterfront Study of Alternatives*	*1982 Alexandria Waterfront Plan*
• A promenade for walking as a pleasant alternative to driving • Landmarks to define the length and configuration of the Waterfront • Development that is diverse, intimate and full of surprises, that creates places to walk and linger • Innovative traffic planning, such as major parking 'interceptors'	• Pedestrian walkway between Jones Point and Daingerfield Island • Creation of parks and recreation areas and assure public access to the water • Residential and office development in the north Waterfront area • Hotel/motel conference facilities in the north riverfront area • Limit residential density east of Lee Street to no more than 40 DUs per acre • Replacement of older industrial and storage uses • Development of the Union Street Collector • Encouragement of new high density	• Open and recreational space for public use • Convenient public access along the Waterfront • A continuous pedestrian promenade and bikeway • Daingerfield Island and Jones Point should remain recreation and open space areas and be further enhanced • Residential development east of Fairfax Street shall be limited to no more than 40 DUs per acre • Uses east of Union Street and along the Waterfront should primarily include marinas, shops, restaurants, markets, and other water-oriented uses • Existing port and river-related activities should continue • Obsolete and incompatible industrial uses should be replaced • The natural shoreline shall be maintained, except for stabilization. No major filling • Systems of circulation should be implemented	• Divides the Waterfront into three distinct sectors – north, central, and south with different recommendations for each sector • The North Waterfront calls for Waterfront mixed use development, preservation of open space and a continuous promenade and bicycle path • The Central Waterfront with the Torpedo Factory complex and King Street calls for redevelopment of the Torpedo Factory, development of the south Strand area and continuation of the 25-50 foot wide pedestrian promenade and bicycle path, and • The South Waterfront calls for development of the VEPCO property (Harborside), upgrading the Old Town Yacht Basin and continuing the promenade.	This study identified three alternatives for the Waterfront based on these goals and objectives: • Protection and enhancement of cultural, natural and scenic values • Protection and interpretation of Archaeological remains • Preservation and enhancement of natural resources • Retention of the natural shoreline and prevention of major infill • Preservation of open space along the shoreline • Adequate public access to the river and along the shoreline • Provision of parkland and recreational facilities, including a pedestrian promenade and bikeway with a minimum width of 50 feet • Removal of obsolete and incompatible uses • Establishment of land use controls • Strengthen and enhanced vitality • Efficient movement of people • Reinforcement of relationship between the river and the historic town	1982 Alexandria Waterfront Plan • A refinement of the 1978 Alexandria Waterfront Plan • Facilitates the 1977 Ten Waterfront Policies • Provides substantial parkland on the Waterfront, public access to the river, a continuous walkway and bikeway, controlled density of development, emphasis on water-oriented uses and continuation of river related activities

The Concept Plan

By building on the waterfront's history and prior and related planning efforts, this planning effort continues the process of adapting the City's waterfront from an active port in the 18th and 19th centuries, and an industrial center in the late 19th to mid-20th centuries, to a 21st century waterfront that is publicly accessible, economically viable, environmentally and historically sensitive, culturally rich and operationally sustainable for residents and visitors alike.

Prior to development of the Plan, staff released an early Concept Plan as an intermediate step in the planning process, providing the public with a broad narrative outlining the vision and goals for the waterfront as heard from the public during an extensive community outreach process . This Plan brings the vision and goals in the Concept Plan to the next level, incorporating more detailed analysis, specificity in design and improvements, and a strategic approach to financing and implementation. This Plan is a result of two years of information-gathering; public input; research and analysis on critical technical issues such as parking and traffic; the commercial, retail and marina markets; shoreline, flooding, and related environmental conditions; financing and implementation. It is the long-term collaborative effort of citizens, City staff, and consultants – entailing meetings, tours, charrettes, and more - which have brought the Plan to its current status. Figures 3a and 3b illustrate the vision for the Concept Plan.

Figure 3a: Waterfront Early Concept Illustrative Plan (May 2010) - North Section

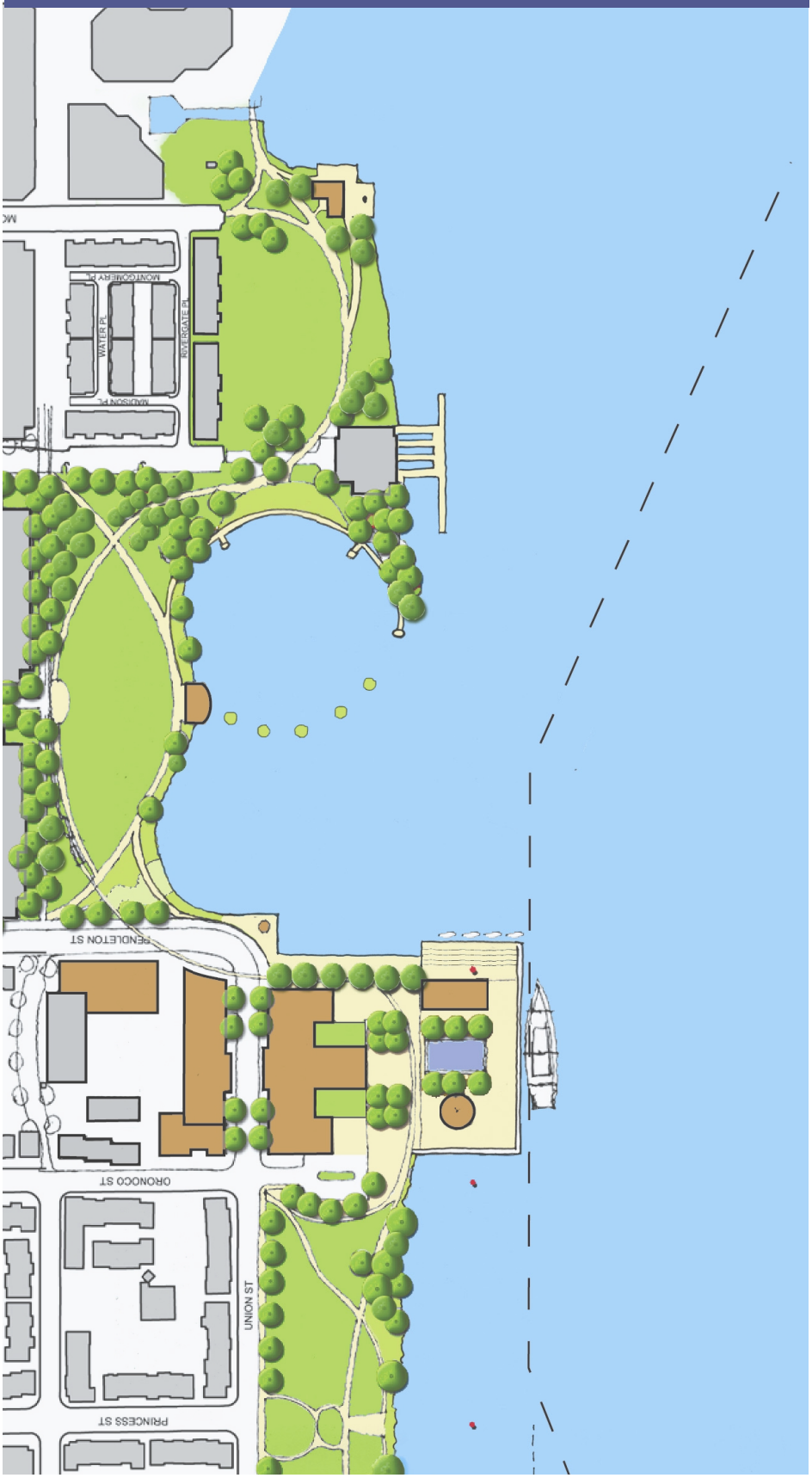


Figure 3b: Waterfront Early Concept Illustrative Plan (May 2010) - South Section

The Plan

The boundaries of the planning area extend from Daingerfield Island in the north to Jones Point Park in the south, between the western side of North Fairfax Street and South Union Street to the west and the Potomac River to the east, in Old Town Alexandria.

These boundaries are similar to prior waterfront planning efforts; however, through this Plan, the City is is amending portions of the *Old Town Small Area Plan* and the *North Old Town Small Area Plan* and, therefore, amending the City's *Comprehensive Master Plan*.

This document will be utilized to complete the goals of past waterfront planning efforts through the provision of enhanced and expanded public and open space, visual access of the water by land and by boat, and connectivity from end to end. It will further be utilized to guide the redevelopment of remaining development sites, namely, the Robinson Terminal North and Robinson Terminal South sites and the Cummings/Turner properties in the 200 block of South Union Street to ensure uses, design and scale are compatible with the goals of a revitalized waterfront but also with the ambience, history, and character of the area and surrounding neighborhood. These sites can redevelop under current zoning. In the case of the Robinson Terminal sites, development is also subject to the terms of 1980's era settlement agreements between the property owner, the City and the federal government. With the Plan, however, the citizenry is given the opportunity to help guide that redevelopment, while also providing more accessible, creative, and inviting waterfront for all to enjoy.

Figure 4a: Waterfront Small Area Illustrative Plan With Place Names - North Section

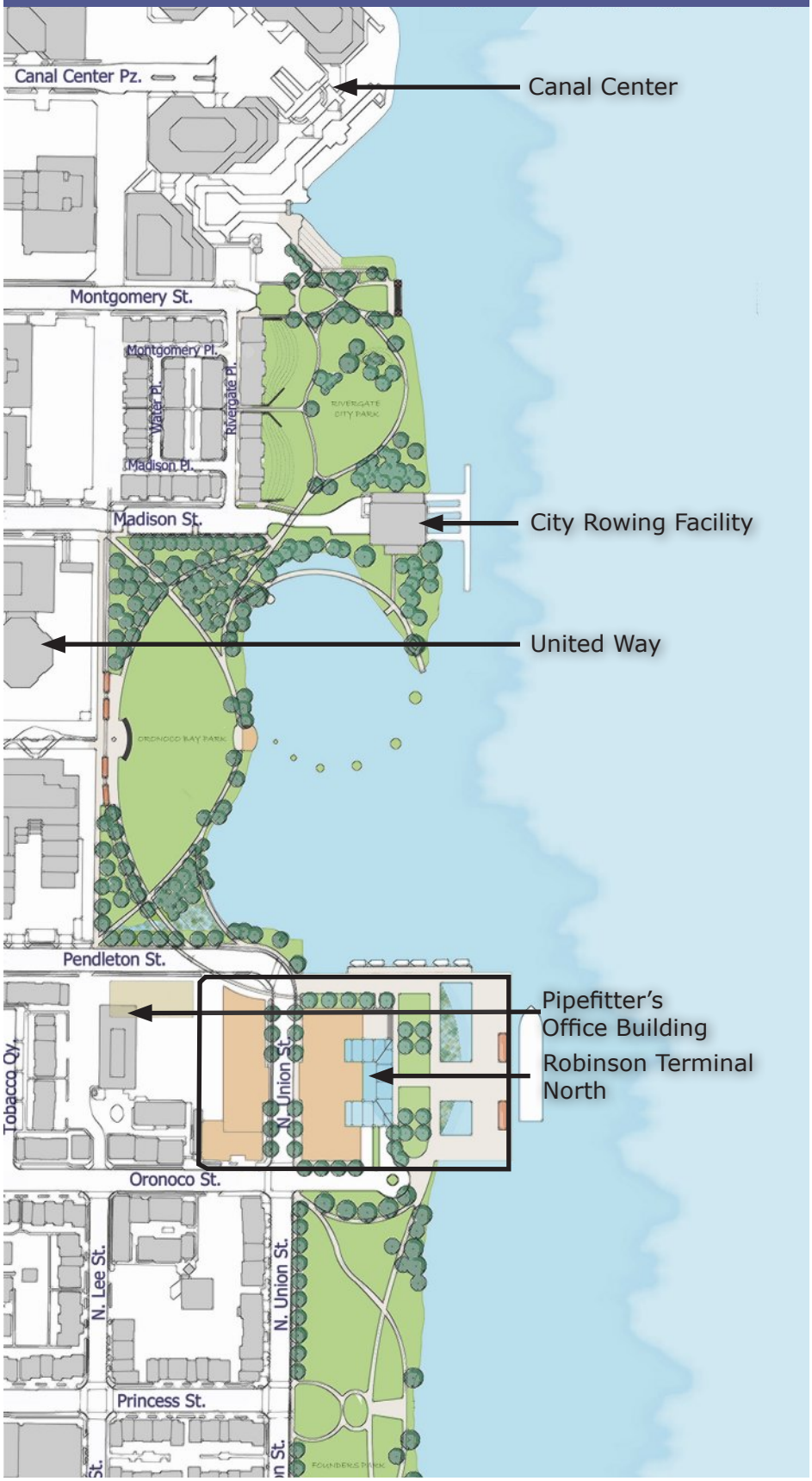
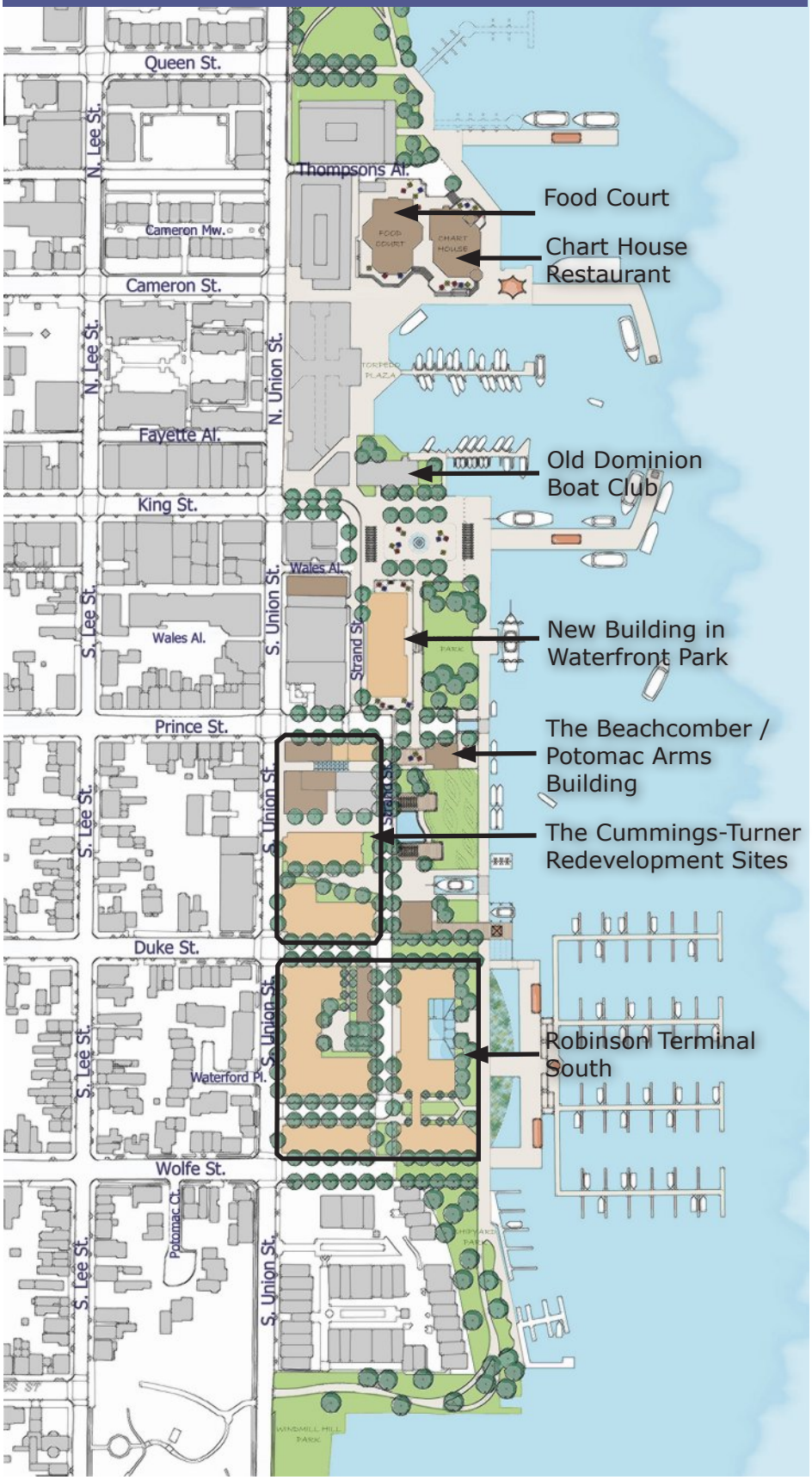


Figure 4b: Waterfront Small Area Illustrative Plan With Place Names - South Section



As noted under the Concept Plan section, the planning process for this Plan incorporates extensive information-gathering, public input and technical analysis.

The Plan is organized into chapters and appendices. *Chapter 2 - Goals and Area-wide Systems* describes the vision and goals for the Plan and the critical area-wide systems needed to help the area function adequately; *Chapter 3 – Character Areas and Themes* describes existing conditions of each subarea and recommendations for enhancements, improvements and in the case of the development sites, recommendations for development guidelines and a proposed zoning text amendment; this chapter also includes information on how art and history are integrated into the areas based on recommendations of the art and history white papers; *Chapter 4- Transportation, Circulation and Parking* describes the area's multi-modal transportation and circulation systems and recommendations for anticipating and addressing potential impacts, including vehicular and pedestrian congestion; addressing handicapped accessibility; and also addressing parking by including a parking inventory and a parking management strategy to ensure adequate parking remains available throughout the implementation of the Plan; and *Chapter 5 – Implementation* describes recommendations for implementation of the Plan over a 20 year horizon, and the projected costs and revenues associated with the implementation process.

View from Potomac River looking toward Canal Center Plaza

The appendices include: *Appendix 1 – Community Participation Process*; *Appendix 2 – Jurisdictional Notes and Settlement Agreements*; *Appendix 3 – Hotel Technical Memorandum; Appendix 4 – Marina Market Assessment Data; Appendix 5 – Alexandria Waterfront Public Art Proposal; Appendix 6 - Alexandria Waterfront History Plan - Alexandria, A Living History.*

Finally, since the Concept Plan, the City has received various comments regarding the restaurant proposed for Waterfront Park. This feedback has been helpful and the Plan includes design modifications generated post release of the Concept Plan. That said, the City is also continuing to work on further design options, with the results to be included prior to the Planning Commission and City Council public hearings. Also, at that juncture, more detail on the Plan's phasing component will be available.