The 10 Changes to the Plan

- Added hotel/restaurant policy
- No Waterfront Park building
- Restaurant square footage
- Boutique hotels
- Hotel parking ratio
- Pier design flexibility
- Stronger history text
- Rivergate/Oronoco Bay Parks
- Sheetmetal Workers Building
- Cost and revenue updated
Planning & Zoning

Page updated Jun 3 2011 6:09 p.m.

Waterfront Small Area Plan

Alexandria City Council will hold a work session on Saturday, June 11, at 9:30 a.m. to discuss the City's Draft Waterfront Small Area Plan. The Plan provides a framework for the future of the waterfront that reflects the City's heritage and enhances the waterfront as a distinctive destination.

The Department of Planning and Zoning is pleased to inform the public that staff responses to City Council Questions from its May 14, 2011 Waterfront Small Area Plan Public Hearing are available. Download the materials.

Core Documents

These three “Core Documents” form the current version of the Draft Waterfront Small Area Plan now before the City Council.

- Draft Waterfront Small Area Plan Released February 25, 2011 (The separate chapters of the plan may be accessed below)
- Supplemental material to the draft plan March 2011
- Guide to Recommended Changes for the Waterfront Small Area Plan May 6, 2011

Most Visited Waterfront Plan Web Links

- Waterfront Small Area Plan Website
- Waterfront Small Area Plan Brochures


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703.746.4666 - main

Find us on Facebook
Discussion Elements

• Council Questions & Answers
  • Parking
  • Flooding
  • Restaurant & Hotel Policy
  • Parks & Open Space
  • History & Art
  • Implementation

• Current Zoning, Proposed Zoning & Community Benefits
Discussion Elements

• Plan Alternatives
  • Planning Commission Recommendation
  • Alternative 1: Park & Cultural Emphasis
  • Alternative 2: Current Zoning, No SUP
  • Alternative 3: Current Zoning, with SUP
Current Zoning

- Approvable now: 640,000 square feet

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

- housing: 400,000 sf in more than 250 units
- plus commercial: 240,000 sf (office, retail, restaurant)
- No limit on restaurants
Current Zoning

1 ½ Porto Vecchios

+

Saul Center

+  

2 Chart Houses
Without the Plan...

• No new revenue:
  • for construction of flood control
  • to construct Point Lumley park
  • for bulkhead repair and shoreline
  • for history center or art walk

• Can’t require restoration of, access to, historic buildings

• No direction on reuse of Beachcomber

• No new pleasure boat marina

• No permanent berth for a ship of character

• No specific waterfront development standards

• No new hotel/restaurant policy

• No increase in ability to clean up after storms
Current Zoning

- Approvable now: 640,000 square feet

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- FAR limits aren’t enough control over Waterfront development
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
Strand Building: effective 3.5 FAR
The Waterfront Plan calls for the 3 development sites to:

• Construct and maintain major new parks on site
• Contribute to off-site improvements such as parks and buildings for recreation to showcase Alexandria’s history and culture
• Implement the Waterfront History Plan, including preservation and restoration of all historic buildings
• Implement the Art Walk
• Provide exceptional site and building design
• Improve the environment, including a restored shoreline
With the Plan...

The Waterfront Plan strengthens the development review process to ensure that plan goals are met.

- **Development goals and guidelines** that would be added to W-1 zone: land uses, parking, architecture, site design, streetscape, public spaces, historic preservation, public art.

- A *hotel/restaurant/commercial uses policy* to ensure that the SUP process addresses all neighborhood impacts: traffic, parking, noise, loading, trash, and cumulative impacts.
With the Plan...

With each small area plan, the City has exacted more of the value created by additional density:

- Developer contributions in small area plans:
  - Braddock: up to $9/sf
  - Landmark/Van Dorn: up to $20/sf
  - North Potomac Yard: over $28/sf
**Current & Proposed Zoning: Heights**

- Heights over 30 feet require an SUP

<table>
<thead>
<tr>
<th>Block</th>
<th>Current Zoning Heights</th>
<th>Proposed Zoning Heights</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robinson Terminal North</td>
<td>30, 45, and 55 feet</td>
<td>30, 45, and 66 feet</td>
</tr>
<tr>
<td>Robinson Terminal South</td>
<td>50 feet</td>
<td>50 feet</td>
</tr>
<tr>
<td>Cummings/Turner</td>
<td>50 feet</td>
<td>50 feet</td>
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</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Planning Commission Recommendation</th>
<th>Alternative 1: Parks and Museums</th>
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<tr>
<td>Alternative 2: Current Zoning without SUP</td>
<td>Alternative 3: Current Zoning with SUP</td>
</tr>
</tbody>
</table>
Planning Commission Recommendation
• **Concept:** private development compatible with active and public waterfront; high expectations for contributions to public amenities

• **Level of design control:** high

• **Level of amenity expectation:** high, detailed

• **Level of private sector contribution:** highest

• **Land uses:** hotel (40%), residential (40%), other (20%). Active ground floor uses in key locations.

• **Max densities:** RTN: 1.69; RTS: 2.32; C/T: 3.0

• **Heights:** RTS and C/T: 50 feet; RTN: 30-45-66 feet

• **Architecture:** Inspired by 18\textsuperscript{th}/19\textsuperscript{th} Century Alexandria waterfront
Planning Commission Recommendation

- **Cost of Plan**: $51.0 million
  - $43m: plan elements
  - $6.5m: flood control
- **What's changed**:
  - $5.5m: Windmill Hill Park
  - -$2m: Shorter piers
  - $0.25m: Public art*

- **Tax revenues**: $3.8 million/yr
- **What's changed**:
  - Eliminated Waterfront Park building
  - Reduced restaurant expectation to 55,000 sf
  - Reduced hotel rooms to 450 (3x150)

- **Revenues exceed costs in year 25**

* requested by Arts Commission after Planning Commission hearing
Alt 1: Parks and Museums

Robinson Terminal North

Cummings/ Turner

Robinson Terminal South
Alt 1: Parks and Museums

- **Concept:** Parkland and civic/cultural uses
- **Level of design control:** high
- **Level of amenity expectation:** flexible
- **Level of private sector contribution:** none
- **Land uses:** 4.75 acres parkland; 170,000 sf cultural institutions
- **Max densities:** RTN: 1.38; RTS: 2.0; C/T: 2.0
- **Heights:** RTS and C/T: 50 feet; RTN: 55 feet
Alt 1: Parks and Museums

- **Cost of Plan:** $220 million
  - $43m: plan elements
  - $6.5m: flood control
  - $150m: added parks, etc.
- **What’s added:**
  - $55m: new parks
  - $20m: history center
  - $53m: performing arts center
  - $22m: private cultural inst.

- **Tax revenues:** $164,000/yr
- **What’s included:**
  - Beachcomber
  - Property tax on private cultural institutions

- Revenues insufficient to support costs
Alt 2: Current Zoning, no SUP
Alt 2: Current Zoning, no SUP

- **Concept:** low density option under current zoning
- **Level of design control:** low
- **Level of amenity expectation:** low
- **Level of private sector contribution:** low
- **Land uses:** Townhouses or mixed use
- **Densities:** RTN & RTS: 1.0; C/T: 1.25
- **Heights:** 30 feet
Alt 2: Current Zoning, no SUP

- Cost of Plan: $51.0 million
  - $43m: plan elements
  - $6.5m: flood control
- Same as Planning Commission recommendation

- Tax revenues: $977,000/yr
  - What’s included:
    - Sales and meals tax on small amount of retail/restaurant
    - Property tax on private development

- Revenues insufficient to support costs
Alt 3: Current Zoning with SUP
Alt 3: Current Zoning with SUP

- **Concept:** maximize density with current zoning
- **Level of design control:** medium
- **Level of amenity expectation:** medium
- **Level of private sector contribution:** limited
- **Land uses:** Taller townhouses or mixed use with retail/restaurant
- **Densities:** RTN: 1.38; RTS and C/T: 2.0
- **Heights:** 50 feet
Alt 3: Current Zoning with SUP

- Cost of Plan: $51.0 million
  - $43m: plan elements
  - $6.5m: flood control
- Same as Planning Commission recommendation

- Tax revenues: $1.5 million/yr
  - What’s included:
    - Sales and meals tax on small amount of retail/restaurant
    - Property tax on private development

- Revenues insufficient to support costs
Alternatives by Site
Robinson Terminal North
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
Alt 1: Parks and museums
Robinson Terminal North

Features:

- Purchase land from Robinson Terminal: $14m*
- Demolish structures: $500K
- Rehabilitate shoreline, construct passive park on east parcel, stabilize pier: $3.5 million
- Performing arts center or museum on west parcel
  - Interstitial parking
  - 87,000 sf (2.0 FAR): $46m
  - 32,640 sf (.75 FAR): $19m
- Additional cost over Plan: $37m - $63m

Alt 1: Parks and museums

* Assessed value
Robinson Terminal North

Alt 2: Current zoning, no SUP
Robinson Terminal North

Features:
• 1.0 FAR
• 30 foot height limit
• 3 story garage townhouses
• Dedication of minimum shoreline pathway
• Pathway, shoreline 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

Alt 2: Current zoning, no SUP
Robinson Terminal North

Alt 3: 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

Alt 2: Current zoning, with SUP
Robinson Terminal South
Robinson Terminal South
Robinson Terminal South

Planning Commission recommendation
Robinson Terminal South

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

Alt 1: Parks and museums
Robinson Terminal South

Features:
• Purchase land from Robinson Terminal: $17m*
• Demolish structures: $500K
• Rehabilitate shoreline, construct passive park on entire parcel, stabilize pier: $3.6m
• Restore 2 Duke Street: $3.6m
• Additional cost over Plan: $24.7m
• Marina not included in cost estimate

Alt 1: Parks and museums

* Assessed value
Robinson Terminal South

Alt 2: Current zoning, no SUP
Robinson Terminal South

Features:
- 1.0 FAR
- 30 foot height limit
- 3 story garage townhouses or mixed use with retail
- Dedication of minimum shoreline pathway
- Pathway, shoreline 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

Alt 2: Current zoning, no SUP
Robinson Terminal South

Alt 3: Current zoning with SUP
Robinson Terminal South

Features:

• Up to 2.0 FAR, 50 foot height
• Multi-family wrap plus office and retail
• 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

Alt 2: Current zoning with SUP
Cummings/Turner block
Cummings/Turner block

Planning Commission recommendation
Cummings/Turner block

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
Alt 1: Parks and museums
Cummings/Turner block

Features:

- Purchase land and historic structures from Cummings and Turner families: $10m*

- Demolish non-historic structures: $350K

- Restore historic buildings as history center, archaeology museum, etc: $11m

- Construct combination Seaport Foundation/Maritime Museum: $11m

- Construct Art League building: $10m

- Additional cost over Plan: $42m

* Assessed value

Alt 1: Parks and museums
Cummings/Turner block

Alt 2: Current zoning, no SUP
Cummings/Turner block

S. Union Street

The Strand

Alt 2: Current zoning, no SUP
Cummings/Turner block

Features:
• 1.25 FAR
• 30 foot height limit
• 3 story mixed use
• Historic structures to remain as is
• No contribution to Point Lumley Park
• Incompatible with “working waterfront”
• Subject to BAR review

Alt 2: Current zoning, no SUP
Cummings/Turner block

S. Union Street

The Strand

Alt 3: Current zoning with SUP
Cummings/Turner block

Features:
• Up to 2.0 FAR, 50 foot height
• “Village on the Strand” concept
• Residential over retail & restaurant
• Structured parking
• Historic structures would remain as is
• SUP process would likely result in higher level of investment site and streetscape
• Subject to BAR review

Alt 2: Current zoning with SUP
Alternatives Summary

• Proposed plan: some additional density, greater design control and developer contributions
• Parks and museums: Would double to quadruple plan cost; all at public expense
• Current zoning: limited design controls and limited opportunity for public amenities
Discussion Elements

• Council Questions & Answers
  • Parking
  • Flooding
  • Restaurant & Hotel Policy
  • Parks & Open Space
  • History & Art
  • Implementation
• Current Zoning, Proposed Zoning & Community Benefits
The Old Town Parking study found 604 garage parking spaces available on Friday afternoons, the time of peak parking demand.

**Torpedo Factory Condo Garage (Colonial)**

<table>
<thead>
<tr>
<th>DAY</th>
<th>TIME</th>
<th>% FULL</th>
<th>SPACES AVAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday 5/27</td>
<td>afternoon</td>
<td>65%</td>
<td>445</td>
</tr>
<tr>
<td>Friday 6/3</td>
<td>evening</td>
<td>56%</td>
<td>554</td>
</tr>
<tr>
<td>Tuesday 6/7</td>
<td>morning</td>
<td>17%</td>
<td>1,055</td>
</tr>
</tbody>
</table>
Parking: immediate implementation

• Waterfront parking work group to recommend actions to:
  • Protect residential parking
  • Put parkers into garages
  • Trigger steps that increase garage capacity

Examples:
  • Garage use reaches 85%
  • New uses are approved, opened or built
  • Surveys show lack of residential parking
  • Strand parking lot closed to become park
Flood Mitigation Recommendations

- Major Flooding Mitigation to Elevation 6.0 from Duke Street to Queen Street
- Street and Drainage Reconstruction at King/Strand/Union Streets
Flood Levels considered in the Waterfront Flood Mitigation Study

- 13.2 ft: Extreme with 3 feet freeboard
- 10.2 ft: Extreme (100-year flood level)
- 8.8 ft: Hurricane Isabel
- 8.0 ft: Intermediate
- 6.0 ft: Major (10-year flood level)
- 4.0 ft: Nuisance Statistical Frequency: 1.5-year
- 2.2 ft: Mean High Water
- 0.9 ft: Mean Low Water

*NAVD 88*
Waterfront Nuisance Flooding

Daily High Tides @ Cameron St USGS Gauge

- High Tide
- Linear (Nuisance Flood @ 4')
- Linear (10-YR Flood @ 6')
- Linear (Nuisance Flood @ 3')

Occurrences above Elevation 4.0 = 14
Occurrences above Elevation 3.0 = 224

Elevation

JAN 2005 - APR 2011
Waterfront Nuisance Flooding

Tidal Elevation @ Cameron St USGS Gauge

- ELEV (FT,NAVD88)
- Nuisance Flood @ 4'
- 10-YR Event @ 6'

Occurrences above Elevation 4.0 = 4

MAY 2011
Waterfront Nuisance Flooding @ Elev. 4.0

The Strand
May 19, 2011
Waterfront Rising Tides

![Graph showing sea level change over time with sections labeled as Estimates of the past, Instrumental record, and Projections of the future. The graph includes a timeline from 1800 to 2100.](image)
Waterfront Rising Tides

- **13.2 ft**: Extreme with 3 feet freeboard
- **10.2 ft**: Extreme (100-year flood level)
- **8.8 ft**: Hurricane Isabel
- **8.0 ft**: Intermediate
- **6.0 ft**: Nuisance
- **4.0 ft**: Nuisance
- **4.2 ft**: MHW
- **2.2 ft**: Mean High Water
- **1.1 ft**: Mean Low Water
- **-0.9 ft**: River Bank

YEAR 2100

* NAVD 88
Flood Mitigation: Area of Nuisance Flooding
Flood Mitigation:
Proposed Flood Mitigation Measures
Parks & Open Space

The primary focus of the Plan: completing and enhancing Alexandria’s waterfront linear park system.
History and Art

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

Gateway South  The Strand  Torpedo Factory  Founders Park  Oronoco Bay  Gateway North
• Clarify that additional parking for restaurants and hotel patrons and employees may be by contract with nearby garages, thus utilizing existing garage parking as supported by the Waterfront Plan.

• Add the “boutique” hotel definition to the Policy.

• Emphasize the need for parking and transit subsidies for restaurant and hotel employees.

• Emphasize the desire to have hotel parking garages remain open to the general public.
Establish public advisory groups to champion, guide and prioritize:

- Overall plan implementation
- Parking
- History and art
- Flood mitigation design
- Park design
- Museum feasibility studies

In coordination with existing boards and commissions
Concluding thought: comparing skylines

National Harbor

Alexandria Waterfront