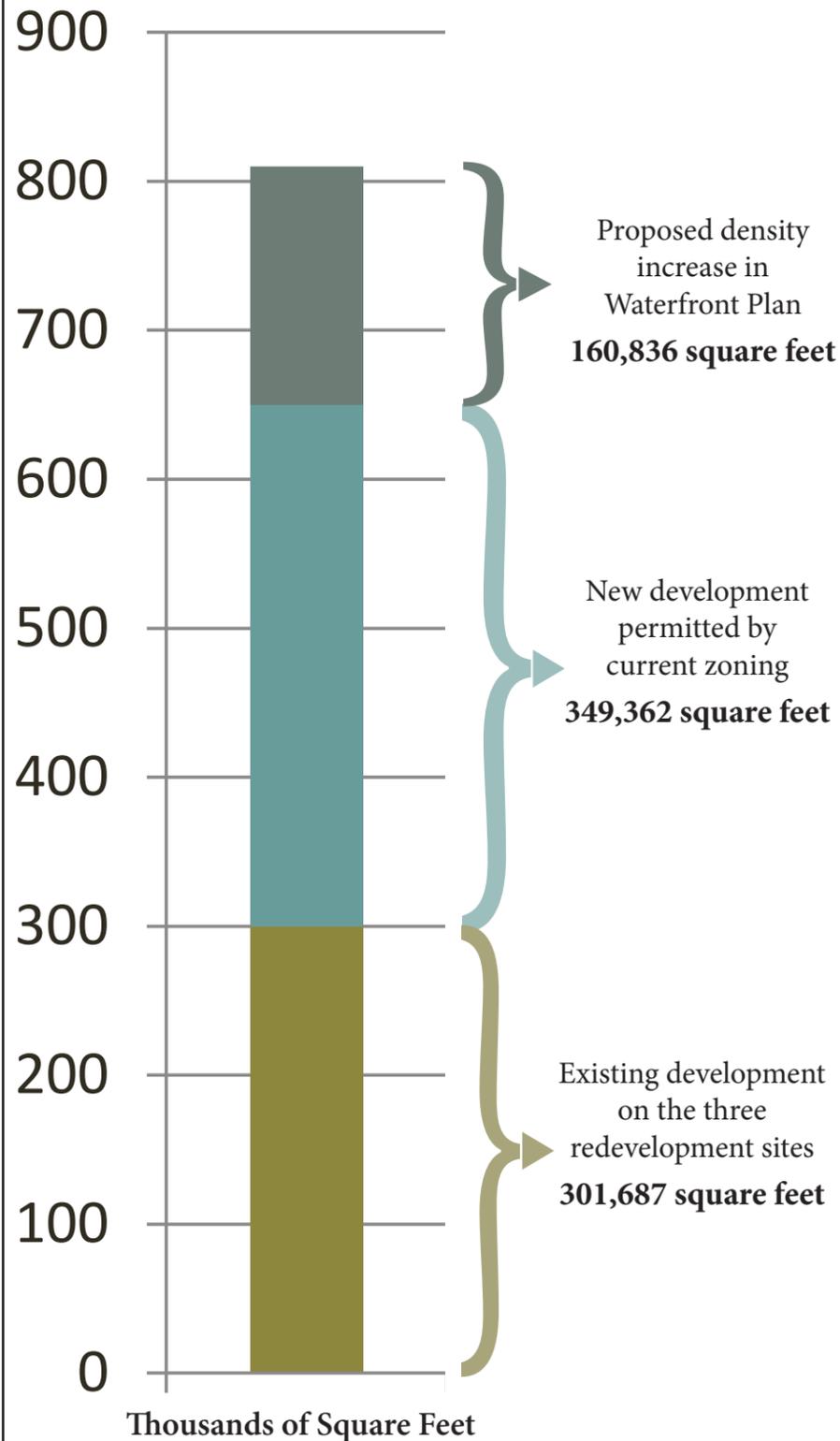


While current zoning allows developers to add almost 350,000 square feet on the 3 Waterfront redevelopment sites, controls over development and requirements for developer contributions are limited. The proposed Waterfront Plan would add another 160,000 square feet.

What does the City get in return? Parks, art, history, and much greater control over future development.



MAJOR BENEFITS FROM ADDITIONAL DENSITY

- 2.5 acres of new parks (more than a City block). Includes reconstruction of the two large piers as outstanding public spaces
- Contribute to 3 acres of off-site parks and public spaces
- Contribute to the Art Walk on-site and in adjacent parks
- Contribute new historic interpretation elements on-site and in adjacent parks
- Construct a more natural shoreline treatment with native plantings
- Preservation of all historic buildings
- Improved streetscape – quality sidewalks and paving materials, underground utilities, street lights, trees, furniture
- Increased tax revenues to ensure the new and improved parks, art, history, and water-based activities are actually built

GREATER CONTROL OVER DEVELOPMENT

- Land uses facing parks should welcome activity, such as hotels and museums
- Ground floor uses in key locations should be “active” such as restaurants and cultural institutions
- Greater specificity over architecture and site design and how it must reflect Alexandria’s history
- Parking demand must be met onsite and below grade; specifies location of entrances and driveways
- Restaurants: pedestrian and vehicle congestion, late night hours, disturbance of residential areas, alcohol consumption compared to food consumption, parking, litter, noise, and number of other restaurants nearby
- Hotels: limited in size to 150 rooms; limits on meeting rooms; screening deliveries and loading; parking for guests, visitors, employees, and the general public; transit incentives for employees; pedestrian and vehicle congestion and other neighborhood impacts



At Robinson Terminal North, the pier will be transformed into more than an acre of park, while the public space along the shoreline will be at least 50 feet wide. A green, natural shoreline will replace concrete and rip-rap.



Robinson Terminal South’s pier will become a wide public promenade. Development here and on the Cumming/Turner block (background) will contribute to the new public park that will replace the Dandy Parking lot.