

COMPLETE LIST OF WATERFRONT PLAN WORK GROUP RECOMMENDED CHANGES

Notes:

1. *Please note that once the following changes listed in this Errata Sheet are made, the page numbers and the numbering system in the Plan for the recommendations may also be subject to change.*
2. *Staff reserves the right to complete minor edits of non-substantive nature in order to accommodate any grammatical errors, necessary formatting changes or updated material after the review and approval of the Waterfront Plan.*

CHAPTER 3

Page 37

- 3.1:** *Create a continuous waterfront public space of at least 50 feet and preferably 100 feet or more to comply to the greatest degree possible with Chesapeake Bay Preservation Act guidelines and to better achieve the goals of the Eco-City Charter. There shall be a continuous waterfront walkway with a minimum width of 25 feet or wider, where appropriate.*
- 3.2:** *Inscribe historical quotations along the pathway where appropriate.*
- 3.3:** *Incorporate paving materials that are native to the Potomac River as well as ballast stones symbolically transplanted from ports from throughout the world. Emphasize the use of local paving and plant materials that may have historical precedent.*
- 3.5:** *Incorporate in-pavement lighting where appropriate.*
- 3.7:** *Keep the bike path and the walkway separate to the greatest degree possible.*

New Recommendation: *The parks and public spaces of the waterfront should be considered an integrated system and should have a holistic design vision.*

Page 38

New Recommendation: *First and foremost, The City should take proactive measures to retain, enhance, and strongly promote existing cultural institutions on the Alexandria waterfront as the Plan is implemented, including the Seaport Foundation, the Art League, the Alexandria Archaeology Museum, the Torpedo Factory Art Center, and others.*

New Recommendation: *As the Plan is implemented, the City should take proactive measures to attract new cultural institutions on the Alexandria waterfront that complement its history and existing cultural institutions.*

New Recommendation: *Funding by the Plan for art and history should reflect the importance of these elements to the overall Plan.*

Page 39

3.16: *Provide a location for the public to launch (or land) canoes, ~~and~~ kayaks, and other self-propelled watercraft at Rivergate Park or through joint-use of the City-owned Rowing Facility.*

New Recommendation: *A public boat ramp for trailered vessels is incompatible with the center of Old Town; trailered boat ramp activity should be accommodated elsewhere in the waterfront study area or nearby.*

Page 43

3.26: *Re-grade the park to create a single shallow sloped lawn, creating a more flexible amphitheater-like space facing Oronoco Bay for performances and events ~~facing~~ Oronoco Bay.*

Page 44

3.35: *Retain the rail spur through Oronoco Bay Park, ~~partially as it is needed by coal trains to continue to serve the GenOn Energy, Inc. Plant, and partially to support railroad-themed park elements and historic railroad interpretation. The portion of the rail line on Robinson Terminal North property will~~ may not be needed when redevelopment takes place Robinson Terminal North ceases operations.*

Page 47

New Recommendation: *West's Point represents the origins of Alexandria and was the site of much of the City's early seaport history. Therefore, this historic wharf should emphasize significant activities that occurred here, such as tobacco shipment, the transit of military forces, Fishtown, railroads, and the gasworks. This may be accomplished through multiple approaches, including: interpretive artwork, text, and signage; sculpture; historically inspired building design; rail linkage; and landscaping. West's Point could also be a good location for a maritime museum and the docking of an historic ship.*

Page 51 and 69

3.47: *Relocate the City's fire boat and the Seaport Foundation floating facility – ~~the Alexandria Seaport Center~~ – to the foot of Duke Street.*

3.85: *Relocate the City's fire boat and the Seaport Foundation floating facility – the Alexandria Seaport Center – to the foot of Duke Street*

The next phase of the design and engineering of the comprehensive strategy to mitigate flooding should take into consideration: drainage impacts on existing buildings, storm sewers, vehicle and pedestrian access issues, and visual and historic character. Consider impacts of nuisance flooding along the entire Waterfront within this comprehensive strategy.

Page 55

- 3.55:** *Encourage ~~programming~~ active use of the outdoor vending sites adjacent to the Torpedo Factory, including more intensive uses than are currently permitted, such as outdoor food/beverage service. Delineate the space with planters, art, or other hardscape features to help with wayfinding and visibility. Encourage visitors to linger with shade structures or tables with umbrellas.*
- 3.56:** *Ensure adequate pedestrian circulation and access throughout the Torpedo Plaza and harbor area, and minimize conflicts between pedestrians and services to river and activities along the river.*
- 3.57:** *Replace railings and other dock “furniture” to be consistent with overall design guidelines for the waterfront. Use the combined people/dog “Molly” drinking fountain on Torpedo Plaza as a model for drinking fountains elsewhere on the waterfront. Create overall design guidelines to ensure consistency for elements such as paving, lighting, street furniture, etc.*
- 3.58:** *Rebuild the bulkhead in areas where it is failing in a way that is compatible with other newly designed bulkheads in the waterfront.*

Page 56

- 3.61:** *Explore direct entry of the building at 101 North Union Street directly from King Street, also known as the Torpedo Factory Arcade, in order to help activate commercial space within the building.*

Page 60

- 3.63:** *Create an exceptional public plaza/promenade from Union Street to the riverbank, replacing the unit block of King Street and King Street Park.*
- 3.65:** *Implement initial elements of the comprehensive strategy to mitigate nuisance flooding by elevating the unit block of King Street and The Strand as feasible.*
- 3.68:** *Create a new public park/plaza where the ODBC parking lot currently exists, with a public promenade along the water’s edge from King Street to Waterfront Park. Consider naming the park/plaza after John Fitzgerald, one of the pivotal figures in Alexandria’s maritime history. There should be a significant public space on King Street between Union Street and the river that acts as the gateway to the City from the river and functions as the focal point of pedestrian-related waterfront activities for residents and visitors.*

New Recommendation: *At a minimum, improvements to this site reached through negotiation with the ODBC should include public access along the waterfront and preserve public access at King Street Park.*

Page 62

3.69: ~~Consider Pursue~~ eliminating the ODBC parking lot along The Strand through negotiation with the ODBC.

3.71: Orient and design the public space park/plaza in such a way as to accommodate multi-seasonal programming, to include vending carts, moveable tables, chairs, and umbrellas in the warmer months and an ice rink during the winter. If an ice rink is not feasible in this location, other waterfront locations should be considered, such as the foot of Prince Street near The Beachcombers Restaurant site.

Page 63

3.72: Include a fountain or other water feature, and identify or create an area to be used as a small stage or performance area as part of the final ~~plaza~~ design of this public space or in nearby Waterfront Park. Any performance area should be designed to be viewed, to the greatest extent possible, from both Fitzgerald Square and Waterfront Park.

Page 65

3.75: ~~Negotiate parking lot land transfer or acquisition with ODBC.~~

3.77: Create a new commercial pier ~~off Fitzgerald Square~~ in the vicinity of King Street to accommodate water taxis and historical vessels.

Page 69

3.78: ~~Attract a tall ship or other ship of character, preferably to be berthed at the new pier and visible from King Street. In addition, there should be other berthing opportunities along the waterfront for other ships.~~

3.80: ~~Negotiate dock and boat ramp agreements with ODBC.~~

3.81: ~~Utilize the existing City Marina where local cruise vessels and the water taxis are currently docked as an expanded area for local cruise ships. The Alexandria waterfront shall provide sufficient dock space and other facilities required to support existing and expanded commercial vessel operations, including tour boats and water taxis.~~

3.82: ~~Create a new pleasure boat marina at Robinson Terminal South. Consider private construction and operation, possibly in conjunction with a redeveloped Robinson Terminal South. Any pleasure boat marina should be a modern, well-maintained facility for docking boats that meets the technical specifications and market demands of recreational boaters. Re-locate the pleasure boat marina to avoid conflicts with commercial operations. The marina should be a self-sufficient enterprise, with user fees covering the cost of operations, maintenance, and capital improvements that primarily benefit boaters. Consider private construction and operation.~~

3.83: Retain the capacity for ~~deep water~~ docking large vessels at Robinson Terminal North and ~~—until the marina is constructed—~~ Robinson Terminal South. To minimize dredging

expenses, consider docking large shallow-draft vessels at Robinson Terminal North while maintaining the option of docking deep-draft vessels at Robinson Terminal South.

3.84: ~~Consider transient (but not overnight) docking of pleasure boats in one or more locations along the shore between the new King Street pier and Robinson Terminal South.~~

Page 72

3.87: ~~Establish The Strand area, south of Prince Street, as a cultural anchor of the waterfront, with reference to emphasis on history and art. In planning and implementation, consider the public realm from King Street to Robinson Terminal South holistically.~~

Page 76

3.90: ~~[In the expanded Point Lumley Park] Provide varied activities and recreation opportunities in the park, such as a model boat basin, climbable ship's rigging, rowboat or canoe rental, rented bocce or croquet, and others. Look to other waterfronts worldwide for inspiration.~~

3.91: ~~[In the expanded Point Lumley Park] Consider a civic building structure in the park, with potential uses including history, art, or shipbuilding activities, as well as services for park users and other park functions. Relocate the Seaport Foundation's floating building to the foot of Duke Street. Provide one or more temporary or permanent berths for historic ships.~~

Page 81

3.101: ~~Work with the National Park Service and the Virginia Department of Transportation during the implementation of the Jones Point Park Plan to help them address neighborhood issues as they arise.~~

3.102: ~~Over the long term, pursue improvements to the Mount Vernon Trail between Jones Point Park and Hunting Creek.~~

Page 83

3.104: ~~Pursue opportunities to provide pedestrian access between Potomac Yard and the Mount Vernon Trail along the George Washington Memorial Parkway.~~

Waterfront Small Area Plan Policy for Restaurant/Hotel/Commercial Uses

Page 85

4: ~~In making its determination, City Council shall consider the following factors as applied to the proposed use:~~

- ~~a. Restaurant~~

- iii. *The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas and negatively impact waterfront public spaces.*
- b. *Hotel*
 - ii. *The type and size of hotel, and whether it is designed to attract large conventions, banquets, or other functions (such as trade shows). Hotels shall be “boutique” hotels: that is, hotels with 150 rooms or less, no ballroom, and meeting rooms for on-site use by guests. for no more than 50 people.*

Page 87

Revision to Plan Text: *The Plan considers a “boutique” hotel to be one with 150 rooms or less, no ballroom, and meeting rooms for no more than 50 people use by on-site guests.*

Robinson Terminal North Development Guidelines

Page 92

- 2: *The preferred use on the site ~~east of Union Street above the first floor is a boutique hotel. The second preferred use would be for office is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel).~~*
- 4: *Residential use should not be the primary use of the site. ~~is specifically discouraged east of Union Street unless, as part of SUP and approval, The location, design and specific type of residential use proposed must coexist well with the other uses on the site and planned public activity in the public spaces adjacent to the residential development.;~~ and provide a welcoming presence to visitors to the waterfront; and preferably not include permanent owner occupied residential units. Ground floor residential units are not permitted.*

Page 93

- 13: *~~Upon~~ As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include...*
...
Environmental amenities, above and beyond the minimum required.

- 14: *The maximum FAR and floor area allowed is included on the chart on page ~~101~~ 103.*

Robinson Terminal South Development Guidelines

Page 96

- 2: *The preferred use on the site ~~east of The Strand above the first floor is a boutique hotel. The second preferred use would be for office.~~ is mixed use, emphasizing arts, history and*

culture (including a museum) and including vibrant commercial uses (such as hotel). In particular, facilitate the vision for The Strand and its uses.

- 4: ~~Residential use should not be the primary use of the site. is specifically discouraged east of The Strand unless, as part of SUP and approval, The location, design and specific type of residential use proposed is found to:~~ must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development; provide a welcoming presence to visitors to the waterfront; and preferably not include permanent owner occupied residential units. Ground floor residential units are not permitted.

Page 97

- 13: ~~Upon~~ As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include...

...
Environmental amenities, above and beyond the minimum required.

- 14: ~~The maximum FAR and floor area allowed is included on the chart on page 101-103.~~

Cummings/Turner Development Guidelines

Page 76

New Recommendation: (the following text becomes recommendation No. 3.96 on page 76)
Development Guidelines for the Cummings-Turner block are detailed in the Proposed Zoning for Private Development Sites section at the end of this chapter.

Page 101

- 2: The preferred use on the site is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel). On this block, the required use facing The Strand above the first floor is boutique hotel.
- 4: ~~Residential use should not be the primary use of the site. is specifically discouraged east of The Strand unless, as part of SUP and approval, The location, design and specific type of residential use proposed is found to:~~ must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development; provide a welcoming presence to visitors to the waterfront; and preferably not include permanent owner occupied residential units. Ground floor residential units are not permitted.

Page 102

- 9: *Contribute significantly to the public amenities in the new park between the redevelopment block and the Potomac River, including environmental amenities, above and beyond the minimum required.*
- 13: *Both the Cummings and the Turner properties are encouraged to develop jointly under a single scheme and in such a way as to share amenities such as an on-site restaurant or other common space. However, if that does not occur, each site can develop on its own. At ultimate build-out, the underground parking will share a single entrance on ~~Wolfe~~ Duke Street, with a knock out panel provided between the underground garages.*
- 14: *The maximum FAR and floor area allowed is included on the chart on page ~~101~~ 103.*

Chapter 4**Page 108**

- 4.3: *~~Explore signal timing adjustments and the addition of protected left turn movements on Washington Street.~~*

New Recommendation: *A Transportation Management Plan that comprehensively addresses parking, motor coach, freight loading, and other impacts along the Union Street corridor should be completed prior to approval of any new development.*

Page 109

- 4.4: *Enlarge the pedestrian hub at King and Union Streets by closing the unit block to most vehicular traffic, maintaining police, fire, EMS, and delivery, trolley and motor coach access as necessary. Creating ~~Fitzgerald Square~~ a significant public space will to give pedestrians more room to congregate, but also allowing and allow them a sense of where they are in relation to other points of interest along the waterfront. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.*
- 4.5: *Placing key ~~destinations~~ activities along the waterfront will help disperse pedestrians and vehicles both north and south of King Street.*
- 4.6: *Implementing the Art Walk concept, ~~as just an example,~~ provides visual interest all along the riverside path, which will be physically continuous. ~~It will give people more reason to move from King Street at Union Street and start their waterfront experience somewhere other than King and Union Streets.~~*
- 4.7: *Implementing the adopted Wayfinding Program will guide pedestrians to key ~~destinations~~ activities.*

- 4.9: ~~Further, the Plan recommends pedestrian safety improvements at high-conflict intersections, with specific locations identified in Figure 37: Crash Map.~~

Recommendation from the Draft Waterfront Plan to be relocated to body of Plan document: *To improve pedestrian safety in general and, in particular, between pedestrians and bicyclists and pedestrians and vehicles, the City regularly improves sidewalks, signs and markings, and installs ADA accessible ramps and encourages the use of City-designated bicycle routes by cyclists. In terms of pedestrian and vehicular conflicts, crash analysis shows that injuries tend to be minor because of the slow speeds occurring at these high conflict intersections.*

Page 112

- 4.13: *Provide improved signage for bicyclists to improve safety and help delineate the urban section of the Mount Vernon Trail between Bashford Lane and Green Street. Encourage through traffic to use Royal Street as a preferred route through Old Town.*
- 4.17: *Apply and enforce on and off road bicycle laws to help improve bicycle safety and minimize pedestrian and bicycle conflicts and vehicular and bicycle conflicts as recommended in the **2008 Pedestrian and Bicycle Mobility Plan**. The City should proactively explore and implement urban design approaches that help minimize these conflicts.*

Page 114

- 4.21: *Consider transportation linkages between the waterfront, Braddock Road Metro, Potomac Yard and Del Ray ~~as a long term goal.~~*
- 4.23 *In the short and mid-term explore use of shuttle and other short-distance transportation services for those utilizing remote parking facilities and Metro Stations during special events and other activities as the City directs.*
- 4.24: *~~Maintain turn-around area for trolleys at the foot of King Street.~~ Modify the trolley route to conform to the new vision of the foot of King Street and to maintain the linkages between the King Street Trolley and the waterfront and water-based modes of transport.*

Page 115

- 4.26: *Commercial and pleasure boat activity should be segregated as much as possible to enhance each operation. ~~Commercial boating should be combined together in the vicinity of King Street; pleasure boat marina should be moved to the south.~~ Commercial boat activities should generally be north of King Street (primarily the Torpedo Factory/Chart House area).*
- 4.25: *As Plan implementation affects motor coach parking needs and locations, study ~~and relocate locations as necessary;~~ identify motor coach drop off and parking locations that are not in conflict with public or private facilities on Union Street. Include potential increase in motor coach traffic in the Union Street traffic study.*

4.27: *Water taxi stops should be ~~added at~~ considered for the King Street pier ~~considered pursued for the new pier in the vicinity of the foot of King Street~~ in order to reinforce ~~Fitzgerald Square~~ that area as the “hub” of the waterfront and make the commercial boat operations, especially the water taxi, more visually and physically accessible to the public. Additional stops may be considered.*

Page 116

4.31: *The Plan recommends that a new pleasure boat marina be located offshore of Robinson Terminal South. ~~Tie-ups should be available in front of Waterfront Park and The Strand for daytrippers visiting by boat.~~ Appropriate accommodation should be made for daytrippers visiting by boat.*

Page 122

4.34c: *Valet parking. Implementing a systematic valet parking program generally for Old Town and King Street, with specific emphasis on the waterfront core area. Implementation of valet parking should not add to congestion or create queuing backups on Old Town streets.*

Page 123

4.35: *Before new restaurant uses that place significant new demand for parking are allowed through the SUP process, parking solutions to meet that new demand shall be calculated, identified and discussed in the SUP report recommendations in order to ensure that sufficient parking is in place contemporaneously with the opening of the restaurant.*

4.38: *Consider implementing new parking technologies such as smart phone applications that show locations, rates, and spaces available in parking garages. Use pricing to incentivize parking away from the waterfront and consider using pricing to encourage use of garages.*

CHAPTER 5

Pages 125-143:

New Recommendation: *The application of net additional City revenues generated by redevelopment of the waterfront should generally be dedicated applied to waterfront-area amenities, including parks, programming, and other public uses. The City should prepare an annual waterfront capital and operations budget, and the annual funding should be sufficient for timely implementation of the Plan and annual expenditures should generally be no less than the net annual revenues generated from redevelopment.*

New Recommendation: *During implementation of improvements to the ODBC parking lot, the existing chain-link fencing should be removed or, if replaced, constructed of materials consistent*

with the architectural fabric of Old Town. Art and historic interpretation should be incorporated into the reconfigured site.

New Recommendation: (The following was moved from Recommendation 3.77) Pier designs shown in this Plan are illustrative; the engineering and design will be determined during the implementation phase and may be of a different length, width or location from that shown in the Plan. Pier location and design should be compatible with interim or ultimate agreements with ODBC and recognize the different operational needs of water taxis and other commercial boating operations.

New Recommendation: Waterfront public spaces should be actively managed – both maintenance and programming – as an integrated system. City staff should be organized in a manner to ensure this integrated approach occurs with a designated senior-level lead manager to establish clear accountability for implementation of the Plan and the necessary resources and authority for consistent progress.

New Recommendation: *The City will pursue early phasing elements outlined in the Plan with immediate attention on predevelopment activities such as tracking, reporting and managing parking; completion of City acquisition of The Strand properties and technical analysis work to convert it to parkland; addressing failing bulkheads; completion of the Union Street study; preparation of CIP the next phase of design and engineering for flood mitigation; pursuing reuse of The Beachcombers Restaurant; completing ODBC negotiations; working with Art and History commissions on early phases of their plans; completing an engineering and permitting plan; and others such as an analysis for a new civic building with a related spatial needs assessment for the Archaeological museum; updating settlement agreements; development of a grants strategy; etc.*