

Appendix A:
City Council Resolution Chartering WPWG
and Waterfront Plan Work Group Schedule

RESOLUTION NO. 2467

WHEREAS, City Council wishes to establish a work group to provide recommendations to City Council regarding alternatives for the Waterfront Small Area Plan; and

WHEREAS, the Alexandria City Waterfront is an invaluable resource, rich in history, art, open space, views, recreation, culture, and boating, and

WHEREAS, the City's objective is for the Waterfront to be welcoming to and for the benefit of all City residents and visitors and be compatible with the adjacent residential neighborhoods; and

WHEREAS, alternatives should be explored particularly regarding the three development sites, the land use and density thereon, including by-right development, and including the possibility of additional parks and museums or other cultural venues, with exploration of cost/benefits and funding sources;

WHEREAS, a work group representing a variety of stakeholder interests can greatly assist in exploring alternatives, clarifying positions on the outstanding issues, identifying opportunities, if any, for narrowing the differences between various stakeholder positions on key issues, and balancing competing goals:

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA, VIRGINIA:

1. That there is hereby established a work group known as the Waterfront Plan Work Group;
2. That the Work Group shall consist of 8 members, as follows:
 - a. One member of City Council, to act as a convener and liaison to City Council (*non-voting member of the Work Group*)
 - b. One member of the Waterfront Committee
 - c. One member of Old Town Civic Association
 - d. *Five* citizens at-large members, preferably with professional background in urban design, land-use planning, or landscape and architecture.
3. That the Mayor shall appoint the 8 members (including the non-voting member of City Council) for the Waterfront Plan Work Group for an indefinite term after appropriate consultation with other members of City Council;
4. That, in making the appointments, the Mayor shall endeavor to ensure that in aggregate, Work Group members provide:
 - a. a commitment to a Waterfront Plan that balances history, art, recreation, views, active uses, commerce, boating, parks, museums and other cultural activities, and protection of the existing neighborhoods;
 - b. are representative of the diversity of interests and uses of the waterfront;
5. That the mission and expectations of the Work Group shall be:
 - a. To identify the elements for which there is agreement and then focus attention on the remaining issues where there is not agreement. These major outstanding issues include at least on the three redevelopment sites – specifically, issues related to their potential density and land use. Issues for land use include the addition of hotels, and the possibility of more parks and cultural uses. Various considerations should be taken into account, such as neighborhood impacts, Citywide public interests (such as recreation, art and history), commercial interests, and implementation (including costs and revenues).
 - b. To clarify and define the positions on the major outstanding issues as well as which issues are of the greatest importance to stakeholders. The Work Group should identify any opportunities for narrowing the differences between differing positions on key issues if they exist and shall evaluate the potential public costs and benefits of any alternatives on the key issues identified, including the opportunities for by-right development. The Work

Group does not necessarily need to develop a consensus position, broker a compromise or take formal votes. There may still be differing opinions reported to City Council. There should be an understanding that the Work Group is not expected to develop a new small area plan document.

- c. To categorize outstanding issues into those that should be addressed in the Plan, and those issues that are important but best addressed during planning implementation.
- 6. That staff assistance to the Work Group shall be managed jointly by the Department of Planning and Zoning and the City Attorney's Office, with assistance from other City staff as needed;
- 7. That the Work Group shall meet on an ad hoc basis and will be formed for a limited but unspecific duration, with the expectation that they will report to the City Council in the fall and that the City Council anticipates a vote on the plan before the end of the calendar year; and
- 8. That a facilitator who is familiar with the City of Alexandria and who has not taken a position on the Waterfront Small Area Plan should be sought out to assist with the Work Group process.

Adopted: June 28, 2011

WILLIAM D. EUILLE MAYOR

ATTEST:

Jacqueline M. Henderson, MMC City Clerk

Waterfront Plan Work Group Updated Meeting Schedule (12.8.2011 Update)

Meeting Date	Meeting Time	Meeting Location	Road Map Topics
Wednesday, July 27, 2011	8:00 – 11:00 AM	City Hall - Council Work Room	<ul style="list-style-type: none"> • Organizational Items • Vision Statement • Road Map
Wednesday, August 10, 2011	8:00 – 11:00 AM	City Hall - Council Work Room	<ul style="list-style-type: none"> • Road Map (Cont.) • Public Realm I <ul style="list-style-type: none"> ○ Flood Mitigation ○ Circulation and Traffic ○ Parking
Wednesday, September 7, 2011	8:00 – 11:00 AM	City Hall - Council Work Room	<ul style="list-style-type: none"> • Public Realm I (Cont.) <ul style="list-style-type: none"> ○ Circulation and Traffic ○ Parking
Wednesday, September 14, 2011	6:00 – 8:30 PM	Mt. Vernon Recreation Center	<ul style="list-style-type: none"> • Community Meeting
Wednesday, September 21, 2011	8:00 – 11:00 AM	City Hall - Council Work Room	<ul style="list-style-type: none"> • Public Realm II <ul style="list-style-type: none"> ○ Parks and Public Space (Foot of King Street) ○ Piers/Marina ○ History and Art
Wednesday, September 28, 2011	8:00 – 11:00 AM	City Hall – Council Work Room	<ul style="list-style-type: none"> • Public Realm I (Cont.) <ul style="list-style-type: none"> ○ Parks and Public Space ○ Flood Mitigation • Workgroup Products
Wednesday, October 12, 2011	5:30 – 8:30 PM	Cameron Station Great Room 200 Cameron Station Boulevard	<ul style="list-style-type: none"> • Public Realm II (Cont.) <ul style="list-style-type: none"> ○ Piers/Marina ○ History and Art • Private Realm <ul style="list-style-type: none"> ○ Baseline Regulatory Framework ○ Proposed Zoning, Development Guidelines & Community Benefits
Wednesday, October 19, 2011	8:00 -11:00 AM	City Hall – Council Work Room	<ul style="list-style-type: none"> • Private Realm (Cont.) <ul style="list-style-type: none"> ○ Development Sites ○ History and Art ○ Plan Statements
Wednesday, October 26, 2011	8:00-11:00AM	City Hall – Council Work Room	<ul style="list-style-type: none"> • Funding and Implementation • Review Initial Draft Report Outline • Plan Statements

Waterfront Plan Work Group Updated Meeting Schedule (12.8.2011 Update)			
Meeting Date	Meeting Time	Meeting Location	Road Map Topics
Wednesday, November 2, 2011	8:00 – 11:00 AM	City Hall – Work Room	<ul style="list-style-type: none"> • Plan Statements • Plan Recommendations Discussion Begins
Wednesday, November 9, 2011	8:00 – 11:00 AM	City Hall – Work Room	<ul style="list-style-type: none"> • Plan Recommendations Discussion <ul style="list-style-type: none"> ○ Parking (Completed) ○ Flood Mitigation (Completed) ○ Traffic/Congestion (Started) • CAAWP Presentation
Wednesday, November 9, 2011	7:00 PM	City Council Legislative Meeting	<ul style="list-style-type: none"> • Deliver Status Report to City Council
Wednesday, November 16, 2011	5:30 – 8:30 PM	City Hall – Work Room	<ul style="list-style-type: none"> • Plan Recommendations Discussion <ul style="list-style-type: none"> ○ Traffic/Congestion (Completed) ○ Public Realm (Started) ○ Private Realm ○ Implementation and Funding • Environment
Wednesday, November 30, 2011	7:30 AM - Noon	City Hall – Work Room	<ul style="list-style-type: none"> • Plan Recommendations Discussion <ul style="list-style-type: none"> ○ Public Realm
Thursday, December 8, 2011	7:30 AM - Noon	City Hall – Work Room	<ul style="list-style-type: none"> • City Analysis of CAAWP Report • Report Writing Subcommittee Update • Plan Recommendations Discussion <ul style="list-style-type: none"> ○ Private Realm ○ Implementation and Funding ○ Options/Additional Recommendations • Environmental Plan Statements and Recommendations
Wednesday, December 14, 2011	7:30 AM - Noon	City Hall – Work Room	<ul style="list-style-type: none"> • Draft Report and Work Group's Comments

Three-Step Process

- (1) **Complete Plan Statements and a Review of Plan Recommendations.**
- (2) **Assess Plan Statements against Plan Recommendations:** Prepare findings reflecting where the Plan succeeds in addressing Plan Statements and where it does not and noting any additions, modifications and minority viewpoints.
- (3) **Complete Work Group Report:** Work Group Report would reflect the Group's discussion during Step #2.

Appendix B:

Draft Waterfront Small Area Plan Goals and Objectives

Alexandria Waterfront Draft Small Area Plan (July 2011) – Goal Statements and Objectives

1. **Authentic: Create a unique waterfront identity that is grounded in the City's history.**
 - Celebrate and honor the broad history and culture of the Alexandria Waterfront from, from prehistory to now.
 - Respect the scale and fine grain of Old Town.
 - Protect identified historic resources, archaeological resources, and cultural resources, including buildings and sites.
 - Adaptively reuse identified historic buildings.
2. **Connected: Increase and improve access to the public spaces of the Waterfront. Pedestrian connectivity along the Waterfront should be continuous.**
 - Create continuous pedestrian access along the entire Waterfront.
 - Provide continuous north-south bicycle access.
 - Enhance visual cues and sight lines for pedestrians, bicycles, and vehicles on all grid streets and alleys and increase accessibility for pedestrians, bicycles and, as appropriate, vehicles.
 - Create connections to the Waterfront from Metro stations.
 - Increase the capacity for access to Alexandria by boat.
 - Encourage tourism, commuting and leisure travel by boat between Alexandria and other regional Waterfront destinations.
3. **Inclusive: The Waterfront, is and should continue to be, a citywide resource to be enjoyed by all Alexandrians.**
 - Ensure public access to the entire Waterfront.
 - Provide a variety of activities for people of all ages and cultures.
 - Link the Waterfront to Alexandria neighborhoods.
4. **Dynamic: Maintain a living, active Waterfront that is a destination that attracts all Alexandrians and visitors and should be integral to the visitor experience in Alexandria.**
 - Expand services and activities for visitors.
 - Increase the use, frequency, and effectiveness of public spaces for gatherings and events.
 - Emphasize art and history in each new initiative along the Waterfront.
 - Utilize art and history as a unifying element.
 - Strengthen the reputation of the area as a regional and national visitor destination by adding uses that complement existing retail, office and tourist attractions.
5. **Variety: Provide a variety of uses, themes, activities, and experiences along the Waterfront.**
 - Create a diverse scale of spaces along the Waterfront.
 - Offer activities and features that delight a diverse range of visitors.
 - Provide a range of shoreline treatments and types that offer diverse ways to interact with the water.

6. **Manageable: Improve the Waterfront's vehicular and pedestrian circulation.**
 - Minimize pedestrian and vehicle conflicts.
 - Increase way-finding for residents and visitors.
 - Ensure adequate parking throughout the Plan area.
 - Maximize underutilized parking opportunities elsewhere in Old Town.
 - Promote use of designated pick-up and drop-off areas for motor coaches.
7. **Sustainable: Ensure that the Waterfront is able to sustain itself economically, environmentally, and operationally.**
 - Create revenue, initiate new partners, and leverage other resources that can be applied for enhancing and maintaining public open space and other public infrastructure.
 - Maximize the utilization of existing resources.
 - Generate sufficient net new tax revenue from new Waterfront economic activities to pay for Waterfront capital plans and ongoing parks and facilities maintenance.
 - Identify opportunities for satellite public facilities to provide onsite Waterfront maintenance, security and emergency services.
 - Protect the existing amount of open space and, if possible, expand it.
 - Ensure that Waterfront development presents Alexandria as an Eco-City.
 - Integrate and activate natural systems and processes throughout the Waterfront.
 - Identify opportunities for environmental education features.
 - Use innovative and creative ideas for flood protection.
 - Improve public health (including mental health) through opportunities for active living.
 - Allow historic character and scale to influence new development opportunities.
8. **Compatible: Ensure that future development in the Waterfront respects existing residential neighborhoods.**
 - Protect existing residential neighborhoods from excessive noise and traffic.
 - Offer activities and features that delight a diverse range of visitors.
 - Meet the needs of residents for open space, recreation and outdoor dining.
9. **Permeable: Enhance vistas of the water from surrounding areas and of the Waterfront from the river.**
 - Create overlooks with views to the water and to the City.
 - Explore piers, especially where east-west streets meet the river.
 - Preserve and enhance view corridors to the water, including historic streets and alleys.
 - Create a system of visual elements to draw people to the water.
10. **Creative: Be bold, visionary, realistic, informative and offer surprises along the way.**
 - Offer a variety of locations where the public can become engaged with each other, art, artists and history.
 - Offer participatory opportunities for people of all ages.
 - Use art and history to tell the unique story of people and experiences.
 - Provide flexible spaces that could be used for multiple activities.
 - Make the Waterfront an example of design excellence.

Appendix C: WPWG Plan Statements and Summary of Plan Recommendation Alignment

Public Realm - General

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
A1	A design for the waterfront public realm should be of very high quality (world class).
A2	Implementation should respect and balance the rights of property owners with public benefits.
A3	The view of the waterfront from the river should be inviting and express the character of Alexandria.
A4	There should be citywide public participation in the design of major and minor park elements.

Rec. #	Page	Recommendation	A1	A2	A3	A4
3.1	37	Create a continuous waterfront public space of at least 50 feet and to the greatest degree possible comply with Chesapeake Bay Preservation Act guidelines with a walkway with of a minimum width of 25 feet.	•		•	
3.3	37	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	37	Incorporate in-pavement lighting where appropriate.	•			
3.6	37	Make the path ADA compliant.	•			•
3.7	37	Keep the bike path and the walkway separate to the greatest degree possible.	•			•
3.10	38	Increase outdoor seating.	•			
3.56	55	Ensure adequate pedestrian circulation and access throughout the Torpedo Plaza and harbor area.	•			
3.57	55	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.	•		•	
3.60	56	Work with the new Torpedo Factory governing board to identify and implement initiatives to strengthen the arts center and its role as the heart of the waterfront. Include for consideration ideas generated during the waterfront planning effort.			•	•
3.61	56	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.	•		•	
3.100	81	Assess pedestrian/bicycle trail conditions between Windmill Hill Park and Jones Point Park and repair or elevate as needed.	•			
3.101	81	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	81	Over the long term, pursue improvements to the Mount Vernon Trail between Jones Point Park and Hunting Creek.	•			
3.103	83	Request the National Park Service to begin a Daingerfield Island master planning process and address resident proposals for a waterside boardwalk and other features.	•		•	
3.104	83	Pursue opportunities to provide pedestrian access between Potomac Yard and the Mount Vernon Trail along the George Washington Memorial Parkway.	•			
Development Guidelines	102	Contribute significantly to the public amenities in the new park between the redevelopment block and the Potomac River.	•			

Foot of King Street

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
B1	Where King Street meets the river, there should be a significant public space that acts as a gateway to the City from the river and offers a variety of activities for residents and visitors.
B2	A plan should include a new pier extending from near the foot of King Street for uses such as water taxis, permanent or visiting ships of character, and for people to walk along. The view of the Potomac River from King Street should be preserved.

Rec. #	Page	Recommendation	B1	B2
3.68	62	Consider <u>Pursue</u> eliminating the ODBC parking lot along The Strand through negotiation with the ODBC.	•	
3.75	65	Negotiate parking lot land transfer or acquisition with ODBC.	•	
3.62	60	Implement the vision of the Plan for King Street at the river, Waterfront Park, and the City marina. The component elements of this vision are outlined below but the sequence and timing of the elements will vary based on the unique challenges and opportunities of each element. Phasing is also addressed in Chapter 5 of this Plan;	•	•
3.63	60	Create an exceptional public plaza/promenade from Union Street to the riverbank, replacing the unit block of King Street and King Street Park.	•	
3.64	60	Limit vehicular access to the unit block of King Street and The Strand between Prince and King Streets to emergency vehicles, deliveries (limited hours), motorcoaches, and the King Street Trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block of The Strand.	•	
3.69	62	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.	•	
3.71	63	Orient and design the 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. <u>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 Beachcomber.</u>	•	
3.72	63	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 <u>of this public space or in nearby Waterfront Park.</u> Any performance area should be designed to be viewed, to the greatest extent possible, from both Fitzgerald Square and Waterfront Park.	•	
3.73	65	Implement a redesigned Waterfront Park to include a newly landscaped lawn framed by the existing willow oaks and new tree plantings.	•	

Foot of King Street

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
B1	Where King Street meets the river, there should be a significant public space that acts as a gateway to the City from the river and offers a variety of activities for residents and visitors.
B2	A plan should include a new pier extending from near the foot of King Street for uses such as water taxis, permanent or visiting ships of character, and for people to walk along. The view of the Potomac River from King Street should be preserved.

Rec. #	Page	Recommendation	B1	B2
3.76	65	Encourage the active enjoyment of Waterfront Park with elements such as. Food and other carts, tables and chairs, small scale recreation activities, and programming of events, displays or performances providing entertainment, culture, history and the arts. • Kiosks and other temporary or seasonal structures serving as outdoor cafes, unique retail (such as made in Alexandria items), cultural or history-themed displays. • An open-air market structure or pergola, suitable for farmer's markets, art shows, and the like, possibly glass enclosed in winter to support ice skating and other winter recreation activities. • A new public pier, which will serve both to bring park users out onto the water as well as a location for water taxis and other boats to bring visitors to Alexandria. • Permanent and/or visiting historic ships and other ships of character. • A stage supporting performances, movies, and other entertainment or cultural events, using the natural slope of Waterfront Park and the low berms or seating walls of the flood mitigation strategy to allow park users to view the stage.	•	•
3.77	69	Create a new commercial pier off in the vicinity of King Street Fitzgerald Square to accommodate water taxis and historical vessels. Pier designs shown in this Plan are illustrative; the ultimate design will be determined during the implementation phase and may be of a different length, width or location from that shown in the Plan.	•	•
3.78	69	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	69	Negotiate dock and boat ramp agreements with ODBC.	•	•

Parks and Public Spaces

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
C1	A plan should improve the quality, design and programming of existing parks and public spaces.
C2	There should be continuous public access to the shoreline from Daingerfield Island to Jones Point Park.
C3	There should be a meaningful increase in parks and public spaces along the waterfront.
C4	Parks and public spaces should support activities for a wide range of users including families and children.
C5	There should be both active and passive uses in the public spaces along the waterfront.
C6	Parks and public spaces should be respectful of Alexandria's history.
C7	The City should consider its parks and open spaces as an integrated system. It needs to have a holistic design vision.
C8	There must be active, integrated management of the public spaces, both maintenance and programming.

Rec. #	Page	Recommendation	C1	C2	C3	C4	C5	C6	C7	C8
3.17	39	At the end of Montgomery Street, consider low impact hardscape options and enhance the observation area at the point, possibly with a set of steps leading down to the river and vertical elements to frame the view and possibly angled to the north to better capture views of the nation's capital.	•			•				
3.18	40	The Plan recommends only minor enhancements to Rivergate City Park. Due to limited nearby parking and proximity to residences, the current level of activity in the park is appropriate.					•			
3.19	40	Maintain a strong connection to the river; re-orient the pathways so that the main "through" pathway is the one that takes visitors along the river's edge.		•						
3.20	40	Provide additional plantings featuring native plants in the western half of the park, in part to subtly orient visitors toward the more public, eastern section of the park.	•							
3.22	40	Keep options open for removal/repurposing of the existing volleyball court in this location.				•	•			
3.23	40	The Plan recommends no changes to the rowing facility. The Center should be maintained and enhanced as necessary, in order to continue its successful operation.				•	•			
3.24	43	Redesign the mews between the United Way building and Sheet Metal Workers building to create a more open, visible, and safe extension of the Wythe Street viewshed toward the river. The current condition is a cluttered and dark ramble and should be a major entry to the park, complete with belvedere and orientation space at the intersection of Wythe Street and the Mount Vernon Trail.	•							
3.26	43	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.	•			•				
3.27	43	Redesign the major paths into a pair of intersecting curved walks to better frame the single great lawn. One of these arcs would include the Mount Vernon bicycle path so that users of the path would automatically traverse through the park instead of past it.	•			•				
3.28	43	Erect a large shade structure at water's edge to provide an overlook, picnic shelter, or stage. This structure would become the focal point of the park and should be a significant work of garden architecture. It may be fitted with solar panels on the roof to provide power for small events or ceiling fans.	•			•				
3.31	43	Allow a successional forest to emerge on the north side of the park, extending the natural landscape of the tidal flats to the adjoining uplands. The intent is to plant a variety of trees, shrubs, and groundcovers, and to end the practice of mowing in a small area, allowing that area to evolve naturally. This could be an excellent interpretive and research opportunity for city school children to discover the restorative power of nature.				•				
3.32	43	A small children's play area is proposed, with recreation equipment and water features – uniquely designed by artists – perhaps comprised of recycled materials or even carefully screened flotsam from the river, so children will see a direct relationship to natural and cultural cycles.				•				
3.35	44	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 may will not be needed when redevelopment takes place Robinson Terminal North ceases operations.				•		•		
3.37	44	Retired railroad box cars could also serve as park buildings containing services for park users, such a place to borrow bocce and croquet sets, chess pieces, or horseshoes.				•		•		
3.39	44	Activities that would place people in direct contact with water near the sewer outfall or the creosote seepage area are not envisioned. For that reason, the Plan does not recommend use of the Bay for water-related activities, including paddle boating. The Plan recommends continuing to pursue separation of storm and sanitary sewers when possible.								•

Parks and Public Spaces

12/22/2011

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C5	There should be both active and passive uses in the public spaces along the waterfront.
C6	Parks and public spaces should be respectful of Alexandria's history.
C7	The City should consider its parks and open spaces as an integrated system. It needs to have a holistic design vision.
C8	There must be active, integrated management of the public spaces, both maintenance and programming.

Rec. #	Page	Recommendation	C1	C2	C3	C4	C5	C6	C7	C8
3.42	49	Retain the current character and use of Founders Park.				•	•			
3.48	51	In conjunction with changes to the Food Court and Chart House, relocate the dining area rear staircase to be adjacent to the promenade, possibly bridging the "alley" with a walkway or small dining terrace for the Chart House. Address handicapped access with an outdoor lift.	•							
3.51	53	Work with the leaseholder of the Food Court to attract more successful uses that better meet resident and visitor needs, including options such as a market hall, cultural venue, restaurants or shops featuring locally-made goods. The Plan supports interior and exterior changes to the Food Court structure, including replacement, that are necessary to accommodate more successful uses. A renovated or replaced Food Court structure should be designed to actively engage with Torpedo Plaza and harbor activity, better address the use conflicts and other design problems in Thompsons Alley, and generally maintain a similar height and footprint as the current building.	•			•				
3.52	53	Prepare a comprehensive redesign of the access area in front of the Chart House and Food Court, providing a unified series of terraces or decks that gradually rise to the main floor level for both buildings and better define the outdoor space at Torpedo Plaza. Replace the handicap ramp between the two structures with a lift, retaining the ramp along the western edge of the Food Court.	•			•				
3.53	53	Evaluate the utility of the bandstand outside the Food Court for more active programming or demolition.	•							
3.55	55	Encourage <u>active use programming</u> 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.	•							
3.90	76	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. <u>Look to other waterfronts worldwide for inspiration.</u>				•	•			
3.91	76	Consider a civic <u>building structure</u> 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.				•		•		
Development Guidelines	102	Open space with public access easements and/or dedications shall be provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34).			•					
3.46	51	Rebuild and realign the bulkhead with a gently curving and much wider promenade that would intuitively lead pedestrians from Founders Park around the Chart House to the Torpedo Plaza.	•	•						
3.63	60	Create an exceptional public plaza/promenade from Union Street to the riverbank, replacing the unit block of King Street and King Street Park.			•					
3.69	62	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.			•					
3.89	76	Complete the acquisition of the waterside properties between Prince and Duke Streets and develop them as a public park showcasing shipbuilding, and other important elements of the City's past. Look to the History Plan and the Art Plan for guidance in park features and structures, naming, historic interpretation, and art.			•					

Maintenance

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
D2	Facilities for park maintenance and operations should be located in proximity to the waterfront and sensitively designed.

Rec. #	Page	Recommendation	D1	D2	D3
3.38	44	Accommodate the need for storage of park maintenance equipment and services for cyclists, especially bike racks.		•	

Marina, Piers and Shoreline

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
E1	A plan should include options for expanding docking locations for commercial boats (water taxis and tour boats) as well as permanent or visiting ships of character.
E2	A plan should include the option of a new pleasure boat marina in the Waterfront Plan area. Consideration should be given to a variety of options for operation (public, public-private, private or other).
E3	Conceptually, pleasure and commercial boat activities should be separated. Commercial boat activities should generally be north of King Street (primarily the Torpedo Factory/Chart House area).
E4	Environmental issues should be addressed in the design and engineering of shoreline improvements.
E5	Where possible, rip-rap should be replaced with a more natural shoreline treatment.
E6	In principle, a plan should incorporate the concepts embodied in the Waterfront Committee's Marina Vision Statement and Briefing Paper.
E7	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.
E8	The plan should include locations for launching non-trailered watercraft, such as canoes and kayaks.

Rec. #	Page	Recommendation	E1	E2	E3	E4	E5	E6	E7	E8
3.29	43	Create a series of terraced wetlands on the south side of the park that recapture the historic drainage swale called Ralph's Gutt. These terraces would be graded into the current ground and planted with aquatic plants which will naturally cleanse the storm water before it enters the river. Boardwalks can cross the wetlands to connect pedestrian desire lines and create opportunities for interpretive education. These wetland enhancements could involve day-lighting the storm water pipes that currently convey the water under the park to the bay.				•				
3.30	43	Explore opportunities to reduce the impact of the combined sewer overflow (CSO) outfall that discharges at the foot of Pendleton Street. Options include installing a retention basin to reduce the volume of combined sewage discharged into the river during rain events and incorporating features into the proposed extension of Pendleton Street that would direct CSOs away from Oronoco Bay.				•				
3.33	43	Replace the existing curved boardwalk along the north edge of Oronoco Bay with one that better handles tide changes and extend the boardwalk to the end of the point to maximize views. Impacts on waterfowl breeding should be avoided, and the point should be evaluated for potential enhancement as an avian sanctuary. The Plan suggests a series of floating islands in the bay, continuing the arc created by the boardwalk and containing water-cleansing plants.				•				
3.34	44	Replace the existing rip rap with a more natural and inviting shoreline treatment, to include native plants.					•			
3.44	49	Where possible, replace existing large diameter rip-rap with appropriate (native and/or historic) plantings, using an engineered shoreline restoration system where necessary, in order to achieve the naturalized shoreline envisioned by the Plan. Consider interpretive signage or other means to explain the system to passersby, and to encourage ecologically friendly use and a "tread lightly" mentality in this sensitive area.					•			
3.45	49	If rip-rap is retained in some locations, incorporate larger, flatter boulders to provide informal seating areas along the water's edge.					•			
3.58	55	Rebuild the bulkhead in areas where it is failing in a way that is compatible with other newly designed bulkheads in the waterfront.						•		
3.59	55	In conjunction with improvements to the City marina, provide a better location for dockmaster functions.						•		
3.67	60	Complete repairs to bulkheads and other facilities as needed, as well as marina upgrades consistent with the long-term vision of the Plan.						•		
3.81	69	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	69	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	69	Retain the capacity for deep water docking at Robinson Terminal North and – until the marina is constructed – Robinson Terminal South.						•		
3.84	69	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.						•		

Marina, Piers and Shoreline

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
E1	A plan should include options for expanding docking locations for commercial boats (water taxis and tour boats) as well as permanent or visiting ships of character.
E2	A plan should include the option of a new pleasure boat marina in the Waterfront Plan area. Consideration should be given to a variety of options for operation (public, public-private, private or other).
E3	Conceptually, pleasure and commercial boat activities should be separated. Commercial boat activities should generally be north of King Street (primarily the Torpedo Factory/Chart House area).
E4	Environmental issues should be addressed in the design and engineering of shoreline improvements.
E5	Where possible, rip-rap should be replaced with a more natural shoreline treatment.
E6	In principle, a plan should incorporate the concepts embodied in the Waterfront Committee's Marina Vision Statement and Briefing Paper.
E7	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.
E8	The plan should include locations for launching non-trailered watercraft, such as canoes and kayaks.

Rec. #	Page	Recommendation	E1	E2	E3	E4	E5	E6	E7	E8
Development Guidelines	96	Robinson Terminal South is <u>one</u> a potential location for a new and expanded pleasure boat marina. In implemented in this location, the proposed marina is conceived to be financially self-supporting as either a publicly or privately built and operated marina, and may be developed and operated in conjunction with the landside redevelopment of Robinson Terminal South. If the developer of the Robinson Terminal South development site does not develop the marina, it shall cooperate with the City and others to allow its development by others.		•	•					
4.26	115	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).			•			•		
4.27	115	Water taxi stops should be <u>pursued for the new pier in the vicinity of the foot of King Street</u> added at the King Street pier in order to reinforce that area <u>Fitzgerald Square</u> as the "hub" of the waterfront and make the commercial boat operations, especially the water taxi, more visually and physically accessible to the public. <u>Additional stops may be considered.</u>	•							
4.28	116	The Plan recommends locating lower-frequency commercial boat operations, such as regular lunch and dinner cruises and charters, at the wharf near the Chart House and on an expanded Cameron Street wharf. If needed, a third commercial pier is recommended between Thompsons Alley and Founders Park.			•					
4.29	116	All public locations in the commercial and pleasure boat marinas should be accessible, including facilities for boarding vessels. The Plan recommends that a parking station for airport-style golf carts be provided in the Food Court parking garage so that carts can be employed by the private sector to shuttle mobility-impaired passengers to commercial boats.			•					
4.30	116	Deep-water docking should be retained at the Robinson Terminal North location;						•		
4.31	116	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.		•						
4.32	116	Ensure all ancillary facilities needed to operate the marina in an efficient manner are provided and that appropriate amenities are provided for boaters and commercial passengers visiting the waterfront.		•				•		
4.33	116	Commuter service with a stop in Alexandria via marine vessel should be encouraged with Potomac River speed limitations along Alexandria lifted for such vessels as long as low-wake boats are used.	•							
3.50	51	Provide parking for electric carts to bring mobility-impaired visitors to commercial boat docks and other Torpedo Plaza locations.			•					
3.16	39	Provide a location for the public to launch (or land) canoes, and kayaks <u>and other self-propelled watercraft.</u>								•

Art and History

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
F1	In principle, the plan should incorporate the concepts set forth in the document "Alexandria Waterfront History Plan: Alexandria, A Living History."
F2	Alexandria history should be incorporated in the design process of the public spaces and private redevelopment.
F3	All historic buildings in the plan area should be preserved and adaptively reused. Redevelopment programs should allow public access to and promote active use of the ground floor.
F4	In principle, the plan should incorporate the concepts set forth in the "Alexandria Waterfront Public Art Proposal" and include the public art plan recommendations.
F5	A plan should adopt the Art Walk concept and public art should be a distinguishing feature of the public realm.
F6	The plan should support multiple, flexible venues for performing arts, activities and programming along the waterfront.
F7	A plan should support the retention, expansion and/or establishment of museums, cultural and educational institutions, and related elements (such as historic ships and the history/cultural anchors).
F8	Artists and historians should be included in the design and implementation processes of public spaces.
F9	A plan should address a range of sources for the funding of art and history elements.

Rec. #	Page	Recommendation	F1	F2	F3	F4	F5	F6	F7	F8	F9
3.2	37	Inscribe historical quotations along the pathway <u>where appropriate</u> .	•	•		•	•			•	
3.4	37	Add where appropriate materials such as glass, oyster shells, coral, fish bones, colored stones etc. as aggregate to the paving material and to reflect past activities occurring in a given area.	•	•		•	•			•	
3.8	38	Commission and install public art in this area using light as an integral element and inspired by the suggestions of the Art Plan, such as using solar collectors and working with the owners of Canal Center and the energy plant to build a private/public collaboration as an alternative energy/public art project.	•	•		•	•		•	•	
3.9	38	Establish a cultural anchor on the northern end of the Art Walk by tying park activities into cultural facilities.	•	•		•	•	•	•	•	
3.12	39	Establish Tide Lock Park as the gateway to the Art Walk, with in-pavement lighting and signage to distinguish the Art Walk from the bike path.	•	•		•	•		•	•	
3.13	39	Increase programming of the park, focused on history and the arts (including performances).	•	•		•	•	•	•	•	
3.14	39	Consider additional physical elements that explain or evoke the importance of the canal site in the City's history. Replace and augment the existing interpretive signage as recommended by the History Plan.	•	•		•	•		•	•	
3.15	39	Take greater advantage of the tide lock basin as an interactive water feature. Incorporate glass to evoke the City's glassmaking history. Commission an artistically engineered bridge over the canal.	•	•		•	•		•	•	
3.21	40	Commission artist-designed seating to increase enjoyment of the park's views of the river and contribute to the unique identity of Rivergate Park. Additional art elements may incorporate original tide lock stones.	•	•		•	•		•	•	
3.25	43	Enliven the garage walls lining the western edge of the park with public art, lighting, and landscaping.		•		•	•			•	
3.36	44	Implement the Art Walk proposal, with public art featured in several locations throughout the park. Performing arts would be emphasized with outdoor performances at the proposed waterfront stage structure and possibly a "boxcar theater." Other ideas include a sculptural picnic area, with artist-designed tables and benches, temporary sculpture exhibits around the boardwalk and sculptural elements for bird perching and nesting.	•	•		•	•	•	•	•	
3.43	49	Prepare and implement a new park plan that incorporates the History Plan's recommendations for historic interpretation and the Art Plan's recommendations for public art, and improve landscaping, park furniture, and wayfinding and lighting. Consider naming an important park element, such as the walking path, after Ellen Pickering.	•	•		•	•		•	•	
3.49	51	Look to the History Plan and Art Plan for guidance to improve Thompsons Alley with the use of special paving, artistic elements, lighting, or minor façade treatment to help screen the parking garage and "back of house" activities, beautify the alley, interpret, and assist in wayfinding for both vehicular and pedestrian traffic.	•	•		•	•		•	•	
3.54	55	Because this site has often played a key role in Alexandria's history and its identity as an arts destination, look to the History Plan and the Art Plan for guidance in designing the spaces, as inspiration for providing new features of all kinds, and for historic interpretation (including naming). Celebrate the Torpedo Factory Art Center with public art at a variety of scales in the public spaces surrounding the building.	•	•		•	•	•	•	•	

Art and History

12/22/2011

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F9	A plan should address a range of sources for the funding of art and history elements.

Rec. #	Page	Recommendation	F1	F2	F3	F4	F5	F6	F7	F8	F9
3.70	62	The detailed design of the new park/plaza should look to both the History Plan and the Art Plan for guidance in design, functionality, and historic interpretation (including naming). An iconic piece of public art is suitable for this location. The design could include an open-air structure suitable for hosting a variety of public activities and private events as well as an information kiosk to provide a concierge role for arriving visitors.	•	•		•	•	•	•	•	
3.79	69	Incorporate where appropriate interpretive elements which recall or pay homage to the historic wharves in and around this location.	•	•		•	•			•	
3.86	72	Draw inspiration from The Strand's role in Alexandria's history as a working waterfront in public improvements, private development, and programming, including park design and the scale and positioning of new development in this area.	•	•		•	•		•	•	
3.87	72	Establish The Strand area, south of Prince Street, as a cultural anchor of the waterfront, with <u>reference to emphasis on history and art. In planning and implementation, consider the public realm from King Street to Robinson Terminal South holistically.</u>	•	•		•	•		•	•	
3.89	76	Complete the acquisition of the waterside properties between Prince and Duke Streets and develop them as a public park showcasing shipbuilding, and other important elements of the City's past. Look to the History Plan and the Art Plan for guidance in park features and structures, naming, historic interpretation, and art.	•	•		•	•		•	•	
3.92	76	Create a varied water's edge with piers, inlets, boat ramps – consistent with the shapes of wharves in Alexandria's history. Continue the waterside public promenade, using small drawbridges over inlets to maintain a continuous path while allowing for a varied shoreline. Echo or recall the historic shoreline with landside features.	•	•		•	•		•	•	
3.94	76	Preserve, restore, and adaptively reuse all of the historic warehouses in The Strand area, with emphasis on cultural uses or uses that allow these elements of the City's past to be open to the public.	•		•						
3.95	76	Pursue the use of one or more of the warehouses, or the civic building in the park, as a history center as described in the History Plan.	•		•						
3.99	81	Implement the adopted Windmill Hill Park Plan. Ensure consistency with the balance of the waterfront in terms of design of paths, facilities, and other park elements. Look to the History Plan and the Art Plan for guidance for public art and historic interpretation within the park. In particular, implement the proposal to complete and conclude the Art Walk in Pomander Park.	•				•				
Development Guidelines	102	Public art should be a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the extent possible, in the design for the redeveloped warehouses, pier, and public spaces.					•				

Flood Mitigation

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
G1	A plan should include a proposal for flood mitigation.
G2	A study to improve drainage and minimize flooding in the low-lying portions of King, Union and The Strand should take into consideration: drainage impacts on existing buildings, storm sewers, vehicle and pedestrian access issues, visual and historic character.
G3	The visual impact of flood mitigation should be minimized through incorporation of elements such as seating walls, berms and other features into the landscaping.

Rec. #	Page #	Recommendation	G1	G2	G3
3.65	60	Implement initial elements of the comprehensive strategy to mitigate nuisance flooding by elevating the unit block of King Street and The Strand <u>as feasible</u> .	•	•	
3.74	65	Integrate low flood walls into the design of the park in order to protect against frequent flooding. To the extent possible, walls should be constructed to be used as functional seating elements and to allow park users to view the stage.			•

Parking

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
H1	Displaced parking should be accounted for in the Plan.
H2	Parking for new commercial buildings will be accommodated on site below grade. New parking should not be visible from public spaces.
H3	City will implement initiatives to encourage visitors to park in both public and privately-owned garages, including making it easier for visitors to find garages.
H4	City will take steps to manage parking garage capacity – through valet parking programs, technology, and by opening private garages – when monitoring shows that garage use is approaching capacity.
H5	Upon adoption of a plan, the City will use a Stakeholder Group to help implement the plan's parking recommendations including evaluating increased residential parking protections.
H6	The City will make parking outside the core area more desirable and accessible through steps like pricing differentials, shuttle service, added signage, and technology applications.

Rec. #	Page	Recommendation	H1	H2	H3	H4	H5	H6
4.34	122	The Plan recommends that a Waterfront Parking Implementation Plan be created in order to articulate those actions that must proceed in the future to support the Plan and the events that are deemed appropriate triggers for such actions. It should include at least four specific categories of implementation measures both to create additional parking opportunities and to protect existing residential areas:					•	
4.34a	122	a. Public garage capacity. Monitoring utilization in existing public garages, setting triggers for the need for specific number of new parking spaces to be added to parking capacity at peak times. For example, assuming full utilization of on street parking, when the utilization of public garages in the waterfront core area reaches a level of 85% use, then additional parking spaces would be added to the parking capacity during peak times, through the use of garage attendants, valet parking programs, and the opening of now private garages (supported with appropriate wayfinding signage).	•	•	•	•		•
4.34b	122	b. Waterfront development. Requiring additional parking capacity at the point that new parking demand generators are constructed on the waterfront.				•		•
4.34c	122	c. Valet parking. Implementing a systematic valet parking program generally for Old Town and King Street, with specific emphasis on the waterfront core area. <u>Implementation of valet parking should not add to congestion or create queuing backups on Old Town streets.</u>				•		
4.34d	122	d. Protecting residential parking. Testing and monitoring the effect of waterfront development on residential parking areas, with the understanding that additional protective measures should be taken to protect those residential parking areas. The Parking Implementation Plan should be created immediately after the adoption of the Plan. It should be led by a multi-agency team and also be assisted by the advice of stakeholders affected by parking issues in the waterfront area.			•	•	•	•
4.35	123	Before new restaurant uses that place significant new demand for parking are allowed through the SUP process, parking solutions to meet that new demand <u>shall</u> 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.			•	•	•	
4.36	123	Continue to implement the City's Wayfinding Program to facilitate access to public parking facilities throughout the waterfront planning area.			•			•
4.37	123	Continue to implement the recommendations of the February 2010 Old Town Alexandria Area Parking Study and the 2010 Old Town Alexandria Area Parking Work Group, including those strategies designed to encourage use of on-street spaces in shopping areas for short-term visits, to encourage the use of parking garages for longer-term parking, and to protect residential areas from excessive parking impacts.			•	•		•
4.38	123	Consider implementing new parking technologies such as smart phone applications that show locations, rates, and spaces available in parking garages. <u>Use pricing to incentivize parking away from the waterfront and consider using pricing to encourage use of garages.</u>			•	•		•
Development Guidelines	92	Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio <u>for hotels</u> must be consistent with industry norms for similar hotels.		•				
Development Guidelines	93	Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio <u>for hotels</u> must be consistent with industry norms for similar hotels.		•				
Development Guidelines	102	Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio <u>for hotels</u> must be consistent with industry norms for similar hotels.		•				
R/H/C Policy	85	[Review] The availability of off-street parking for the restaurant's patrons and employees, including whether the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.	•			•		
R/H/C Policy	85	[Review] The extent to which garage spaces will be available to the public. Parking garages must be operated so that they are open to the public at least at peak times.		•	•	•		

Parking

12/22/2011

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H4	City will take steps to manage parking garage capacity – through valet parking programs, technology, and by opening private garages – when monitoring shows that garage use is approaching capacity.
H5	Upon adoption of a plan, the City will use a Stakeholder Group to help implement the plan's parking recommendations including evaluating increased residential parking protections.
H6	The City will make parking outside the core area more desirable and accessible through steps like pricing differentials, shuttle service, added signage, and technology applications.

Rec. #	Page	Recommendation	H1	H2	H3	H4	H5	H6
R/H/C Policy	85	[Review] Parking for visitors, customers and employees must be provided on site. Additional parking may be provided by contract with a nearby garage for patrons and/or employees. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.		•				

Traffic and Congestion

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
I1	A plan will improve options and the safety of people arriving at the waterfront by means other than the automobile, especially by trolley, by boat, by bike and on foot.
I2	A plan will keep drivers away from the most congested streets and intersections (such as King and Union Streets) and from circling neighborhoods by directing them to "interceptor" parking locations (garages and valet stations).
I3	A plan will further address traffic congestion by exploring a variety of solutions – such as closing the unit block of King Street to vehicular traffic - that promote safety and activity.
I4	Conduct a study of traffic and circulation on Union Street, including how it functions for users of all modes of travel.

Rec. #	Page	Recommendation	I1	I2	I3	I4
3.88	72	Create a comfortable pedestrian-focused zone along The Strand from King Street to Point Lumley, limiting vehicular access where possible. Open alleyways and other east-west links between Union Street and the river.	•			
4.1	108	Complete implementation of the City's Wayfinding Program to facilitate access to and throughout the planning area, to provide pedestrian and bicycle way-finding, and to direct motorists to parking garages.		•		
4.2	108	Enhance the current carpool and bus ridership campaign.	•	•		
NEW		<u>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.</u>				
4.3	108	Explore signal timing adjustments and the addition of protected left turn movements on Washington Street.		•		
4.4	109	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 motorcoach access as necessary. Creating Fitzgerald Square a significant public space will 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.			•	
4.5	109	Placing key destinations activities along the waterfront will help disperse pedestrians and vehicles both north and south of King Street;			•	
4.6	109	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	109	Implementing the adopted Wayfinding Program will guide pedestrians to key destinations activities; and	•		•	
4.8	109	Using pedestrian counters at strategic locations along the waterfront and frequent monitoring and tracking of the counts to enable adjustments when necessary to strategies designed to address pedestrian congestion.	•		•	
4.9	109	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. Further, the Plan recommends pedestrian safety improvements at high-conflict intersections, with specific locations identified in Figure 37: Crash Map. In terms of pedestrian and vehicular conflicts, crash analysis shows that injuries tend to be minor because of the slow speeds occurring at the conflict intersections reflected in Figure 37.	•		•	
4.10	110	Add pedestrian facilities including pedestrian signals where appropriate and accessible curb-ramps where missing.	•			
4.11	110	Implement pedestrian safety improvements at high-conflict intersections, with specific locations depicted in Figure 37: Crash Map.	•			
4.12	110	Accessible pedestrian infrastructure should be incorporated into new pedestrian facilities and the current practice of inclusion of the Commission on Persons with Disabilities at 30% design should be continued in the design of public infrastructure, public art and historic interpretation to make sure that persons who are vision, hearing and mobility impaired have full access to interior and exterior public resources, including the marina. Such access plans need to be coordinated with federal boat standards.	•			
4.13	112	Provide improved signage for bicyclists to help delineate the urban section of the Mount Vernon Trail <u>between Bashford Lane and Green Street. Encourage through traffic to use Royal Street as a preferred route through Old Town.</u>	•			
4.14	112	Implement a bike sharing station to connect the waterfront to a larger regional system that will extend the reach of transit and the parking system as part of a City-wide program.	•			

Traffic and Congestion

12/22/2011

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I3	A plan will further address traffic congestion by exploring a variety of solutions – such as closing the unit block of King Street to vehicular traffic - that promote safety and activity.
I4	Conduct a study of traffic and circulation on Union Street, including how it functions for users of all modes of travel.

Rec. #	Page	Recommendation	I1	I2	I3	I4
4.15	112	Rehabilitate and make surface improvements to the Mount Vernon Trail.	•			
4.16	112	Reconnect waterfront bicycle routes to Jones Point Park as part of the renovation efforts for that park.	•			
4.17	112	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. <u>The City should proactively explore and implement urban design approaches that help minimize these conflicts.</u>	•			
4.18	112	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near at the foot of King Street with more racks and/or covered bicycle shelters.	•			
4.19	112	Explore improved bicycle facilities on North Union Street and North Royal Street, as recommended in the 2008 Pedestrian and Bicycle Mobility Plan.	•			
4.20	114	Continually assess existing transit service to determine where enhancements are needed.	•			
4.21	114	Consider transportation linkages between the waterfront, Braddock Road Metro, Potomac Yard and Del Ray as a long-term goal.	•			
4.22	114	Increase King Street trolley service between the King Street Metrorail station and the waterfront by decreasing headways and reinstating longer hours of operation.	•			
4.23	114	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 <u>and other activities as the City directs</u>	•			
4.24	114	<u>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.</u>	•			
4.25	114	As Plan implementation affects motorcoach parking needs and locations impacts, study and relocate locations as necessary, <u>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.</u>	•			
Development Guidelines	101	The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Prince Street should be enhanced; in addition to special pavement, underground utilities, street trees and appropriate light fixtures, and to enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways: o At least two midblock breaks between new buildings, with public space, including alleys and courtyards, shall be provided extending from South Union Street to the Strand. o A third alleyway between 10 Prince Street and 204 South Union Street shall be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in that location. o Access to uses within the alleys and courtyards is essential to the pedestrian experience			•	
Development Guidelines	96	Curb cuts should not be located on any building and/or block frontages facing open space.	•			
Development Guidelines	96	An extension of The Strand from Duke Street is strongly encouraged, with a pedestrian-only connection at the The Strand/Wolfe Street intersection to buffer the Harborside community.	•			

Traffic and Congestion

12/22/2011

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
I1	A plan will improve options and the safety of people arriving at the waterfront by means other than the automobile, especially by trolley, by boat, by bike and on foot.
I2	A plan will keep drivers away from the most congested streets and intersections (such as King and Union Streets) and from circling neighborhoods by directing them to "interceptor" parking locations (garages and valet stations).
I3	A plan will further address traffic congestion by exploring a variety of solutions – such as closing the unit block of King Street to vehicular traffic - that promote safety and activity.
I4	Conduct a study of traffic and circulation on Union Street, including how it functions for users of all modes of travel.

Rec. #	Page	Recommendation	I1	I2	I3	I4
Development Guidelines	101	The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and to enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways: <ul style="list-style-type: none"> • At least two midblock breaks between new buildings, with public space, including alleys and courtyards shall be provided extending from South Union Street to The Strand; • A third alleyway between 10 Prince Street and 204 South Union Street shall be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in that location. • Access to uses within the alleys and courtyards is essential to the pedestrian experience; 	•		•	
Development Guidelines	101	Curb cuts should not be located on any building and/or block frontages facing open space.	•			
Development Guidelines	96	A new east-west connection north of Wolfe Street between South Union Street and the pier is strongly encouraged.	•			
Development Guidelines	102	Curb cuts should not be located on any building and/or block frontages facing the water or South Union Street, and should be minimized if facing residences along Wolfe Street.	•			
Development Guidelines	92	The streetscape and pedestrian experience along North Union Street should be enhanced; in addition to special pavement, underground utilities, street trees and appropriate light fixtures, Union Street should present an obvious continuation of pedestrian access between open space areas to the north and south and be improved with, at minimum, wide sidewalks, landscaping, and special street paving.	•			
Development Guidelines	101	Curb cuts should not be located on any building and/or block frontages facing the water or North Union Street, and should be minimized if facing open space along Oronoco Street.	•			
R/H/C Policy	85	[Review] The extent to which the hotel provides incentives for employees who are able to use transit.	•			
R/H/C Policy	85	[Review] The potential for undue congestion of pedestrians or vehicles [in relationship to the approval of Restaurants].		•		
R/H/C Policy	85	[Review] The extent to which the hotel provides incentives for employees who are able to use transit.	•			
R/H/C Policy	85	[Review] The potential for undue congestion of pedestrians or vehicles [in relationship to the approval of Hotels].		•		

Private Realm

12/22/2011

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J3	If there is increased density on redevelopment sites, it should be balanced by increased amenities and benefits and additional zoning controls.
J4	Uses on redevelopment sites that face public space should accommodate and be compatible with active, publicly accessible public space.
J5	Boutique hotels (hotels limited to 150 rooms) should be added to the list of land uses permitted in the W-1 zone with a special use permit.
J6	The heights on redevelopment sites should PERMIT the existing height district limits.
J7	Architecture and site design should be inspired by historic precedent while maintaining compatibility with nearby neighborhoods. Contemporary design that meets these standards is acceptable.
J8	New development should make significant contributions to on-site and off-site public amenities, including parks, streetscapes, other public spaces, and art and history elements of the plan.
J9	Parking for new commercial buildings will be accommodated on site below grade. New parking should not be visible from public spaces.

Rec. #	Page	Recommendation	D1	D2	J1	J2	J3	J4	J5	J6	J7	J8	J9	K1
3.11	38	Continue discussions with Crowne Plaza Hotel representatives on the possible incorporation of urban design elements to the site to make it more pedestrian and urban friendly. See also pages 81 and 82.			•			•				•		
3.40	44	If the Sheet Metals Workers building were to be redeveloped, such redevelopment shall provide a high level of pedestrian and visual connectivity between the redeveloped property and Oronoco Bay Park. <u>Provided that the redevelopment is compatible with the uses in Oronoco Bay Park, a rezoning may be considered.</u>			•			•				•		
3.41	47	Adopt Development Goals and Guidelines for Robinson Terminal North. These are detailed in the Proposed Zoning for Private Development Sites section at the end of this chapter.				•	•						•	
3.66	60	Retain the ODBC building with ongoing use by the ODBC.		•										
3.93	76	Continue to pursue reuse or reconstruction of the Beachcombers Restaurant Building as a working restaurant, provided it is financially feasible without public subsidy. Demolish this building if an economically viable use is infeasible.			•						•			•
3.96	79	Development Goals and Guidelines for Robinson Terminal South are detailed in the Proposed Zoning for Private Development Sites section at the end of this chapter.			•	•	•	•					•	
3.97	79	Pursue the concept of a limited public access agreement along the waterside of Robinson Terminal South in collaboration with the landowners of the property.					•	•				•		
3.98	79	In coordination with the redevelopment of Robinson Terminal South, pursue expansion of Roberdeau Park west on Wolfe Street as is generally depicted on the illustrative plan.				•	•	•				•		
3.105	83	Support redevelopment of the North Old Town parcels in the Plan area when redevelopment is compatible with existing uses, will improve the relationship of buildings to the street and will provide an active presence at the street level.				•		•			•	•		
R/H/C Policy	85	[Review] The extent to which the use is open in the late night hours and situated so as to potentially disturb residential areas				•								
R/H/C Policy	85	[Review] The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas <u>and negatively impact waterfront public spaces.</u>				•								
R/H/C Policy	85	[Review] The predicted extent of litter generated;				•								
R/H/C Policy	85	[Review] The potential for loud or otherwise inappropriate noise				•								
R/H/C Policy	85	[Review] The extent to which other restaurants already exist in the same area. Restaurant uses should not be located in such proximity as to detract from the character and authenticity of the waterfront by creating a monoculture similar to a Food Court or "restaurant row" environment.				•								
R/H/C Policy	85	[Review] 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, <u>for on-site use by guests, and meeting rooms for no more than 50 people.</u>				•			•					
R/H/C Policy	85	A restaurant within a hotel that is open to the public shall be the subject of a separate SUP and the same requirements as other restaurants.				•								
R/H/C Policy	85	[Review] The location of the hotel and whether its layout is designed to produce the least impact on nearby residential areas and on the lower King Street area.				•								
R/H/C Policy	85	[Review] The ability of the hotel to accommodate, and screen all of its service needs on site, including loading and delivery operations.				•								
Development Guidelines [RTN]	92	Active uses should be part of any development and should constitute the predominant ground floor uses. Active ground floor uses shall be generally located as depicted in the Public Space and Active Frontages Diagram (Figure 31), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.			•	•	•	•				•		

Private Realm

12/22/2011

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J3	If there is increased density on redevelopment sites, it should be balanced by increased amenities and benefits and additional zoning controls.
J4	Uses on redevelopment sites that face public space should accommodate and be compatible with active, publicly accessible public space.
J5	Boutique hotels (hotels limited to 150 rooms) should be added to the list of land uses permitted in the W-1 zone with a special use permit.
J6	The heights on redevelopment sites should PERMIT the existing height district limits.
J7	Architecture and site design should be inspired by historic precedent while maintaining compatibility with nearby neighborhoods. Contemporary design that meets these standards is acceptable.
J8	New development should make significant contributions to on-site and off-site public amenities, including parks, streetscapes, other public spaces, and art and history elements of the plan.
J9	Parking for new commercial buildings will be accommodated on site below grade. New parking should not be visible from public spaces.

Rec. #	Page	Recommendation	D1	D2	J1	J2	J3	J4	J5	J6	J7	J8	J9	K1
Development Guidelines [RTN]	92	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 <u>mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel).</u>			•	•	•	•	•					
Development Guidelines [RTN]	92	Residential use <u>should not be the primary use of the site</u> , is specifically discouraged east of Union Street unless, as part of SUP and approval, the location, design and specific type of residential use proposed <u>must</u> be found to coexist well with <u>the other 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.</u>				•	•	•			•			
Development Guidelines [RTN]	93	The bulk and scale of the buildings should be stepped down from Union Street toward the water.				•	•			•	•			
Development Guidelines [RTN]	93	Shoreline treatment at Robinson Terminal North should include native plantings and naturalization where possible.				•	•					•		
Development Guidelines [RTN]	93	Redevelopment should be compatible with any biosparging technology, or other bioremediation, being employed by the City in treatment of the Oronoco Outfall-Alexandria Town Gas site located at the eastern end of Oronoco Street. • Environmental amenities, above and beyond the minimum required.				•	•					•		
Development Guidelines [RTN]	93	<u>Upon As part of</u> redevelopment, <u>on and off site</u> 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: • Public art as a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the greatest extent possible, in the design for the redeveloped warehouses, pier, and public spaces. • Open spaces with public access easements and/or dedications, provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 31). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. • Retention of the Robinson Terminal pier, repaired and expanded to be used as a public space and incorporated into the public space/pedestrian concept for the Plan as a whole. The Plan encourages retaining the pier's ability to accommodate larger ships visiting Alexandria. Use of the pier should be active and welcoming to the general public, and should advance the goal of the uninterrupted public pedestrian walkway along the water's edge. Examples of potential uses include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Any structure erected on the pier should be temporary in nature, such as a tensile structure, fabric awning, or prefabricated, demountable, glass pavilion. The responsibility for the design, construction, maintenance and programming of the pier and public space will be determined in the future; the Plan recommends close coordination between the City and the developer on all of these issues. • <u>Environmental amenities, above and beyond the minimum required.</u>												
Development Guidelines [RTN]	93	Historic interpretation, consistent with the recommendations of the History Plan, should inform <u>every aspect</u> of the design of the redevelopment and adjacent public spaces, with particular attention given to the West's Point site which is the area which extends from the water west up Oronoco Street to Union Street, and represents the origins of Alexandria.				•	•	•			•	•		
Development Guidelines [RTN]	93	Encourage modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) <u>Architecture and site design may be contemporary design inspired by historic precedent</u> while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations. Reflect historic east-west orientation of buildings, alleys and wharves. <u>Contemporary design that meets these standards is acceptable.</u>				•	•			•	•			

Private Realm

12/22/2011

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Rec. #	Page	Recommendation	D1	D2	J1	J2	J3	J4	J5	J6	J7	J8	J9	K1
Development Guidelines [RTS]	96	Residential use and design should be compatible with a high level of public activity and located away from the water.			•	•	•	•				•		
Development Guidelines [RTS]	96	Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.			•	•	•	•				•		
Development Guidelines [RTS]	96	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 mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel). <u>In particular, facilitate the vision for The Strand and its uses.</u>			•	•	•	•	•					
Development Guidelines [RTS]	96	Residential use and design should be compatible with a high level of public activity and located away from the water.			•	•	•	•				•		
Development Guidelines [RTS]	96	Residential use is specifically discouraged east of The Strand unless, as part of SUP and approval, the location, design and specific type of residential proposed is found to: coexist well with 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.				•	•	•			•			
Development Guidelines [RTS]	96	Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, including recognition of the southern point of the original shoreline. • Buildings and open space should reflect Alexandria's maritime history. • The Plan encourages modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations. • Architecture should reflect historic east-west orientation of buildings, alleys and wharves. • The historic 2 Duke Street warehouse shall be preserved and adaptively reused.			•	•	•				•			
Development Guidelines [RTS]	97	Shoreline treatment at Robinson Terminal South should include native plantings and naturalization where possible.				•	•					•		

Private Realm

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Rec. #	Page	Recommendation	D1	D2	J1	J2	J3	J4	J5	J6	J7	J8	J9	K1
Development Guidelines [RTS]	97	<p>ALIGN WITH RTN Upon redevelopment, 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:</p> <ul style="list-style-type: none">• Public art as a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the greatest extent possible, in the design for the redeveloped warehouses, pier, and public spaces.• Open spaces with public access easements and/or dedications, provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. The Plan encourages the use of Parcel E for park, civic, or cultural activities.• Significant improvements shall be designed for Duke, Wolfe and additional street ends with green, pedestrian areas extending from The Strand to the water to expand the waterfront open space area.• A new kayak launching area at the foot of Duke.• Retention of the Robinson Terminal pier, repaired and expanded to be used as a public space and incorporated into the public space/ pedestrian concept for the Plan as a whole. The Plan recommends that connections be provided at both the northern and southern ends of the pier, and improvements made to ensure the safety of users. Examples of potential uses on the pier area include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Until or unless a pleasure boat marina is constructed adjacent to the Robinson Terminal South pier, the use of the pier as a docking location for larger vessels should be maintained.												
Development Guidelines [CT]	101	Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34) and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.												
Development Guidelines [CT]	101	On [The Cummings Turner] block, <u>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-mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel).</u> [add a little strength upon wordsmithing]												
Development Guidelines [CT]	101	For the cluster of buildings that includes the historic warehouses, residential (including owner occupied units) is permitted above the first floor along Union Street and around the northwest corner on Prince Street.												
Development Guidelines [CT]	101	Residential use and design should be compatible with a high level of public activity and located a distance from the water. Residential use is specifically discouraged east of South Union Street unless, as part of SUP and approval, the location, design and specific type of residential proposed is found to face existing residential development across Union Street; coexist well with planned public activity in the public spaces adjacent to the block; and provide a welcoming presence to visitors to the waterfront.												
Development Guidelines [CT]	101	Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces. <ul style="list-style-type: none">• Buildings and open space should reflect Alexandria’s maritime history.• The Plan encourages modern design inspired by historic precedent (such as 18th Century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations.• Architecture should reflect historic east-west orientation of buildings, alleys and wharves.												

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Rec. #	Page	Recommendation	D1	D2	J1	J2	J3	J4	J5	J6	J7	J8	J9	K1
Development Guidelines [CT]	102	Redevelopment of any portion of the block should be coordinated with restoration and adaptive reuse plans for the historic warehouse buildings in the block. As part of any SUP for any development of Cummings property, the applicant shall provide a plan for the restoration and adaptive reuse of the historic buildings at 10 Prince Street, 204 South Union Street and 206 South Union Street. Adaptive reuse should emphasize uses that are open to public access and shall include a civic or cultural use.			•	•	•	•			•	•		
Development Guidelines [CT]	102	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 buildout, the underground parking will share a single entrance on <u>Duke Wolfe Street</u> , with a knock out panel provided between the underground garages.				•	•						•	

Funding and Implementation

22-Dec-11

Note: Recommendation language reflects changes made by the WPWG where highlighted

Ref. #	Plan Statement
G1	The waterfront should have a high level of maintenance, including the enhanced ability to minimize water-borne debris.
G2	Facilities for park maintenance and operations should be located in proximity to the waterfront and sensitively designed.
G3	Pursue public-private alliances that maintain and promote top quality public spaces.
K1	The revenues from increased economic activity should pay for as great a portion of the costs of the plan as feasible in an effort not to place an undue burden on the City.
K2	The City should pursue federal, state, and other governmental/non-governmental grants and funding programs to support the construction, maintenance and operation of the waterfront.
K3	Individuals, groups and cultural institutions should play a strong role in implementing all aspects of a plan.

Rec. #	Page	Recommendation	G1	G2	G3	K1	K2	K3
	136	An Advisory Board for Plan implementation will be established by the City; the model may have multiple committees and will <u>it should be composed of waterfront and Citywide stakeholders and identify include</u> roles for the Waterfront Committee and Art and History commissions.			•			•
	137	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; <u>completion of the Union Street study</u> ; preparation of GIP <u>the next phase of design and engineering for flood mitigation</u> ; pursuing reuse of the Beachcomber; 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.			•		•	•
	129 - 131	Utilize a phased approach for implementation by coordinating short-, mid-, and long-term activities in a manner that is the most economically and physically viable and efficient for the City.			•	•		
	122	The Parking Implementation Plan should be created immediately after the adoption of the Plan. It should be led by a multi-agency team and also be assisted by the advice of stakeholders, affected by parking issues in the waterfront area.			•			•
	139	The Plan supports continued operations of the Art League in a location near the waterfront and the Torpedo Factory.			•			
	141	The City will identify options for park services and operations, including the storage of park equipment and vehicles; public restrooms; and a marina dockmaster office, showers and laundry room.	•	•				
3.85	69	Relocate the City's fire boat and the Seaport Foundation floating facility - Alexandria Seaport Center- to the foot of Duke Street.	•		•		•	

Development Guidelines

12/22/2011 Note: Recommendation language reflects changes made by the WPWG where highlighted

[illegible]

Development Guidelines

12/22/2011 Note: Recommendation language reflects changes made by the WPWG where highlighted

[illegible]

Development Guidelines

12/22/2011 Note: Recommendation language reflects changes made by the WPWG where highlighted

[illegible]

Policy for Restaurant/Hotel/Commercial Uses

12/22/2011 Note: Recommendation language reflects changes made by the WPWG where highlighted

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[illegible]

Appendix D:

Staff Memoranda to Waterfront Plan Work Group

Density Chart

Site	Existing (sf)	Current Zoning with SUP (sf)	Settlement Agreement (sf)	Waterfront Plan (sf)
Robinson Terminal North	91,814	195,296	238,816	238,816
Robinson Terminal South	139,141	327,393	380,529	380,529
Cummings/Turner Block	70,732	128,360	128,360*	192,540
Totals	301,687	651,049	747,705	811,885

**QUESTIONS FROM THE WATERFRONT PLAN WORK GROUP
WITH RESPONSES FROM STAFF (11.9.2011)**

Staff provided answers to several WPWG questions in the work group's materials for the November 2, 2011 meeting. These are attached and include:

- Comparing parking and trip generation by land use type. This answer addresses issues raised by the Work Group at the October 26 meeting as well as some questions raised by Bert Ely in an email.
- A map of building heights in the Waterfront core area.

The Work Group also discussed the question of existing underground parking in the Waterfront area.

Additional questions are addressed below.

1. Studies determining the additional costs, if any, of constructing underground parking on fill land. *Staff is unaware of any studies addressing this issue.*
2. Numbers of parking spaces in Alexandria hotels. *The material that staff has available on this issue is included in the discussion comparing parking and trip generation by land use type.*
3. Map of existing buildings showing what would not be allowed under the proposed Waterfront Small Area Plan (i.e., the Strand building). *Staff is preparing this map and it should be ready shortly.*
4. Appraisal values of the redevelopment sites, for a better idea of what the sites would sell for on the open market. *Staff has asked the City's Real Estate staff to look into whether this can be done at a reasonable cost and within a timeframe that is helpful to this plan. The answer expected to be available by the end of the week.*
5. Letter from the Robinson Terminal Corporation updating their position on the Waterfront Plan consistent with their presentation to the Waterfront Plan Work Group. *Staff did not have an opportunity to convey this request to Robinson Terminal until early this week, so they have not had time to respond.*
6. The percentage of parks on other successful Waterfronts. *Staff agrees this would be helpful material but has not had a chance to look into it. We hope to get it to you on or before your next meeting.*
7. Revenue charts showing project costs against revenues for all of the plan alternatives. *Staff will prepare these charts for the WPWG prior to your discussion of the private realm recommendations.*
8. Parking requirements on the Waterfront. The Work Group had several questions about parking requirements. *This material contains a discussion by staff of the issues raised by the Work Group.*

Parking Requirements for the Waterfront

There are a number of existing provisions of the zoning ordinance that could affect whether or not a property on the Waterfront has parking requirements.

1. Within the Central Business District (between Cameron and Duke), no parking is required for a variety of uses, including restaurants, offices, retail, personal service, schools, and industrial uses, regardless of the age of the building, **provided the lot area involved is small (less than 10,000 sf)**. Section 8-300(B). The Robinson Terminal sites are both larger than the threshold so this exemption does not apply to them. In the case of the Cummings and Turner properties, this exemption applies to the Brandt properties at 10 Prince, and at 204/206 S. Union and means that parking is not required. Nevertheless, the Brandts have informed us that there are 25 parking spaces dedicated to the property at the Solo garage at the corner of S. Union and Duke Street.

This CBD exemption has long been a part of how parking is treated in Old Town. Despite the exemption, if a use is subject to SUP review, the city has the authority and does typically require parking arrangements, despite the technical exemption.

2. Those waterfront properties with settlement agreements prior to 1984, which agreements prohibit parking, are exempt from parking requirements. Section 8-500. Neither of the Robinson Terminal sites' settlement agreements includes a prohibition on parking. The Cummings/Turner site is not subject to a settlement agreement.
3. Buildings and uses in existence in 1963 are allowed to continue without compliance with parking regulations except:
 - If the use changes, then the new use must comply.
 - If a pre-1963 building is renovated to the extent that the cost of improvements exceeds the market value of the building (not land), then the building and use have to comply with parking.

Note that under this rule, even if parking is triggered by a change of use or costly renovation, the exemption under #1 above in the CBD may work to avoid the parking requirement. Thus, except for pre-1963 buildings that continue a long established use, or a building in the CBD under #1 above, any new building or reuse of an old building for a new use will require parking.

This last provision grandfathering pre-1963 buildings is a city wide rule applied extensively throughout for the last 30+ years. It represents a City policy long part of the zoning scheme to recognize that buildings built without a parking requirement often have no ability to supply parking and should not be penalized for simply being in existence prior to the enactment of a later rule. Hundreds, if not thousands, of property owners and tenants have used this rule and staff cannot support changing it, especially for just one part of the City, without a significant study of the consequences on existing uses and property owners.

Comparing Parking and Trip Generation by Land Use Type

During the October 26 meeting and afterwards, Work Group members requested additional information related to parking and trip generation of different land use types, including more information about:

- The actual space-per-room utilization of hotels.
- The parking and trip generation of various land use options.

Hotel Parking Ratios – Actual Spaces-Per Room Utilization

Staff has peak parking utilization rates for several hotels in the Waterfront/Old Town area. With the exception of Morrison House, these hotel garages are available for non-guest use, including in most cases: hotel employees, restaurant patrons, the general public, and monthly parkers. Peak period space utilization per room averages 0.44 for the five hotels, within the 0.5 spaces per room suggested in the Waterfront Plan.

	Rooms	Total Spaces	Peak Utilization	Spaces Used Per Room at Peak
Hotel Monaco	241	174	51%	0.37
Morrison House	45	54	35%	0.42
The Lorien	107	75	95%	0.67
Crowne Plaza - Old Town North	254	380	25%	0.37
Hilton Alexandria Old Town	246	288	40%	0.47

Lorien Hotel utilization is a self-reported "guesstimate."

Parking and Trip Generation by Land Use Type

To more easily compare different land uses, staff prepared three scenarios (hotel, residential, and mixed use) for a one-acre site on the Cummings/Turner block (the Art League site is a little less than one acre). The scenarios conform to proposed zoning requirements: a maximum of 30 dwelling units per acre for residential and a 3.0 FAR for the other scenarios.

Parking

- Assuming a 120-room hotel, parking spaces would total 85, including 0.5 spaces per room for guests; 1 space per 4 seats for a small restaurant; and 1 space per 10 rooms for employees.
- Thirty dwelling units, assuming large units (Townhouses or 3 bedroom condos), parking spaces would total 70-75, including 60-66 for residents and 10 for visitors.
- Mixed use would total 220 spaces, including 38 spaces for 15 dwelling units, 95 spaces for approximately 22,000 square feet of retail, and 88 spaces for 43,500 square feet of office.

Trip Generation

- Peak hour/peak direction trip generation for a room in the standard hotel is 44% of that for a housing unit. This is based on average trip generation for a hotel which overstates trip generation because it does not take into account reduced trip generation due to:
 - An urban infill location
 - Proximity to high quality transit (albeit not within walking distance of the Metro station)
 - The fact that Alexandria waterfront hotels are within a reasonable taxicab fare from a major airport.
- Peak hour/peak direction trip generation for a 120-room hotel is 26 trips and for a 30-unit residential development is 15 trips.
- Peak hour/peak direction trip generation for the mixed use scenario is 80 trips.

Heights of Buildings in the Waterfront Core

Work Group members requested a map of the Waterfront core area with building heights shown. That map is attached.

- A range of heights is shown for the Strand Building at 110 South Union. The 60 foot height is shown in the construction documents and the project's architect recalls a post-construction measurement that was within 1 inch of 60 feet. A City surveyor measured the height from Union Street earlier this year and his reading was 52 feet.
- A range of heights is shown for Harborside. The City surveyor found a height of 50 feet to the ridge line of a roof of one of the housing units from Wolfe Street. A measurement of the height of a housing unit facing the water from the ground to the mid-point of the roof was 60 feet.

103
 Pendleton St: 68 Ft
 Robinson Terminal
 North: 32 Ft

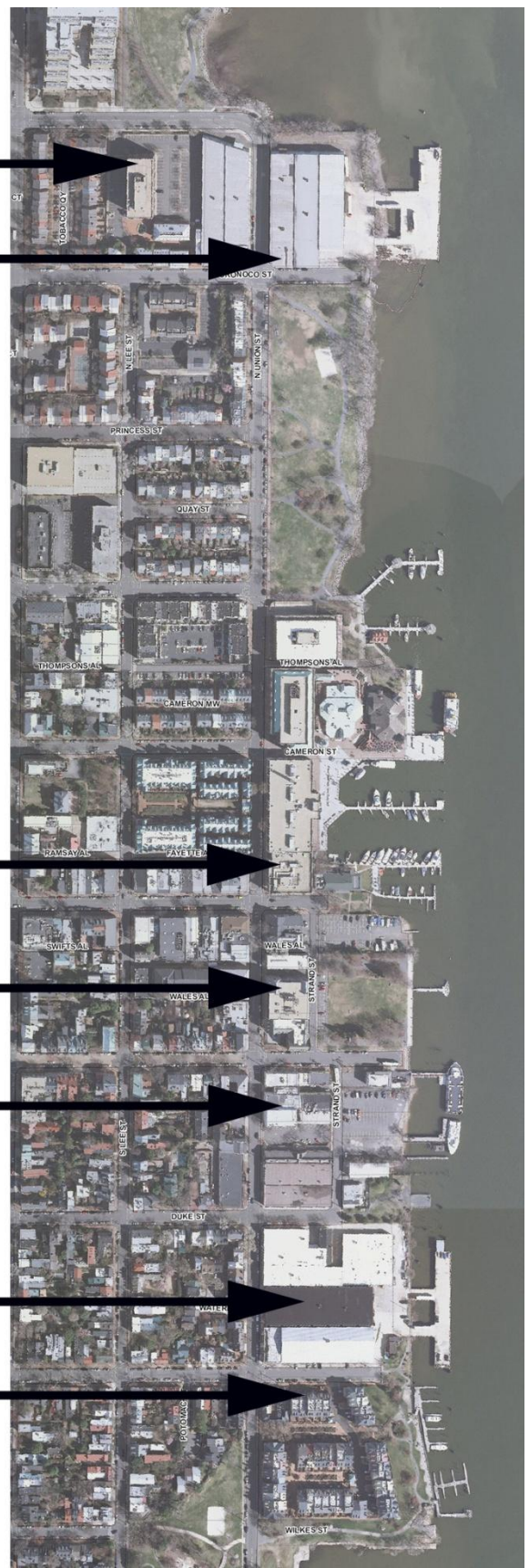
 Torpedo Factory: 52 Ft

 110 S. Union:
 52-60 Ft

 206 S. Union: 43 Ft

 Robinson Terminal
 South: 30 Ft

 Harborside: 50-60 Ft



Open space comparison

Alexandria and other waterfront cities

The Waterfront Plan Work Group requested material comparing the amount of existing and planning open space on Alexandria's waterfront with other waterfront cities. Staff selected for comparison several cities that are often mentioned as comparable to Alexandria in some way :

- Annapolis, Maryland
- Beaufort, South Carolina
- Charleston, South Carolina
- Savannah, Georgia
- Portland, Maine

A statistical analysis would have been difficult and prone to error or interpretation, so staff elected to provide a visual comparison.

The following aerial photos are all at the same scale, with parks highlighted in green. (Parks and public spaces that are proposed in the Waterfront Plan are in a pale green).

They are intended to show, at a glance, the relative amount of parkland/open space at each waterfront.

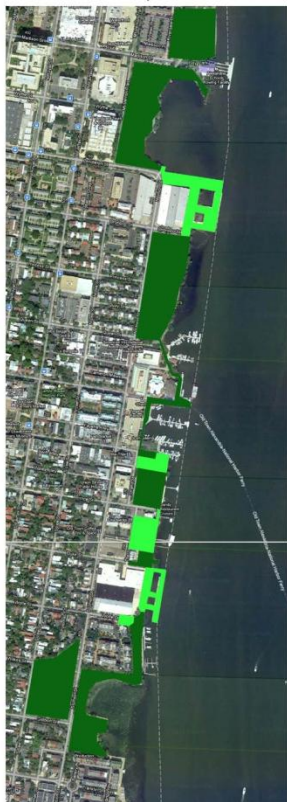
Alexandria, VA



Annapolis, MD



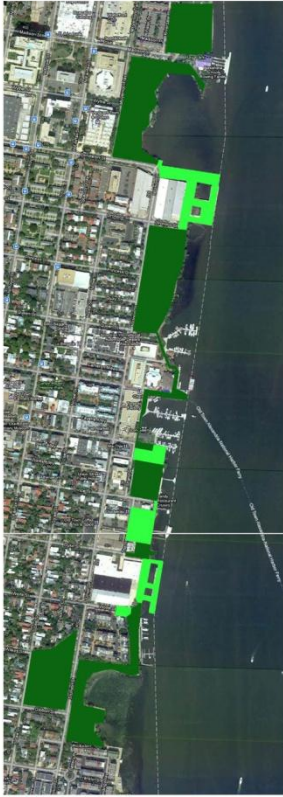
Alexandria, VA



Beaufort, SC



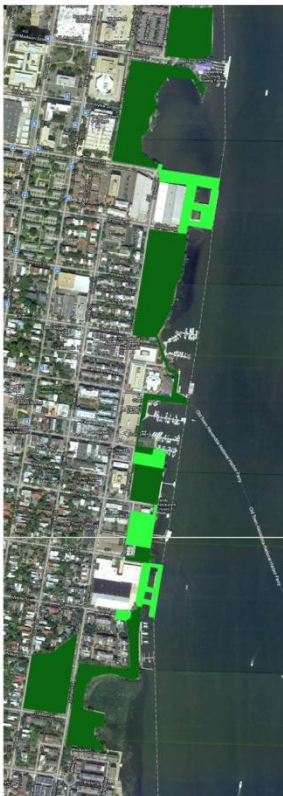
Alexandria, VA



Charleston, SC



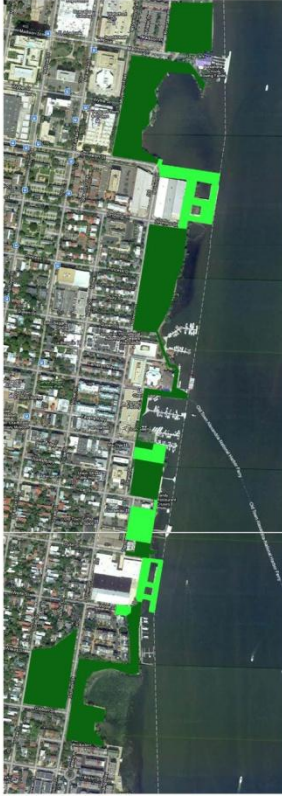
Alexandria, VA



Savannah, GA



Alexandria, VA



Portland, ME



**QUESTIONS FROM THE WATERFRONT
PLAN WORK GROUP
WITH RESPONSES FROM STAFF
(11.30.2011)**

Attached are answers to several outstanding questions by Waterfront Plan Work Group member. They include:

1. Legal status of plan document and zoning text amendments.
2. What form will the WPWG report take – will it include a new draft Waterfront Plan with all of the proposed revisions?
3. Levels of underground parking at selected Alexandria hotels
4. Map of existing buildings showing what would not be allowed under the proposed Waterfront Small Area Plan (i.e., The Strand building).

Question 1: Legal status of plan document and zoning text amendments.

As a member of the Waterfront Plan Work Group, I am writing to inquire as to the legal status of the Waterfront Small Area Plan (WSAP) once it is adopted by Council. It is important for the Work Group members to have a clear understanding of the legal status of the WSAP prior to completing their work. In particular, which portions of the Plan will effectively serve as codified expansions of the City's zoning ordinance and therefore will be binding upon the City. For example, will the City be bound by the design guidelines in the WSAP adopted by Council? What will be the legal status of the Plan's recommendations? What Text Amendments to the W-1 Zone will the Work Group be asked to opine on? Are we going to be asked to opine on the proposed

amendments or other amendments to the W-1 Zone or to any other provisions in the zoning ordinance? (Ely)

Staff answer: The adoption of the Waterfront Plan serves as a guide for further City actions. The recommendations and design guidelines in the Plan are policy statements of the City. They do not in themselves expand or modify the zoning ordinance or have the force of law. If, on the other hand, the proposed text amendment is approved by Council as currently written, incorporating the design guidelines, those guidelines do then have legal effect within the zoning and SUP process, and become a necessary standard by which a development application is judged. As to the text amendment, the current work of the Work Group on the Plan itself will provide Council its thoughts about the text amendment. The text amendment does three things. It adds hotels as a use; it increases FAR on the development sites, and it increases height (already in the Height District map) on one parcel. These issues are part of the Group's discussion of the private realm. Thus, if the Work Group recommends against allowing a hotel on the Waterfront, that recommendation of the group would effectively be a recommendation to change the language of the text amendment. It will not be necessary for the Group to review the text amendment separately.

Question 2: What form will the WPWG report take – will it include a new draft Waterfront Plan with all of the proposed revisions?

The Work Group is in the process of revising the recommendations in the WSAP. Prior to voting on a WSAP as revised by the Work

Group, will a copy of the revised WSAP be sent to the Work Group members so that they will have sufficient time to review the revised WSAP prior to voting yea or nay on it? (Ely)

Staff answer: Our expectation is that the Work Group's report will contain all of the Work Group's recommendations and any other material the Work Group would like to include. Staff has not been anticipating that this effort would also involve production of a new draft Waterfront Plan containing the Work Group's recommended changes. This is not a small effort and doing so would delay the Work Group's completion of its task.

Question 3: Levels of underground parking in selected Alexandria hotels.

At the November 9 Waterfront Plan Work Group meeting, City staff provided data I had requested at the November 2 Work Group meeting pertaining to parking in the garages of hotels located in the Old Town area. Some of the requested data was provided on page 3 in a staff response distributed to Work Group members at the November 9 Work Group meeting. However, one piece of information that I requested for each hotel garage -- the number of parking levels in the garage -- was not provided in the table of data. I would be most appreciative if you would send to members of the Work Group the number of levels in each of the hotel garages. (Ely)

Levels of below-grade parking in selected Alexandria hotels

Marriott Residence Inn Alexandria: 3 levels

Sheraton Suites, Old Town North: 2 levels

Crowne Plaza, Old Town North: 1 level

Embassy Suites, Diagonal Road: 3 levels

Hotel Monaco: 1 level

Morrison House: 1 level

Question 4: Information and map of existing buildings showing what would not be allowed under the proposed Waterfront Small Area Plan (i.e., The Strand building).

This material is attached.



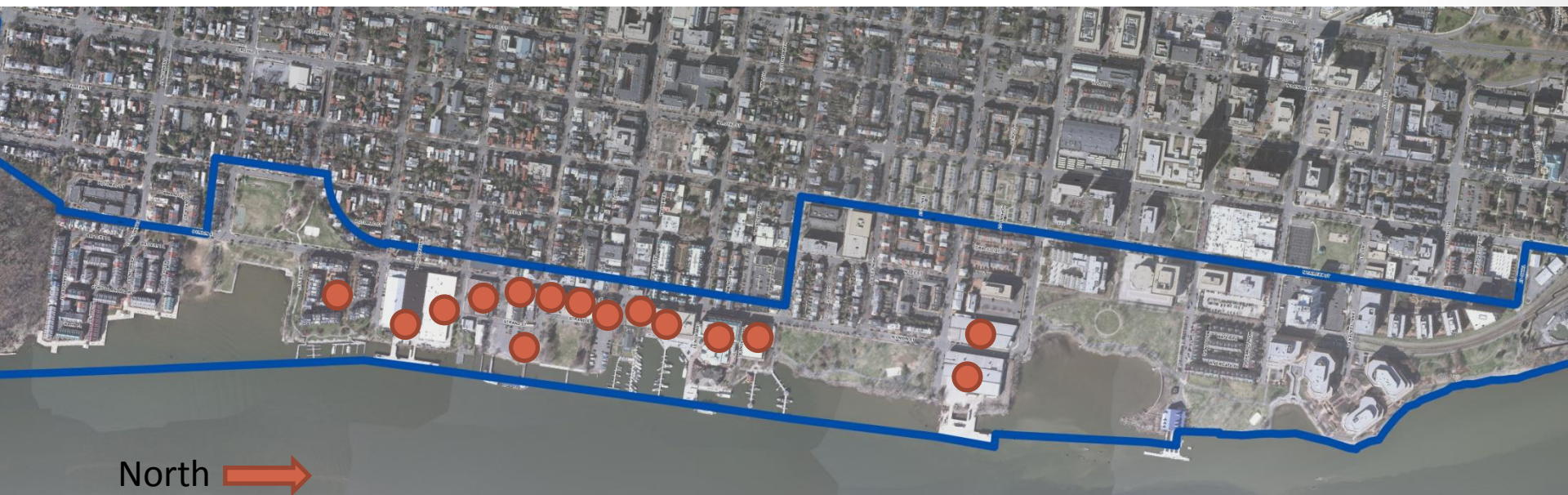
Alexandria Waterfront

Existing Resources Design Analysis
November 30, 2011

This very brief design analysis is provided in response to an inquiry from the Waterfront Work Group asking whether the existing buildings in the plan area could be constructed under the existing Potomac River Vicinity Height District requirements, adopted in 1987; Buildings Along the Waterfront, Chapter 8 of the BAR's *Design Guidelines*, adopted in 1993; or the Development Guidelines in the Draft Waterfront Small Area Plan adopted by the Planning Commission. Not every building in the plan area was included in this survey. Building heights were provided only where they could be verified.

Location of Structures Analyzed

(3)



500 N. Union St. Robinson Terminal North (west building)

4



Original period of construction: c. 1976

This building is not within the Old & Historic Alexandria District and is not subject to BAR review.

Zoning

W-1 Zone, Subject to Zoning Ordinance sec. 6-500 for the **Old Town North Height District #4** and the **Old Town North Urban Overlay District**:

- Underground or embedded parking required for not less than 90% of all parking.
- General Land Use concept plan: Mixed Use but not within a Retail Focus Area
- 66' height limit per OTN Height District #4. Limited to 55' per W-1 Zone.

Proposed Waterfront Plan Development Guidelines

- Height: 66' allowed. For reference, the existing adjacent office building at 103 Pendleton St. is 68' above the sidewalk at the northeast corner per City Surveyor.
- Active frontage required on Union and Pendleton Streets

Summary

The existing brick and metal panel warehouse building does not comply with the proposed Waterfront Development Guideline requirements for modern design inspired by historic architectural character with active uses along the ground level at the north and east sides.

501 N. Union St. Robinson Terminal North (east building)

5



Original period of construction: c. 1968

This building is not within the Old & Historic Alexandria District and is not subject to BAR review.

Zoning

Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**

(a) Recreational access to the waterfront: The existing building does not provide views of or access to the waterfront.

(b) Height	Existing:	32.37' above the sidewalk at the southwest corner of the building per City Surveyor measurement.
	Allowed:	30' and 45' per waterfront settlement agreement. 55' per W-1 zone. 50' maximum height with SUP and step back above 30' per the Potomac River Vicinity Height District requirements.
	Proposed:	30' and 45' maximum heights per waterfront settlement agreement with step back at 30' height.

(c) Reflection of traditional height, mass and bulk: The existing building represents mid-20th century warehouses but not traditional 18th or 19th century building scale.

Proposed Waterfront Plan Development Guidelines

- Encourage modern design inspired by historic precedent of 18th century Alexandria warehouse architecture.
- Building bulk to step down from Union St. toward the water.
- Enhance streetscape and prohibit curb cuts on North Union Street.

Summary

The existing warehouse building does not comply with the proposed Waterfront Development Guideline requirements for building scale or modern design inspired by historic architectural character.

211 N. Union St.

6



Original period of construction: c. 1986

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Yes. Pedestrian access is provided along waterfront
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP. Existing building does not step back from the street face above 30' height, as required today.
 - Proposed: Existing building to remain
 - (c) Reflection of traditional height, mass and bulk: The existing building reflects the traditional height mass and bulk of the adjacent and historic early-20th century Torpedo Factory but is visually more massive than 18th or 19th century warehouse forms typically found within the district.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with the adjacent historic Torpedo Factory and other 20th-century historic buildings.
- **Siting and Building Orientation:** Building set back and raised first story do not reflect traditional siting and grade level entrances.
- **Fenestration:** The pattern of regular punched openings represents traditional, load bearing masonry warehouse design and has a solid-to-void ratio appropriate to commercial structures.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 120' wide.
- **Style and Architectural Detailing:** The existing structure represents a contemporary abstraction of historic design elements.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but parking for new buildings is generally required to be below grade and active uses would be required at street level.

Summary

- The general architectural character, materials and fenestration are compatible with the adjacent Torpedo Factory but the building is set back from the street and the façade does not step back above the 30' height. The existing structure could not be constructed under the present Design Guidelines.

201 N. Union St. Torpedo Factory Building 3

8



Original period of construction: 1942
Renovated: c. 1983

Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**

(a) Recreational access to the waterfront: pedestrian access is provided along waterfront

(b) Height Existing: Unknown

Allowed: 30', 50' setback from street face with SUP. Existing building does not set back from the street face above 30' height.

Proposed: Existing building to remain

(c) Reflection of traditional height, mass and bulk: The existing building reflects the traditional height mass and bulk of the adjacent and historic early-20th century Torpedo Factory Art Center building but is visually more massive than 18th or 19th century warehouse forms typically found within the district.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with the adjacent historic Torpedo Factory building and other 20th-century historic buildings.
- **Siting:** The siting is generally appropriate as there is no setback from street although the entry is not clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 175' wide at the street. The building is divided into clearly articulated and regularly spaced bays.
- **Style and Architectural Detailing:** The existing structure represents the Art Deco movement, an early 20th-c. style with more ornament than traditional 18th- and 19th-c. buildings

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but active uses would typically be required at street level on Union Street.

Summary

- The general architectural character, materials and fenestration of this historic structure are compatible with the adjacent Torpedo Factory Art Center building. The building mass is well articulated and the materials and detailing used during the 1984 renovation are high quality. While this building has more ornament than other historical styles found on the waterfront, it is a typical example of the Art Deco style. However, the existing building appears to be one story more than the 30' height allowed on the street façade and may be one story taller overall than currently allowed by the height district. In addition, the building is significantly wider than recommended in the Design Guidelines. Therefore, the existing structure could not be constructed under the present regulations.

105 N. Union St. Torpedo Factory Art Center

(10)



Original period of construction: 1918

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Pedestrian access is provided along waterfront via Cameron St. and the City Marina.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP. Existing building does not set back from the street face above 30' height.
 - Proposed: Existing building to remain
 - (c) Reflection of traditional height, mass and bulk: The existing historic building reflects traditional height, mass and bulk of early 20th century commercial buildings on the waterfront but is larger than waterfront buildings of the 18th or 19th century.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with adjacent 20th-century historic buildings.
- **Siting:** The siting generally appropriate as there is no setback from street and the entry is clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 245' wide. The building is divided into clearly articulated and regularly spaced bays.
- **Style and Architectural Detailing:** The existing structure represents the Art Deco movement, an early 20th-c. style with more ornament than traditional 18th- and 19th-c. buildings.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure.

Summary

- The architectural character, materials and fenestration of this iconic, early 20th century historic structure generally comply with the BAR's Design Guidelines with one important exception – the length of the building is 2 ½ times the maximum guideline recommendation. Therefore, the existing structure could generally be constructed under the present regulations if the façade were articulated to look like multiple buildings.

101 N. Union St. Torpedo Factory Bldg. 10

12



Original period of
construction: 1941-1958
Renovated: c. 1986

Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**

(a) Recreational access to the waterfront: Pedestrian access is provided to and along waterfront via Thompson's Alley and Cameron St.

(b) Height Existing: 52' to top of parapet at southwest corner per City Surveyor
 Allowed: 30', 50' setback from street face with SUP. Existing building does not set back from the street face above 30' height.

 Proposed: Existing building to remain

(c) Reflection of traditional height, mass and bulk: The existing mid-20th century building reflects the traditional height mass and bulk of the adjacent and Torpedo Factory Art Center but is visually more massive than 18th or 19th century warehouse forms typically found within the district.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with adjacent 20th-century historic buildings.
- **Siting:** The siting is generally appropriate as there is no setback from street and the entry is clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio. The first story has large storefront windows, consistent with the Guidelines.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 100' wide. The building is divided into clearly articulated and regularly spaced bays.
- **Style and Architectural Detailing:** The existing structure represents the Art Deco movement, an early 20th-c. style with more ornament than traditional 18th- and 19th-c. buildings

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but parking for new buildings is generally required to be below grade and active uses would be required at street level.

Summary

- The general architectural character, materials and fenestration of this historic structure are compatible with the adjacent Torpedo Factory Art Center building. The building mass is well articulated and the materials and detailing used during the 1986 renovation are high quality. Although the parapet feature at the southwest corner of the existing building is significantly more than the 30' height allowed without a step back on the street façade, the remainder of the structure could generally be constructed under the present regulations.

6 King St. and 104 S. Union St.

14



Original period of construction: 1796, additions late-20th c.

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**
 - (a) Recreational access to the waterfront: Pedestrian access is provided to the waterfront via Wales Alley
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP. Street faces of the existing building generally set back above the 30' height limit.
 - Proposed: Existing building to remain
 - (c) Reflection of traditional height, mass and bulk: The existing historic building generally reflects the scale of traditional 18th century warehouses found within the district.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The gable roof forms on both the historic building and contemporary addition reflect traditional 18th and 19th century gable roof forms as favored by the Guidelines.
- **Siting:** The siting is generally appropriate as there is no setback from street and the entries are clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio. The first story has large storefront windows, consistent with the Guidelines.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The historic building is approximately 48' wide on South Union Street and the more recent addition is approximately 48' on King Street.
- **Style and Architectural Detailing:** The existing structures represents a traditional late 18th-c. warehouse building with a Colonial Revival style addition, both consistent with the recommendations in the Guidelines.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure.

Summary

- This 18th century building was the model for many of the BAR's Design Guidelines with respect to form, size, materials, fenestration and architectural character and, therefore, generally complies with the Design Guidelines. The existing contemporary addition behind 104 S. Union St. on Wales Alley was reviewed and approved by the BAR under the present Design Guidelines.

110 S. Union St.

16



Original period of construction: c. 1990

Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**

- (a) Recreational access to the waterfront: A visual break is provided between buildings in the block face but no physical access is provided to the waterfront parks
- (b) Height
 - Existing: 60' height per original building architect. 52' from Union St. sidewalk to roof cornice per City Surveyor.
 - Allowed: 30', 50' setback from street face with SUP. Existing building does not set back from the street face above 30' height and exceeds current height limit.
 - Proposed: Existing building to remain
- (c) Reflection of traditional height, mass and bulk: The existing building visually reflects the mass and height of historic warehouse buildings typically found within the district, in part because the façade of the building is designed to appear to be two separate buildings.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The gable roof form reflects traditional 18th and 19th century gable roof forms as favored by the Guidelines. The mansard roof on the southern portion is not consistent with the Guidelines.
- **Siting:** The siting is generally appropriate as there is no setback from the street and the entries are clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio. The first story has large storefront windows, consistent with the Guidelines.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. Although this is one large block-long building, it is divided visually and stylistically into what appear to be two buildings measuring approximately 33' in width and 70' in width.
- **Style and Architectural Detailing:** The existing structures represents a traditional late 18th-c. warehouse building and a higher-style Renaissance palazzo building on the southern portion. Although the latter section is higher style than recommended in the Guidelines and Zoning Ordinance, and not typical of historic styles found in this area of the district, the changes in styles and detailing provides visual massing relief.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but parking for new buildings is generally required to be below grade and active uses would be required at street level and fronting the park.

Summary

- This building was approved by the BAR in 1988, prior to adoption of the *Design Guidelines* in 1993. The general architectural character, materials and fenestration comply with the *Design Guidelines* but the existing building does not step back above the 30' height and is 10' taller than the 50' maximum height allowed today. While the highly ornamented architectural style of a portion of this building is appropriate for this specific location on S. Union St., and reflects the historic Corn Exchange Building at 100 King, the existing structure could not be constructed under the present zoning regulations because of its height.

0 Prince St. Beachcomber

18



Original period of construction: 1946

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**
 - (a) Recreational access to the waterfront: None
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Existing historic restaurant building to be restored and reused per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with other 20th-century historic buildings on the waterfront.
- **Siting:** The siting is atypical as it is substantially set back from the street today as when it was constructed it was built on stilts in the Potomac River.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 32' wide.
- **Style and Architectural Detailing:** The existing structure represents post-World War II commercial construction with common, readily-available materials, such as concrete block, and minimal decoration. The second-story wrap-around balcony is a character-defining feature of this otherwise non-descript building.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this building beyond recommended restoration for potential restaurant use.
- Public pedestrian access must be provided along the waterfront.

Summary

- Although the existing, mid-20th century building generally complies with the BAR Guidelines with respect to size, siting and fenestration, its historic importance is acknowledged more for its cultural significance than its architectural design and the original exposed painted concrete block exterior finish and open parking lot would not be permitted today. Construction of this building for restaurant use represents the evolution of the waterfront from a working, industrial area to a place of recreation and entertainment in the mid-20th century

1 Prince St.

(20)



Original period of construction: c. 1985

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP. Street faces of the existing building generally set back above the 30' height limit.
 - Proposed: existing building to remain
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The gable roof reflects traditional 18th and 19th century gable roof forms.
- **Siting:** The siting is generally appropriate as there is no setback from the street for part of the building. However, the use of a raised courtyard and the building walls set well back from the street is not consistent with the Guidelines or traditional commercial development patterns.
- **Fenestration:** Pattern of regular punched openings is representative of traditional load bearing masonry warehouse design and the openings maintain a traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building portion on South Union Street is approximately 40' in width while the rear of the building on The Strand is approximately 85 feet.
- **Style and Architectural Detailing:** Part of the building has a clear Colonial Revival design while the set back portion is done as an abstraction of a historic warehouse style.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but parking for new buildings is generally required to be below grade and active uses would be lowered to street level.

Summary

- Although this building was constructed prior to adoption of the BAR's *Design Guidelines*, the general architectural character, materials and fenestration comply with the Guidelines, with the exception of the raised courtyard feature.



Original period of construction: pre-1902

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Private alley is blocked, preventing visual or physical access to waterfront parks.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Existing historic warehouse buildings to be restored and adaptively reused per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is typical of late 19th-c. buildings found throughout the historic district.
- **Siting:** The siting generally appropriate as there is no setback from street .
- **Fenestration:** The lack of fenestration is unusual and not in conformance with the Guidelines. It is likely that the current siding obscures a traditional fenestration pattern
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 36' wide on S. Union St.
- **Style and Architectural Detailing:** The existing style is difficult to discern due to incompatible later alterations such as the siding over brick walls obscuring all windows. It is likely that this building is a late 19th-c. simple commercial building with a stepped parapet. The segmental arches over the remaining windows and corbelled brick cornice indicate that a brick building exists underneath.

Proposed Waterfront Plan Development Guidelines

- The historic alley on the south side of the structure must be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in this location.
- Active uses should constitute the predominant ground floor use on the street facades.

Summary

- The architectural character, size, siting, materials (below the existing siding) and fenestration generally appear to comply with the BAR's *Design Guidelines*. However, in its current condition it is impossible to determine the style, fenestration and any architectural detailing that remains. There are visual clues that there is extant historic material but further investigative work must be done to determine how to proceed with a restoration of this building. The late 20th century addition which fills a portion of the alley is not historic and must be removed or made visually transparent to comply with the Waterfront Plan's Development Guidelines.

204/206 S. Union St.

24



Original period of construction
204 S. Union: c. 1852,
alterations in early 20th century

206 S. Union: c.1843,
alterations in early 20th century

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: None
 - (b) Height
 - Existing: 204: 39'-4" from sidewalk to top of parapet. 206: 43'-4" from sidewalk to top of parapet.
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Existing historic warehouse buildings to be restored and adaptively reused per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with other historic buildings along the waterfront.
- **Siting:** The siting is generally appropriate as there is no setback from street and the entry is clearly articulated.
- **Fenestration:** Although the second and third story windows have been filled in, it is evident that there was a pattern of regular punched openings representative of traditional warehouse design that maintains the traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. 204 South Union Street is approximately 35' wide and 206 South Union Street is approximately 45' wide.
- **Style and Architectural Detailing:** The existing structure represents a utilitarian 19th-century with minimal decoration. Cast iron door fenders to protect brickwork remain.

Proposed Waterfront Plan Development Guidelines

- Active uses should constitute the predominant ground floor use on the street facades.

Summary

- The scale, mass, and siting of these mid-19th century warehouse buildings are compatible with traditional waterfront buildings and the Guidelines. If the windows at the second and third stories were reopened, it would again have an appropriate fenestration pattern. The height is above what is permitted by the Height District and Guidelines without stepping back and, in their current form, these two buildings could not be constructed under the Design Guidelines because of the height on the street facades.



Original period of construction: 1980s

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Redevelopment per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The modern interpretation of a gable roof references traditional 18th and 19th century gable roof forms but is clearly a contemporary feature.
- **Siting:** The siting is generally appropriate as there is no setback at either street though the location of a parking area along the length of the building is a modern-day obstruction. Parking lots to the side of a building or open to the street are strongly discouraged in the Guidelines.
- **Fenestration:** The window and door openings are atypical of traditional warehouse design although a traditional solid-to-void ratio is roughly maintained.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building width along the street is 30 feet and the building's length is the length of the block, approximately 180 feet.
- **Style and Architectural Detailing:** This building has some elements that are a post-modern interpretation of historic warehouse features. However, the building is clearly contemporary.

Proposed Waterfront Plan Development Guidelines

- Parking must be below grade.
- A pedestrian alley must be provided between South Union Street and the Strand.
- Active uses should constitute the predominant ground floor use on the street facades.

Summary

- The general architectural character, building size, materials and fenestration of the building itself generally complies with the BAR's *Design Guidelines*, though the orientation facing an open parking lot does not.

220 S. Union St.

28



Original period of construction: between 1941 & 1958

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Redevelopment per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with adjacent 20th-century buildings.
- **Siting:** The siting generally appropriate as there is no setback from street.
- **Fenestration:** There is not a clear pattern representative of traditional warehouse design and does not maintain a traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 118' wide.
- **Style and Architectural Detailing:** The existing structure is a non-descript, utilitarian warehouse from the mid 20th-c. with little architectural style or detailing and is not consistent with the Guidelines.

Proposed Waterfront Plan Development Guidelines

- Active uses should constitute the predominant ground floor use on the street facades.
- A mid-block pedestrian alley must be provided between South Union Street and the Strand.

Summary

- The architectural character and fenestration of this mid-20th century warehouse does not comply with the BAR's Design Guidelines. This structure could not be constructed under the present Guidelines.



Original period of construction: pre-1885, with later alterations

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Existing historic warehouse building to be restored and adaptively reused per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The gable roof reflects traditional 18th and 19th century gable roof forms and is consistent with the Guidelines.
- **Siting:** The siting generally appropriate as there is no setback from street and the entry is clearly articulated.
- **Fenestration:** The pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio as recommended in the Guidelines.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 30' wide. The building is divided into clearly articulated bays.
- **Style and Architectural Detailing:** The existing structure represents a mid 19th-century masonry warehouse form and exemplifies the traditional quality and quantity of detailing found on historic structures, in accordance with the Guidelines.

Proposed Waterfront Plan Development Guidelines

- Active uses should constitute the predominant ground floor use on a portion of the street facades of Strand, Duke and the waterfront park.
- A new east west street connection north of Wolfe St. between S. Union and the pier, connecting to a southern extension of the Strand is strongly encouraged.

Summary

- The architectural character, size, siting, materials and fenestration of this 19th century warehouse building generally comply with the BAR's Design Guidelines.

Robinson Terminal South

(32)



Original period of construction: mid-20th c.

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: 28.86' from sidewalk to roof at the northwest corner of the building per City Surveyor.
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Redevelopment per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: The buildings represent mid-20th century warehouses but not traditional 18th or 19th century building scale.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with adjacent 20th-century historic buildings.
- **Siting:** The siting generally appropriate as there is no setback from street.
- **Fenestration:** There is no clear pattern of regular punched openings representative of traditional warehouse design and no traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 360' wide, the entire length of the block.
- **Style and Architectural Detailing:** The existing structure is a non-descript, utilitarian warehouse from the mid 20th-c. with little architectural style or detailing and is not consistent with the Guidelines.

Proposed Waterfront Plan Development Guidelines

- Active uses should constitute the predominant ground floor use on a portion of the street facades of Strand, Duke and the waterfront park.
- A new east west street connection north of Wolfe St. between S. Union and the pier, connecting to a southern extension of the Strand is strongly encouraged.

Summary

- The architectural character, size, siting, materials and fenestration of this 20th century warehouse building do not comply with the BAR's Design Guidelines. The existing structure could not be constructed under the present regulations.



Original period of construction:
c. 1993

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Public access is provided along the waterfront by this development.
 - (b) Height
 - Existing: 50' from sidewalk to top of flat portion of roof on Wolfe St. townhouses per City Surveyor
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Redevelopment per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** This townhouse project primarily features the appearance of gable roofs though in actuality there are many flat roofs. The Guidelines encourage traditional roof form patterns found in the waterfront area, such as gable roofs.
- **Siting:** Although there are some interior courtyards, the siting is generally appropriate as the townhouses along the street are oriented to the street. However, there are no mid-block connections to provide public or visual access to the waterfront.
- **Fenestration:** Pattern of regular punched openings is representative of traditional residential design and maintains a traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing townhouses are approximately 20' in width. The units also have varying setbacks which breaks up the bulk and mass of the townhouse rows..
- **Style and Architectural Detailing:** This development represents typical neo-traditional/Colonial Revival townhouses found throughout the historic districts. Such styles echo the historic 18th- and 19th-c. architecture of the district without being direct copies, as recommended by the Guidelines.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing development.

Summary

- The general architectural character, materials and fenestration of the townhouses comply with the BAR's Design Guidelines, though there are no public, mid-block pedestrian connections to the river in this development, as recommended for other sites by the Waterfront Development Guidelines.