

1	Introduction and first reading:	2/14/12
2	Public hearing:	2/25/12
3	Second reading and enactment:	2/25/12

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by city council as Master Plan Amendment No. 2011-0001 to incorporate the Waterfront Small Area Plan Chapter into the Master Plan and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

Summary

The proposed ordinance accomplishes the final adoption of Master Plan Amendment No. 2011-0001 to incorporate the Waterfront Small Area Plan into the Master Plan of the City of Alexandria.

Sponsor

Department of Planning and Zoning

Staff

Faroll Hamer, Director of Planning and Zoning
James L. Banks, Jr., City Attorney
Joanna C. Anderson, Assistant City Attorney

Authority

§ 9.01, Alexandria City Charter
§ 11-900, City of Alexandria Zoning Ordinance

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachment (if any)

None

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by City Council as Master Plan Amendment No. 2011-0001 to incorporate the Waterfront Small Area Plan Chapter into the Master Plan and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

WHEREAS, the City Council of the City of Alexandria finds and determines that:

1. The Planning Commission initiated on its own motion an amendment to the Master Plan of the City of Alexandria to incorporate the Waterfront Small Area Plan and, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval of Master Plan Amendment No. 2011-0001 to the City Council on May 3, 2011, which recommendation was approved with amendment by the City Council at a public hearing on January 21, 2012;

2. The said amendment has heretofore been approved by the Planning Commission and City Council after full opportunity for comment and public hearing.

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Master Plan of the City of Alexandria, be, and the same hereby is, amended by incorporating the document titled Draft Waterfront Small Area Plan, dated July 2011 ("Draft Plan"), with the following amendments:

1. the changes listed in the document titled "Complete List of Waterfront Plan Work Group Recommended Changes" attached hereto as Attachment A and incorporated herein by this reference;

2. the changes listed in the document titled "City Council and Planning Commission January 2012 Joint Work Session Recommendations (as shown in the January 17, 2012 Staff Report)" attached hereto as Attachment B and incorporated herein by this reference;

3. on page 122 of the Draft Plan, add a new sentence at the end of Parking recommendation 4:34 (d) to read: "New residential parking controls, such as restricting parking to permit holders after 6:00 p.m., should be considered an implementation priority.";

4. on Page 62 of the Draft Plan add the word "preferably" after the words "The Strand" in Recommendation 3.68;

5. the following changes shown in strike through and underline regarding hotels:

1 **Page 85 of the Draft Plan:**

2
3 **b. Hotel**

- 4
5 i. The potential for undue congestion of pedestrians or vehicles;
- 6
7 ii. The type and size of hotel, and whether it is designed to attract large
8 conventions, banquets, or other functions (such as trade shows). Hotels
9 shall be “boutique” hotels: that is, hotels with 150 rooms or less, no ballroom, and meeting
10 rooms for no more than 50 people. The Waterfront Plan allows the addition of up to two hotels in
11 the plan area, with a total limit of 300 rooms.

12
13 **Page 87, Column 2, Top of Page of the Draft Plan:**

14
15 Within the Development Guidelines, a stated preferred use is a boutique hotel for
16 certain locations. The typical characteristics of boutique hotels - small, unique, and offering
17 limited meeting space but high levels of guest services - are compatible with the waterfront area.
18 The Waterfront Plan allows the addition of up to two hotels in the plan area, with a total limit of
19 300 rooms. The Plan. . .

20
21 **Page 127 of the Draft Plan, second paragraph under Revenue Potential:**

22
23 When completed, the redevelopment of the three redevelopment sites will yield a
24 net increase in annual tax revenues of ~~\$3.8~~ \$3.5 million. Even with development phased over 15
25 years, cumulative revenues at the end of ~~25-28~~ years will total \$51 million (in 2011 dollars)

26
27 **Page 128 of the Draft Plan:**

28
29 ***Transient Lodging Tax***

30
31 The number of hotel rooms that are ultimately constructed on the three redevelopment
32 sites will depend on a variety of factors. For the purposes of estimating revenues, the Plan is
33 looking at a figure of ~~450-300~~ rooms, which reflects the Plan’s limitation on the size of boutique
34 hotels to 150 rooms. The estimated transient lodging tax revenue to the City from ~~450~~ 300 hotel
35 rooms is ~~\$1.1 million~~ \$770,000 per year.

- 36
37 6. The following changes shown in strike through and underline regarding height:

38
39 **Page 90 of the Draft Plan, Robinson Terminal North, Box at top of page, last sentence of**
40 **paragraph:**

41
42 ~~The W-1 zone currently has a height limit of 55 feet, which accommodates the proposed~~
43 ~~development on the east side of Union Street (which range from 30-45 feet); the Plan proposes~~
44 ~~increasing the permitted heights by 11 feet to 66 feet on the west side, which is approximately~~
45 ~~the same height as the adjacent Pipefitter’s Union building. Tract 1, or the parcel of property on~~
46 this site located west of North Union Street, is limited to 66 feet in height and heights east of

1 North Union Street are limited to 45 feet on Parcel D and 30 feet on Parcel C, as described in the
2 settlement agreement.

3
4 **Page 94 of the Draft Plan, Robinson Terminal South, Box at top of page, last sentence of**
5 **second paragraph:**

6
7 ~~Under both the 1992 Zoning Ordinance and settlement agreement, the maximum height~~
8 ~~permitted is 50 feet.~~ Under the 1992 Zoning Ordinance, the allowable height is 30 feet above the
9 average finished grade which can be increased to a maximum of 50 feet with the approval of a
10 Special Use Permit.

11
12 **Page 99 of the Draft Plan, Cummings/Turner Block, Box at top of page, last sentence of**
13 **first paragraph:**

14
15 Under the 1992 Zoning Ordinance, ~~the~~ current height limitation of 30 feet above the
16 average finished grade, which can be increased to a maximum of 50 feet ~~feet~~ maximum with
17 approval of a Special Use Permit, would be retained.

18
19 Section 2. That the Director of Planning and Zoning be, and hereby is, directed to
20 record the foregoing master plan map amendment as the Waterfront Small Area Plan Chapter of
21 Master Plan of the City of Alexandria, Virginia.

22
23 Section 3. That all provisions Master Plan of the City of Alexandria, Virginia, as
24 may be inconsistent with the provisions of this ordinance be, and same hereby are, repealed.

25
26 Section 4. That the Master Plan of the City of Alexandria, as amended by this
27 ordinance, be, and the same hereby is, reordained as the Master Plan of the City of Alexandria,
28 Virginia.

29
30 Section 5. That the City Clerk shall transmit a duly certified copy of this ordinance
31 to the Clerk of the Circuit Court of the City of Alexandria, Virginia, and that the said Clerk of
32 the Circuit Court shall file same among the court records.

33
34 Section 6. That this ordinance shall become effective upon the date and at the time
35 of its final passage.

36
37 WILLIAM D. EUILLE
38 Mayor

39
40 Introduction: 2/14/12
41 First Reading: 2/14/12
42 Publication:
43 Public Hearing:
44 Second Reading:
45 Final Passage:

**ATTACHMENT A – COMPLETE LIST OF WATERFRONT PLAN WORK GROUP
RECOMMENDED CHANGES**

WATERFRONT PLAN WORK GROUP RECOMMENDED CHANGES

Note: all page number references are to the Draft Waterfront Small Area Plan, dated July 2011 (“Draft Plan”)

CHAPTER 3

Page 37

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

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

Page 38

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

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

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

Page 39

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

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

Page 43

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

Page 44

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

Page 47

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

Page 51 and 69

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

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

impacts of nuisance flooding along the entire Waterfront within this comprehensive strategy.

Page 55

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

Page 56

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

Page 60

- 3.63: ~~Create an exceptional public plaza/promenade from Union Street to the riverbank, replacing the unit block of King Street and King Street Park.~~
- 3.65: Implement initial elements of the comprehensive strategy to mitigate nuisance flooding by elevating the unit block of King Street and The Strand as feasible.

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

Page 62

- 3.68: ~~Consider-Pursue eliminating the ODBC parking lot along The Strand through negotiation with the ODBC.~~
- 3.69: ~~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: Orient and design the public space park/plaza in such a way as to accommodate multi-seasonal programming, to include vending carts, moveable tables, chairs, and umbrellas in the warmer months and an ice rink during the winter. If an ice rink is not feasible in this location, other waterfront locations should be considered, such as the foot of Prince Street near The Beachcombers Restaurant site.

Page 63

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

Page 65

- 3.75: ~~Negotiate parking lot land transfer or acquisition with ODBC.~~
- 3.77: Create a new commercial pier off Fitzgerald Square in the vicinity of King Street to accommodate water taxis and historical vessels.

Page 69

- 3.78: ~~Attract a tall ship or other ship of character, preferably to be berthed at the new pier and visible from King Street. In addition, there should be other berthing opportunities along the waterfront for other ships.~~
- 3.80: ~~Negotiate dock and boat ramp agreements with ODBC.~~
- 3.81: Utilize the existing City Marina where local cruise vessels and the water taxis are currently docked as an expanded area for local cruise ships. The Alexandria waterfront shall provide sufficient dock space and other facilities required to support existing and expanded commercial vessel operations, including tour boats and water taxis.

- 3.82: ~~Create a new pleasure boat marina at Robinson Terminal South. Consider private construction and operation, possibly in conjunction with a redeveloped Robinson Terminal South. Any pleasure boat marina should be a modern, well-maintained facility for docking boats that meets the technical specifications and market demands of recreational boaters. Re-locate the pleasure boat marina to avoid conflicts with commercial operations. The marina should be a self-sufficient enterprise, with user fees covering the cost of operations, maintenance, and capital improvements that primarily benefit boaters. Consider private construction and operation.~~
- 3.83: ~~Retain the capacity for deep water docking large vessels at Robinson Terminal North and —until the marina is constructed—Robinson Terminal South. To minimize dredging expenses, consider docking large shallow-draft vessels at Robinson Terminal North while maintaining the option of docking deep-draft vessels at Robinson Terminal South.~~
- 3.84: ~~Consider transient (but not overnight) docking of pleasure boats in one or more locations along the shore between the new King Street pier and Robinson Terminal South.~~

Page 72

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

Page 76

- 3.90: ~~[In the expanded Point Lumley Park] Provide varied activities and recreation opportunities in the park, such as a model boat basin, climbable ship's rigging, rowboat or canoe rental, rented bocce or croquet, and others. Look to other waterfronts worldwide for inspiration.~~
- 3.91: ~~[In the expanded Point Lumley Park] Consider a civic building structure in the park, with potential uses including history, art, or shipbuilding activities, as well as services for park users and other park functions. Relocate the Seaport Foundation's floating building to the foot of Duke Street. Provide one or more temporary or permanent berths for historic ships.~~

Page 81

- 3.101: ~~Work with the National Park Service and the Virginia Department of Transportation during the implementation of the Jones Point Park Plan to help them address neighborhood issues as they arise.~~
- 3.102: ~~Over the long term, pursue improvements to the Mount Vernon Trail between Jones Point Park and Hunting Creek.~~

Page 83

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

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

Page 85

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

Page 87

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

Robinson Terminal North Development Guidelines

Page 92

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

Page 93

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

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

Robinson Terminal South Development Guidelines

Page 96

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

Page 97

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

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

Cummings/Turner Development Guidelines

Page 76

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

Page 101

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

Page 102

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

Chapter 4

Page 108

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

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

Page 109

- 4.4: Enlarge the pedestrian hub at King and Union Streets by closing the unit block to most vehicular traffic, maintaining police, fire, EMS, and delivery, trolley and motor coach access as necessary. Creating Fitzgerald Square a significant public space will to give pedestrians more room to congregate, but also allowing and allow them a sense of where they are in relation to other points of interest along the waterfront. Consider eliminating

on-street parking along the unit block of King and at the immediate intersection of King and Union Street.

- 4.5 *Placing key ~~destinations~~ activities along the waterfront will help disperse pedestrians and vehicles both north and south of King Street.*
- 4.6: *Implementing the Art Walk concept, ~~as just an example~~, provides visual interest all along the riverside path, which will be physically continuous. ~~It will give people more reason to move from King Street at Union Street and start their waterfront experience somewhere other than King and Union Streets.~~*
- 4.7 *Implementing the adopted Wayfinding Program will guide pedestrians to key ~~destinations~~ activities.*
- 4.9: *~~Further, the Plan recommends pedestrian safety improvements at high conflict intersections, with specific locations identified in Figure 37: Crash Map.~~*

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

Page 112

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

Page 114

- 4.21: *Consider transportation linkages between the waterfront, Braddock Road Metro, Potomac Yard and Del Ray ~~as a long term goal.~~*
- 4.23 *In the short and mid-term explore use of shuttle and other short-distance transportation services for those utilizing remote parking facilities and Metro Stations during special events and other activities as the City directs.*

4.24: Maintain turn-around area for trolleys at the foot of King Street. Modify the trolley route to conform to the new vision of the foot of King Street and to maintain the linkages between the King Street Trolley and the waterfront and water-based modes of transport.

Page 115

4.26: ~~Commercial and pleasure boat activity should be segregated as much as possible to enhance each operation. Commercial boating should be combined together in the vicinity of King Street; pleasure boat marina should be moved to the south.~~ Commercial boat activities should generally be north of King Street (primarily the Torpedo Factory/Chart House area).

4.25: ~~As Plan implementation affects motor coach parking needs and locations, study and relocate locations as necessary;~~ identify motor coach drop off and parking locations that are not in conflict with public or private facilities on Union Street. Include potential increase in motor coach traffic in the Union Street traffic study.

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

Page 116

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

Page 122

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

Page 123

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

4.38: Consider implementing new parking technologies such as smart phone applications that show locations, rates, and spaces available in parking garages. Use pricing to incentivize

parking away from the waterfront and consider using pricing to encourage use of garages.

CHAPTER 5

Pages 125-143:

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

New Recommendation: During implementation of improvements to the ODBC parking lot, the existing chain-link fencing should be removed or, if replaced, constructed of materials consistent with the architectural fabric of Old Town. Art and historic interpretation should be incorporated into the reconfigured site.

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

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

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

**ATTACHMENT B – CITY COUNCIL AND PLANNING COMMISSION JANUARY
2012 JOINT WORK SESSION RECOMMENDATIONS (AS SHOWN IN THE
JANUARY 17, 2012 STAFF REPORT)**

**CITY COUNCIL AND PLANNING COMMISSION JANUARY 2012 JOINT
WORK SESSION RECOMMENDATIONS**

Note: all page number references are to the Draft Waterfront Small Area Plan, dated July 2011 (“Draft Plan”)

Page 37

Modification to last sentence in paragraph 1:

Additionally, the GenOn Energy, Inc. power plant is anticipated to ~~remain in place for the foreseeable future close in October 2012. The future use of that site will be addressed as part of a separate community-based planning effort. has been left out of the core area focus.~~

Page 82

~~No short term recommendations are included for GenOn Energy plant which is located south of Daingerfield Park and which is still in operation.~~ There has been a power plant at the site of the plant since the 1930s. The Plan provides the following general guidance for the eventual reuse of the area when the plant is no longer in operation, which is anticipated in October 2012: Extension of Old Town’s grid network of streets should be considered; doing so would provide a means for organizing and connecting the site to the rest of the City in a compatible way. Potential uses may take advantage of the outstanding views and the close proximity to National Airport and may include office, hospitality, or meeting facilities.

Redevelopment should be designed to improve public enjoyment of – and access to/along – the waterfront and could include a significant new public amenity. The identification by the Open Space Master Plan of the plant as a priority open space site should also be taken into consideration as part of ~~any future plans for the location,~~ the future planning effort for the site described in the implementation chapter.

Page 85 – Policy for Restaurant/Hotel/and Commercial Uses

Add the following new factors ix, x, xi under subsections 4a and 4b of the policy:

- ix. *The extent to which new parking is available to support overflow parking needs of Old Town residents.*
- x. *The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.*
- xi. *The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements*

that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large “superblock” development.

Page 87 – Proposed Zoning for Private Development Section (continued from page 86)

Add following new paragraph before the current last paragraph in column 1:

It is the clear intention of this Plan that buildings designated as historic are to be preserved, restored and adaptively re-used. In reviewing redevelopment proposals that include historic structures, the City Council must find that the proposal adequately addresses the preservation, restoration and adaptive re-use of historic buildings. All historic preservation actions contained in an approved development proposal should be phased to occur before or contemporaneously with the construction of new buildings.

Page 93 – Robinson Terminal North Development Guidelines

Add the following new guideline between current Guidelines 7 and 8 and renumber the guidelines appropriately:

Redevelopment proposals shall require review on an advisory basis by the Old and Historic District Board of Architectural Review prior to being considered by the Planning Commission and City Council prior to approval.

Add the following new text, as underlined, to current guideline number 13 (bullet 2):

Open space with public access easements and/or dedications shall be provided as generally reflected in the Proposed Public Spaces and Active Frontages (Figures 31). Riverside open space widths of less than 100 feet are acceptable only if it is found that an alternative site design better meets the objectives of this Plan. (See graphic at the end of these changes.)

Pages 96 – 97 – Robinson Terminal South Development Guidelines

Add the following new text as underlined to Guideline 1:

1. 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)... There shall be adequate and reasonable buffering of the existing residential uses facing the site on Wolfe Street and South Union from the active uses in the new development.

Add the following new text, as underlined, to current guideline number 13 (bullet 2):

Open space with public access easements and/or dedications shall be provided as generally reflected in the Proposed Public Spaces and Active Frontages (Figures 34). Riverside open space widths of less than 100 feet are acceptable only if it is found that an

alternative site design better meets the objectives of this Plan. (See graphic at the end of these changes.)

Page 123 – Parking Recommendations (continued from page 122)

Add the new parking recommendation 4.39:

4.39: New parking capacity on redevelopment sites should be made available to support the overflow parking needs of Old Town residents.

Page 127 – Developer Contribution Potential Section

Add the following three paragraphs to the end of this section:

Analysis of the value of the additional density provided by this Plan strongly suggests that, at a minimum, a per-square-foot developer contribution to off-site amenities of \$9.00 in 2012 dollars is financially feasible. The actual contribution will be determined at the time of development approval. The per-square-foot contribution should be calculated based upon all new square footage, including that which replaces existing structures. The value of in-kind contributions, which may include property, buildings, or construction of planned improvements, should be credited against this contribution.

A \$9.00 per square foot contribution, applied to approximately 800,000 square feet of new development in today's dollar, would total \$7 million.

All contributions from redevelopment within the Waterfront Plan area should be applied toward improvements within the Plan area.

Page 136 – Decisionmaking and Leadership, Operations, and Maintenance, Programming and Fundraising Section

Add the following paragraph to the end of this section:

Among the early plan implementation activities, a high priority is for staff to work with the community to develop a recommendation to the City Council for a foundation or other type of non-profit organization to support realization of the arts, history and cultural elements of the Plan as well as support active enjoyment of the waterfront.

Page 144 – New Page titled Planning for the GenOn Potomac River Generating Station Site Section

Add this new section to the end of the Implementation Chapter:

The GenOn Potomac River Generating Station is scheduled to cease operations in October 2012. This site is of considerable importance to the City of Alexandria, the Waterfront, and to the Old Town North and Northeast communities. As soon as

practicable, the City should commence and conclude a community-based planning effort for the GenOn site, to potentially include all or portions of the Old Town North Small Area Plan. The planning effort should aim to appropriately incorporate the connectivity, parks, arts, history and cultural themes of the Waterfront Small Area Plan while also recognizing and balancing the unique needs of the Old Town North and Northeast Small Area Plans.

24 & 25
2-14-12

Jackie Henderson

From: Boyd Walker <boydwalker2012@gmail.com>
Sent: Tuesday, February 14, 2012 3:53 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Docket time 24, 2-14-12
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Tue Feb 14, 2012 15:52:43] **Message ID:** [37096]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Boyd
Last Name: Walker
Street Address: 1307 King St.
City: Alexandria
State: VA
Zip: 22314
Phone: 703-732-7269
Email Address: boydwalker2012@gmail.com

Subject: Docket time 24, 2-14-12
Boyd Walker 2012

Press Release
Re: Second Waterfront Vote
Date:
Feb. 14th, 2012

Comments: Today, Valentines Day, is a curious time to schedule the required vote on the Alexandria Waterfront. After all, the Mayor said at the first hearing he doesn't love the plan, and he didn't care if it was voted up or down, just that it was time for a vote. Like love, embracing an imperfect plan, is not something one should rush into. Yes, there is always a temptation to move forward quickly, and in this case too quickly. If we are unsure whether we love this plan or not, lets step back, and reconsider. Perhaps there is a chance for the community to have a second bite at the apple instead of rushing into the wrong relationship. Why is this the wrong relationship? Because it is imbalanced, and there are too

many expectations of perfection embodied in the contract. Take the timeline for instance. When we started writing the contract for the waterfront we were told it must be revenue neutral, but now if you read the language of the contract carefully it says "when completed" the waterfront will yield 3.5 million per year in new tax revenue, and it will pay for itself in 28 years. How long will it take till its completed, 10 or 15 years, even if it was completed in 2 years, it would take 30 years to pay for itself. This is not fiscal prudence, it is fiscal madness to base the level of development we allow on some formula that if everything goes exactly according to plan, the marriage will be solvent or break even in no less than 30 years. We are committing our children to continue paying for the bargain we are making today. I hope most people don't get married because they think they can make the books work, and have a healthy balance sheet. They should be marrying because they love each other, and we should have a water front plan that we love, because it is going to be a very long partnership.

Another huge gap between expectations and what is really possible is the language that each of the three development sites should have an emphasis on "Arts, History and Culture, " and we should protect our

current cultural institutions and try to attract new ones. This sounds like a cultural arts district that would give incentives and favorable taxes to non-profit arts organizations that are open to the public. The Art League, the Alexandria Seaport Foundation, and the Archeology Museum

certainly fit this model, but where are they going to go in this new plan?

Without purchasing the three sites, there will be no where for these dreams

to go. Yes, now the plan says a museum would be welcome at Robinson Terminal North at West Point, and that "West's Point could also be a good location for a maritime museum and the docking of an historic ship."

Giving lip service to expectations is not good for a relationship. We should only make promises we are actually willing to keep.

Like any

relationship, one must consider the outside pressures, and realize there

may be a third force in the marriage. In Alexandria's relationship with the Waterfront, that third outside force is commercial interests who looked across the Potomac and saw hotels and restaurants, and thought, why isn't

our waterfront filled with hotels and restaurants, looked at three underutilized sites, and said, why not put them here. Some of the biggest advocates for the plan have been our own Alexandria Convention and Visitors

Center. Sure Alexandria has no place in Old Town for a 500 person wedding

or a conference for 2 to 3 thousand people. I am happy to send them to National Harbor on our wonderful water taxi and then bring them back for the things they don't have: history, arts, and culture and small

independently owned businesses and restaurants. National Harbor has 32 restaurants, but most our national chains, so when visitors want a real unique experience, bring them back here. Sometimes the best way to compete

is not to copy your competitor but to emphasize what you have that they don't.

Unfortunately on each site, we have "Arts, History and

Culture," but we also must make room for "vibrant commercial uses (such as

a hotel). " Is there room for both in this relationship, or will we have

to chose what sort of relationship we want. A careful reading of the of the proposed ordnance says that this will increase the lodging tax by

\$770,000. The lodging tax goes to the Convention and Visitors Bureau which

could explain why multiple speakers stood up and spoke in their behalf at each event, including the last public hearing. This is a pretty big payout

to the other party in the relationship. I want ACVA to succeed in its

mission to bring visitors to Alexandria, as this is an essential part of

our local economy, but I want them to come to appreciate our long term

commitment to a healthy and sustainable waterfront, and to the arts and cultural institutions we have already spawned and any new progeny we might

attract or develop. I believe that visitors come for our history, so lets

not take away the opportunity to showcase that history on our waterfront.

There are too many questions for this relationship to move forward. We don't have room to develop these three sites to their full commercial potential and to provide homes to our cultural institutions and build a museum. When our children are growing up, do we take them to a hotel to amuse them, or do we read them a book about history, take them to historical sites, and an art class? We try to provide the best for our children and we should provide the best for future generations. We should choose the relationship that best embodies the values we want to leave future generations, and not just try to build a waterfront that pays for itself in our generation. Temptation led to the first bite of the apple, now let's step back, so that we might have a second bite at the apple and a chance to do this right.

Boyd Walker

24 € 25

2-14-12

Jackie Henderson

From: Christopher Johnson <cjohnson22054@gmail.com>
Sent: Tuesday, February 14, 2012 10:14 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Waterfront Plan
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Tue Feb 14, 2012 10:13:39] **Message ID:** [37080]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Christopher
Last Name: Johnson
Street Address: 314 S. Alfred st
City: Alexandria
State: VA
Zip: 22314
Phone: 703-683-2572
Email Address: cjohnson22054@gmail.com
Subject: Waterfront Plan

For the reasons I expressed during my testimony at the 1/21/12 City council meeting I again urge you to vote no on the waterfront plan. The city should reconsider additional development until the ttraffic and parking issues have been addressed as well as the costs additional infrastructure that may be necessitated for the area due to the flooding concerns. There

is no need for two 150 bed hotels on the river. One small truly boutique upscale hotel of less than 75 rooms like the Morrison House on part of the Turner Cummins property would enhance the riverfront and would be economical. A reasonable approach would be town houses at the current location of the North West Robinson terminal and possibly some other town houses on part of the South Robinson terminal propert that currently faces Union street Wolf street and Duke Street. Town houses limited to those two specific arreas would be consistent with the current uses of adjacent properties. The properties covered by the NE Robinson terminal and the balance of the South Robinson terminall should be reserved for public

use.

For example, the balance of the South Robinson Terminal could be continued for use by the Alexandria Seaport Foundation and other potential

public uses. In the long term the NE Robinson terminal could be the site of a Alexandria Maritime Museum, dock facilities for tall ships and other public uses that retain the historical character of the waterfront. The

City should explore a donation from the Washington Post for the balance of

the South Robinson Terminal and the NE Robinson Terminal and/or seek private philanthropic donations to acquire the property for public use.

24, 25
2-14-12

Jackie Henderson

From: Andrew Macdonald <ahmacdonald@mac.com>
Sent: Tuesday, February 14, 2012 11:43 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Tonight's Waterfront Vote is being watched
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Tue Feb 14, 2012 11:42:54] **Message ID:** [37082]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Andrew
Last Name: Macdonald

Street Address:

City: Alexandria
State: Va
Zip: 22314

Phone:

Email Address: ahmacdonald@mac.com

Subject: Tonight's Waterfront Vote is being watched
Dear Mayor and Members of Council:

CAAWP requests that you suspend all further votes on the "waterfront plan" until the appeals filed by citizens, pursuant to the Protest Petition, have been heard. We note that two additional BZA appeals have been filed in the last 24 hours. The Master Plan and rezoning changes are not really separate planning

Comments: items. We ask therefore that you also defer voting on Item #24.

Sincerely,
Andrew Macdonald
CAAWP BOARD

ATTACHED

24.

Waterfront Ordinance: Introduction and First Reading. Consideration.

Passage on First Reading of an Ordinance to Amend and Reordain the Master

Plan of the City of Alexandria, Virginia, By Adopting and
Incorporating

Therein the Amendment Heretofore Approved By City Council as Master
Plan

Amendment
No. 2011-0001 to incorporate the Waterfront Small Area Plan

Chapter into the Master Plan and No Other
Amendments, and to Repeal All

Provisions of the Said Master Plan as May Be Inconsistent With Such

Amendment.

25. Waterfront Ordinance: Introduction and First Reading.

Consideration. Passage on First Reading of an
Ordinance to Amend and

Reordain Section 5-500 (W-1/Waterfront Mixed Use Zone) of Article V
(Mixed

Use
Zones) of the City of Alexandria Zoning Ordinance, in Accordance With

the Text Amendment Heretofore
Approved By City Council as Text Amendment

No. 2011-0005. THIS ITEM IS BEING DEFERRED.

24¹ 25
2-14-12

Jackie Henderson

From: Carl Smith <Carlsmith1@comcast.net>
Sent: Tuesday, February 14, 2012 3:12 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Waterfront plan
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Tue Feb 14, 2012 15:11:41] **Message ID:** [37092]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Carl
Last Name: Smith
Street Address: 200 duke street
City: Alexandria
State: Va
Zip: 22314
Phone: 703-299-0125
Email Address: Carlsmith1@comcast.net
Subject: Waterfront plan
Comments: I encourage you to vote no on the Waterfront Plan!

24 25
2-14-12

Jackie Henderson

From: Jaye Smith <Carlsmith1@comcast.net>
Sent: Tuesday, February 14, 2012 3:15 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Waterfront plan
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Tue Feb 14, 2012 15:15:20] **Message ID:** [37093]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Jaye
Last Name: Smith
Street Address: 200 DukeStreet
City: Alexandria
State: Va
Zip: 22314
Phone: 703 299-0125
Email Address: Carlsmith1@comcast.net
Subject: Waterfront plan
Comments: Please vote no on the Waterfront Plan!

24 & 25
2-14-12

Jackie Henderson

From: Kathryn Kent <kkfenwick@aol.com>
Sent: Monday, February 13, 2012 11:49 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: waterfront plan
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Mon Feb 13, 2012 23:49:18] Message ID: [37073]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Kathryn
Last Name: Kent
Street Address: 718 South Union Street
City: Alexandria
State: VA
Zip: 22314
Phone: 703-408-1125
Email Address: kkfenwick@aol.com
Subject: waterfront plan

I urge you to vote "NO" on the current waterfront plan for development. This increased density proposal becomes more and more

Comments: unbelievable as time goes by.

I just cannot fathom any clear-thinking resident of this urban oasis allowing such a plan.

KATHRYN KENT

24 € 25
2-14-12

Jackie Henderson

From: Linda Huntington <Lbhuntington@gmail.com>
Sent: Monday, February 13, 2012 9:18 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Please Vote NO
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Mon Feb 13, 2012 21:17:40] **Message ID:** [37071]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Linda
Last Name: Huntington
Street Address: 219 Wolfe Street
City: Alexandria
State: VA
Zip: 22314
Phone:
Email Address: Lbhuntington@gmail.com
Subject: Please Vote NO
I was deeply troubled when my neighbors petition for a supermajority vote on the waterfront rezoning was ignored by City staff and Council.

I sat through the 11 hours of hearing on Saturday the 21st. I will continue
Comments: to urge you to vote no on rezoning the waterfront.

Please vote no on February 14th and stop the rezoning of our waterfront

Linda Huntington

24 e 25
2-14-12

Jackie Henderson

From: Ursula.Weide@www3a.alexandriava.gov
Sent: Monday, February 13, 2012 8:47 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: WSAP
Attachments: ATT00002.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Mon Feb 13, 2012 20:47:10] **Message ID:** [37069]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Ursula
Last Name: Weide, PhD, JD
Street Address: 1302 Bayliss Drive
City: Alexandria
State: VA
Zip: 22302
Phone: 703-671-1262
Email Address: sevenfortyseven400@earthlink.net
Subject: WSAP
Vote NO on the Waterfront Small Area Plan so that all your citizens can be
Comments: heard to preserve, protect and defend our history and its national significance!

24825
2-14-12

Jackie Henderson

From: Judith Jones <jkjones@deggegrou.com>
Sent: Monday, February 13, 2012 7:48 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Waterfront Plan
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Mon Feb 13, 2012 19:48:12] **Message ID:** [37068]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Judith
Last Name: Jones
Street Address: 400 Madison Street
1801
City: Alexandria
State: VA
Zip: 22314
Phone: 703-836-8906
Email Address: jkjones@deggegrou.com
Subject: Waterfront Plan

Dear Mr. Mayor, Mr. Vice Mayor and Members of the City Council,

This is

to urge you to please VOTE NO on the February 14th vote on the Waterfront

plan.

Comments: We need to have a more rational process that takes long-standing residents' concerns into account and strive to keep Alexandria's waterfront optimized to preserve it as much as possible and minimize the encroaching short-sighted commercial ambitions of the developers.

Thank you for

your consideration!

Judith Jones
Alexandria House # 1801

24 E 25
2-14-12

Jackie Henderson

From: Margaret H. French <maggiem321@aol.com>
Sent: Monday, February 13, 2012 7:19 PM
To: William Eulle; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Vote No on the Waterfront Plan
Attachments: ATT00002.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Mon Feb 13, 2012 19:18:59] Message ID: [37067]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Margaret H.
Last Name: French
Street Address: 114 Wolfe Street
City: Alexandria
State: VA
Zip: 22314
Phone: 703 549 0266
Email Address: maggiem321@aol.com
Subject: Vote No on the Waterfront Plan
As a citizen who owns property and lives within the affected area of the
Waterfront Plan, I urge you to vote
NO on February
Comments: 14.
Respectfully,
Margaret H. French

24 e 25
2-14-12

Jackie Henderson

From: Lynn Trundle <klt01@verizon.net>
Sent: Monday, February 13, 2012 6:53 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Waterfront Plan
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Mon Feb 13, 2012 18:52:56] Message ID: [37065]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Lynn
Last Name: Trundle
Street Address: 6261 Dubin Drive
City: Alexandria
State: VA
Zip: 22311
Phone:
Email Address: klt01@verizon.net
Subject: Waterfront Plan
Please vote NO on the proposed waterfront plan, which will ruin, not enhance, the waterfront. Does this country have to pave over everything to build ever more hotels and condos? Can we not preserve--indeed, create--more park areas and more areas for the general public to enjoy? Old
Comments: Town is beautiful, and special, please do not destroy its historic nature. You should be doing more to RESTORE its historic nature. Please try to care more about the people you are supposed to represent and not about tourists who will come and go--and will not be able to understand as well what the waterfront was like in the past because they will only see buildings.

24 $\frac{1}{2}$ 25
2-14-12

Jackie Henderson

From: Kathleen Oehler <kalchthaler@hotmail.com>
Sent: Monday, February 13, 2012 5:54 PM
To: William Eulle; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones; Princetta Williams
Subject: COA Contact Us: Vote NO on Rezoning and the Waterfront Plan
Attachments: ATT00001.txt

COA Contact Us: Mayor, Vice Mayor, and Council Members

Time: [Mon Feb 13, 2012 17:53:56] **Message ID:** [37063]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Kathleen
Last Name: Oehler
Street Address: 108 Duke St
City: Alexandria
State: VA
Zip: 22314
Phone: 703-535-1527
Email Address: kalchthaler@hotmail.com
Subject: Vote NO on Rezoning and the Waterfront Plan
As a citizen of Alexandria and a property owner near the Old Town waterfront, I ask you to vote NO to rezoning and to the Waterfront Plan when the votes are retaken.
My great concern is the increased density both will bring to Old Town. Without an engineering study completed on parking, traffic and flooding... you cannot vote on increasing density without assuredly ruining the Old Town we know and love.
Comments: I watched the last vote on TV. Many of you who voted YES said you were doing so because "we needed to move forward." That is ridiculous. We should only move forward when there is a well-vetted and citizen-supported plan.
Doing otherwise is lazy and negligent.
Please vote NO to rezoning and

the current Waterfront Plan.

Thank you,
Kathleen Oehler