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1-21-12

Jackie Henderson

From: Jason McCoy <JMC1522@gmail.com>
Sent: Monday, January 23, 2012 7:08 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Waterfront
Attachments: ATT00001.txt

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

Time: [Mon Jan 23, 2012 19:07:41] **Message ID:** [36562]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Jason

Last Name: McCoy

Street Address:

City: Alexandria

State: VA

Zip:

Phone:

Email Address: JMC1522@gmail.com

Subject: Waterfront

Thank you for passing the waterfront redevelopment plan. I appreciate your

efforts in this challenging situation.

I think what happened here is

that we made a good compromise that was fair and equitable to both sides.

I would have liked for the redevelopment plan to have gone farther and

done more but I recognize that it had to be scaled back to satisfy the

Comments: opposition. However I can say that I am very pleased with the final product.

I think the full council is to be commended for putting so much

time and effort into the plan and reaching a compromise. This was a

great redevelopment plan and it would not have happened without your

patience and efforts.

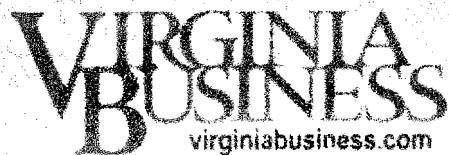
Thank you for passing a plan to redevelop the

Alexandria waterfront! I am very excited about this plan and I anxiously

look forward to the implementation of this plan.

Daniel Bernstein

4
1-21-12



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The Virginia 100
May 28, 2011 12:00 AM

MARS FAMILY

McLean, Arlington and The Plains. Six months of recession can take a toll on the wealth of Virginia's richest family. In its September list of the 400 richest Americans, Forbes magazine showed Mars family members with a net worth of \$12 billion each. By the time the magazine published its list of the world's billionaires in March, however, the net worth of siblings John Franklyn Mars, 73, of Arlington; Forrest Edward Mars Jr., 78, of McLean; and Jacqueline Mars, 68, of The Plains and Bedminster, N.J., had dropped to \$9 billion apiece. McLean-based Mars Inc. is one of the world's largest, private, family-owned companies. Its many products ring up annual sales of more than \$22 billion. Known in the past for its reticence with the press, the company has launched a new Web site and several sustainability initiatives. Now you won't have to feel so guilty about those chocolate fixes. Franklyn Mars is the company's chairman. Net worth: \$27 billion
Confidence: B

WINNIE JOHNSON-MARQUART

Virginia Beach. 49. Even though Forbes estimates her net worth has dropped from \$2.2 billion to \$1.9 billion since last year, the magazine ranked her No. 376 on this year's list of the world's billionaires. Johnson-Marquart inherited \$1.5 billion after the 2004 death of her father, Samuel Curtis Johnson Jr., the great-grandson of the founder of SC Johnson & Son. She is president of the Johnson Family Foundation based in Racine, Wis. Foundation recipients include Cornell University, Norfolk Academy in Virginia and the Prairie School, a college prep school in Racine. Johnson-Marquart serves on the boards of the Norfolk Academy and Johnson Financial Group, an international services company with offices in Wisconsin, Arizona and Switzerland. Net worth: \$1.9 billion
Confidence: B

FRANK BATTEN SR.

Virginia Beach. 82. The retired chairman and CEO of what is now known as Landmark Media Enterprises LLC continues to make headlines as a philanthropist. Batten plans to donate \$20 million to help build a \$50 million library in Norfolk. The Frank and Jane Batten Foundation also made a donation of up to \$70 million to Culver Academies, the Indiana military boarding school Batten attended in his youth. In addition, the Battens gave \$3 million to Hollins University for the Batten Leadership Institute, created in 2002. Hollins is Jane Batten's alma mater. Frank Batten, former publisher of The Virginian-Pilot and The Ledger-Star in Norfolk, was recognized by the Virginia Press Association in March with a Lifetime Achievement Award. Forbes ranked Batten's wealth at \$1.7 billion this year, about 30 percent lower than last year's estimate of \$2.4 billion. Net worth: \$1.7 billion
Confidence: B

RANDAL J. KIRK

Radford. 54. Kirk's wealth dropped \$100 million since last year to \$1.5 billion, according to Forbes' annual billionaires list. Still, that makes him the 468th richest man in the world. Kirk made his riches in biotechnology and continues to focus on life sciences through private venture capital firm Third Security LLC. It's focusing on a handful of technology companies, including Intrexon Corp. in Blacksburg where Kirk recently was named CEO. Funds managed by Third Security have invested nearly \$60 million in Intrexon, a developer of biotherapeutic control systems. Kirk also serves as chairman of Clinical Data Inc. in Newton, Mass. Last year, it acquired Adenosine Therapeutics, a University of Virginia spinoff company, in a deal that could be worth as much as \$66 million. Besides biotech, Kirk sinks money into politics. According to the Virginia Public Access Project, he has donated \$106,218 this year to Terry McAuliffe, a Democrat running for governor. During the last decade, Kirk has given a total of \$1.8 million, mostly to Democratic causes, including \$685,000 to Moving Virginia Forward, Gov. Timothy M. Kaine's PAC. The key to becoming wealthy, he recently told a book author, is to do something you love "and that society finds valuable." Net worth: \$1.5 billion

Confidence: B

WILLIAM E. CONWAY JR.

McLean. 59. It's been a tough year for The Carlyle Group, one of the world's largest private equity firms. It suffered losses with the bankruptcies of Hawaiian Telcom Communications Inc. and energy-trading company SemGroup LP. But the firm, which manages more than \$85.5 billion across 66 funds, says it's making money for investors and is involved in a number of potentially big deals. For example, Carlyle is part of a group bidding for International Lease Finance Corp., an aircraft leasing business held by troubled insurer AIG. Conway is a founding partner and managing director. He and his wife are active philanthropists through their Bedford Falls Foundation. Major benefactors include So Others May Eat, an organization that assists the homeless. Forbes dropped Conway's net worth from \$2.5 billion to \$1.4 billion, putting him No. 522 on the 2009 list.

Net worth: \$1.4 billion

Confidence: B

DANIEL D'ANIELLO

Vienna. 62. D'Aniello, also a founding partner and managing director of The Carlyle Group, supports young entrepreneurs at his alma mater, Syracuse University. He funds the D'Aniello Entrepreneurial Internship Program, which offers internships with executive entrepreneurs to top students at Syracuse's Martin J. Whitman School of Management. In April, D'Aniello received the 2009 Martin J. Whitman Distinguished Service Award for his contributions to the school. Carlyle suffered setbacks recently, including cutting staff by 10 percent. At press time, the firm was reportedly part of a group interested in buying BankUnited Financial Corp. D'Aniello is an active political donor to Republican causes. He contributed \$3,000 to the Defend America PAC in June 2008 and \$28,500 to the Republican Senatorial Committee in September. Forbes dropped his wealth ranking this year by more than a billion, from \$2.5 to \$1.4 billion.

Net worth: \$1.4 billion

Confidence: B

SHEILA C. JOHNSON

The Plains and Arlington. 59. The CEO of Salamander Hospitality LLC oversees a growing portfolio of luxury properties. However, Johnson has delayed opening her 168-room luxury resort, Salamander Resort and Spa in Middleburg, by at least a year to avoid opening in the midst of the recession. The resort was expected to open in spring 2010. Johnson also owns Innisbrook Resort and Golf Club in Palm Harbor, Fla. She is the first African-American woman to have a stake in three professional sports teams — the Washington Wizards (NBA), Washington Capitals (NHL) and Washington Mystics (WNBA). Johnson also is a global ambassador for CARE, whose mission is to fight poverty. She is chairman of the board of governors of Parsons The New School for Design, where she donated \$7 million for the Sheila C. Johnson Design Center. She also serves on the boards of VH1 Save the Music, Americans for the Arts, the Curry School of Education Foundation at the University of Virginia and the Tiger Woods Foundation.

Net worth: \$1.3 billion

Confidence: C

SMITH/KOGOD FAMILY

Crystal City and Washington, D.C. Robert H. Smith, 80, and his brother-in-law, Robert P. Kogod, 77, serve on the board of directors of Vornado/Realty Trust, the largest commercial property landlord in New York and Washington. Smith also is chairman at Vornado/Charles E. Smith Commercial Real Estate, a dominant landlord in Crystal City. In November, then-President George W. Bush awarded Smith the National Humanities Medal for his philanthropy. Smith recently helped underwrite an archaeological survey of James Madison's Montpelier plantation in Orange County. Kogod serves on the board of directors of the District of Columbia College Access Program. Both men have contributed to Democratic candidates, including \$30,800 donated by Kogod to the Obama Victory Fund in October. Last year, the Smith and Kogod families pledged \$10 million to renovate the Charles E. Smith Center at George Washington University.

Net worth: \$1 billion

Confidence: A

FRANK BATTEN JR.

Norfolk. 50. While the recession has delayed Batten's plans to sell his family's communications company, Landmark Media Enterprises LLC, he did sell its biggest asset. The Weather Channel fetched a reported \$3.5 billion from buyers NBC Universal, Bain Capital and the Blackstone Group. Landmark pulled other assets off the market to wait for better credit conditions. Batten's decision to place the \$2 billion, privately owned company on the market last year is symptomatic of the struggle by newspapers to survive in a climate of declining advertising revenues and circulation as the younger generation looks to the Internet for news. Batten and his wife, Aimee, are following in his parents' philanthropic footsteps. From 2001 to 2006, the Aimee and Frank Batten Jr. Foundation donated \$45 million to predominantly Christian organizations. In 2007, the foundation made \$7.7 million in contributions.

Net worth: \$950 million

Confidence: C

STEPHEN M. CASE

McLean. 50. The co-founder and former chairman of America Online is making a name for himself in the health-care industry. Revolution Health, the online health-information company owned by Case's Revolution LLC, agreed to a \$300 million merger with Waterfront Media last fall, and Case joined Waterfront's board of directors. The new company operates under the name Waterfront Media, with Revolution Health folded into Waterfront's online health site, Everyday Health Network. Since the merger, Everyday Health has surpassed WebMD to become the top online consumer health space. In March, Case was inducted into Junior Achievement's U.S. Business Hall of Fame. He and wife, Jean, devote much of their time to The Case Foundation, which supports numerous philanthropic pursuits.

Net worth: \$950 million

Confidence: C

RODNEY P. HUNT

McLean. 47. Hunt is chairman, president and CEO of the Rodney P. Hunt Family Foundation, based in McLean. He started the foundation in 2003 to help at-risk children receive support, leadership and mentorship. The organization's



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partners include The Perry School in Washington, D.C., Browne Academy in Alexandria and the Progressive Christian Academy in Camp Springs, Md. The foundation has an annual scholarship program at Johnson School of Business at Cornell University. Hunt sold his company, RS Information Systems Inc., last year to Wyle, a Southern California company that specializes in aerospace engineering.

Net worth: \$800 million

Confidence: C

SILVER FAMILY

Fredericksburg. Carl Silver, 82, the founder of the Silver Cos., is no longer involved in day-to-day operations after turning over the reins to his son, Larry Silver. The national credit crunch has delayed plans for a big addition to the Silvers' 2,400-acre Celebrate Virginia complex in Fredericksburg and Stafford County. Wisconsin-based Kaiahari Resorts has been unable to obtain financing for a \$250 million water park announced last year. Nonetheless, Kaiahari officials say they still plan to build the resort. (See page 55.) At build-out, the Celebrate Virginia complex is expected to include more than 11 million square feet of commercial, residential and entertainment space. The Silver Cos. also is developing a corporate center near the Quantico Marine base. When complete, Quantico Corporate Center is expected to offer 1 million square feet of office space. The Silver Foundation donates to many local charities, including the Rappahannock United Way, Boys & Girls Clubs and American Red Cross.

Net worth: \$750 million

Confidence: C

RICHARD D. FAIRBANK

McLean. 58. By his own preference, Fairbank has not received cash compensation as chairman and CEO since 1997, preferring to be paid in options or performance-based shares. Now he faces added restrictions because the McLean-based company was asked to sell preferred stock to the federal government as part of the U.S. Treasury's Troubled Asset Relief Program. Fairbank cannot sell or transfer shares received under equity awards until the company repays \$3.6 billion in TARP money or one year after he retires. In May, Capital One announced plans to sell 56 million shares to pay back the TARP money. Earlier this year, the company cut its dividend by 87 percent and laid off some Virginia employees. Despite the industry's problems, Capital One acquired Bethesda, Md.-based Chevy Chase Bank for \$520 million. Fairbank is a partner in Washington, D.C.-based Lincoln Holdings LLC, a partnership that owns several professional sports teams along with other investments.

Net worth: \$644 million

Confidence: C

GEORGE J. PEDERSEN

Fairfax. 73. ManTech International is one of the few companies able to show growth in the doldrums of the recession, even if analysts expected the first quarter revenue to be higher. Revenue was up 6 percent for the quarter, while profit was up 23 percent. In 2008, the company was buoyed by purchase of Emerging Technologies Group in August and EWA Services in November. Pedersen is CEO, chairman and co-founder of ManTech, which started with a single U.S. Navy contract. He's a political donor, but not a strictly partisan one. He has given money to Democratic Sen. Barbara A. Mikulski of Maryland and Rep. John P. Murtha of Pennsylvania but also contributed to the campaigns of Republican presidential nominee John McCain and former Rep. Tom Davis. His largest donation was \$75,000 to former Del. Brian Moran, one of three people seeking Virginia's Democratic nomination for governor.

Net worth: \$597 million

Confidence: B

THEODORE J. LEONISIS

McLean. 53. After enjoying critical success producing two documentaries, Leonisis says his days as a film producer are over. Now the former America Online executive is exploring the distribution side of the film business through his newest endeavor, SnagFilms. Visitors can log onto SnagFilms to view free documentaries or embed them on Facebook pages or Web sites for others to watch. Leonisis created the \$10 million venture to help documentaries reach a wider audience. Each film on SnagFilms' Web site promotes social causes and provides links for viewers to donate to nonprofits. Leonisis also is chairman and majority owner of Lincoln Holdings LLC, a sports and entertainment company that owns several Washington, D.C., sports teams including his beloved Washington Capitals of the National Hockey League. He also is chairman of Revolution Money, a Web-based payment platform and credit card service, and Clearspring Technologies.

Net worth: \$425 million

Confidence: A

P. WESLEY FOSTER JR.

McLean. 75. The real estate market wasn't kind during the 40th anniversary year for Foster's Chantilly-based company, Long & Foster Cos. The credit crunch and falling home equity took a toll on homes sales. In 2008, Long & Foster — the nation's largest privately owned residential real estate brokerage — saw sales volume drop 26 percent from the previous year. Total sales for all Long and Foster companies, including real estate, mortgage, insurance and settlement services, was \$48.9 billion, down from \$61 billion in 2007. In the recent presidential election, Foster donated \$28,500 to the McCain Victory '08 Fund for Republican candidate John McCain.

Net worth: \$400 million+

Confidence: C

C. DANIEL CLEMENTE

McLean. 72. The chairman and CEO of Clemente Development Co. remains a major player in metro Washington's commercial real estate market. Last year, after liquidating a substantial portion of his real estate holdings in late 2006 and early 2007, Clemente created CDC Real Estate Opportunity Fund I. The \$1 billion private equity fund plans to take advantage of investment opportunities in distressed real estate assets. As a result of the recession, some building owners are expected to default on debts coming due between 2009 and 2012. Clemente plans to start deploying funds from CDC this fall to buy commercial buildings in major cities along the Eastern seaboard. The fund's board of directors includes former Virginia Lt. Gov. Donald S. Beyer Jr., former acting Army Chief of Staff Jack Keane and Kevin J. Fay, president of one of the largest government and public affairs firms in Washington. Last fall, Clemente donated \$7,000 to the successful congressional campaign of Gerry Connolly, a Democrat who represents Fairfax County.

Net worth: \$400 million

Confidence: C

ROBINS FAMILY

Richmond. In March, Hi-Tech Pharnacal acquired the assets of ECR Pharnaceuticais for \$5.1 million in an all-cash transaction. ECR was a subsidiary of E.C. Robins, International, which is run by E. Claiborne Robins Jr., one of the directors of the family's Robins Foundation. E.C. Robins, International also has interests in wine imports and an air charter. In 2008 the Robins Foundation gave \$8 million to the University of Richmond for a new on-campus stadium and for Westhampton Center, which will serve women students; \$750,000 to St. Joseph's Villa to help fund construction projects; and \$75,000 to J. Sargeant Reynolds Community College to fund the Boost Academy. The academy is a component of the school's Middle College program, designed to prepare at-risk students for success in adult education programs. Since 2004, the foundation has given \$6 million to the North Richmond Partnership for Families, an organization supporting early childhood development. The late E. Claiborne Robins Sr., who headed A.H. Robins Co., began the family's philanthropic efforts in the late 1960s. Foundation directors include E. Claiborne Robins Jr., his mother, Lora Robins, and sisters Ann Carol Robins Marchant and Betty Robins Porter.

Net worth: \$350 million+

Confidence: C

GOTTWALD FAMILY

Richmond. The Gottwald family owns a significant amount of stock in three publicly traded companies with Richmond ties — Albemarle Corp., Tredegar Corp. and NewMarket Corp. All of them trace their origins to Ethyl Corp., a Richmond company run by the family's patriarch, the late Floyd D. Gottwald Sr. Thomas E. "Teddy" Gottwald, 48, is president and CEO of NewMarket, a holding company for two fuel-additive manufacturers — Afton Chemical Corp. and Ethyl. His father, Bruce Gottwald, 75, is chairman and a former CEO of NewMarket. Bruce's brother, Floyd D. Gottwald Jr., 86, is a former chairman and director at Albemarle, a specialty chemicals manufacturer, which moved its headquarters from Richmond to Baton Rouge, La., last year. One of Floyd Gottwald Jr.'s sons, William M. Gottwald, 61, is vice chairman of Albemarle's board. William Gottwald also serves on the board of Tredegar Corp., where his brother, John D. Gottwald, 54, is president and CEO. Tredegar manufactures film and aluminum extrusions. Floyd Gottwald Jr., a VMI alumni, established an endowed visiting professorship at VMI last year, the Floyd D. Gottwald Jr. '43 Visiting Chair in Leadership and Ethics.

Net worth: \$309 million

Confidence: C

ESTES FAMILY

Richmond. Robey W. Estes Jr., 56, is the third-generation of his family to serve as president of Estes Express Lines, one of the largest family-owned, less-than-truckload (LTL) companies in the nation. Several relatives work at the company, including daughter Carrie Estes Johnstone, son Webb Estes and cousins Billy and Steve Hupp. The Estes wealth is spread among five family groups of about 30 people. See full profile on page 16.

Net worth: \$300 million+

Confidence: C

MCGLOTHLIN FAMILY

Grundy and Bristol. James W. "Jim" McGlothlin continues as president, chairman and CEO of The United Co. of Bristol. The privately held company is one of the nation's largest coal suppliers, but its largest division handles financial management for individuals, businesses, retirement plans and trusts. Gov. Timothy M. Kaine appointed McGlothlin to the Board of Trustees of the Virginia Museum of Fine Arts, filling a slot vacated by his wife, Fran. When the museum completes renovations in 2010, it will include a new wing named for the McGlothlins, who donated \$140 million in artwork and funds. James McGlothlin's brother, Thomas D. McGlothlin, is president of the McGlothlin Foundation, known for its annual McGlothlin Awards for Teaching Excellence, one of the largest individual teaching awards in the nation. Another brother, Grundy lawyer Michael D. McGlothlin, played a leading role in founding the Appalachian School of Law and the Appalachian College of Pharmacy and serves on both boards.

Net worth: 300 million+

Confidence: C

Includes assets held in trust
or by other family members

BERT and DIANA FIRESTONE

Upperville. Both 77. Bertram, who made his fortune in real estate and breeding horses, and Diana, a Johnson & Johnson fortune heiress, experienced highs and lows in the equestrian world last year. Their horse Genuine Risk — the only filly to win or place in all three races of the Triple Crown — died in August. She had been the oldest living Kentucky Derby winner, a title earned in 1980. On a more positive note, another Firestone horse, Winchester, named for the city near the couple's 400-acre Newstead Farm, won the \$400,000 Secretariat Stakes at Illinois' Arlington Park last year. The Firestones support the U.S. Equestrian Team Foundation and are active on the equestrian circuit.

Net worth: \$300 million

Confidence: C

W. RUSSELL RAMSEY

Great Falls. 49. Ramsey is founder and managing general partner of Ramsey Asset Management LLC, a private hedge fund based in McLean. He also is a former director of Arlington-based Friedman, Billings, Ramsey Group, a real estate investment trust he co-founded in 1989. Ramsey continues to serve as a director of JER Investors Trust Inc., a specialty finance company based in McLean. He and wife Norma support several philanthropic causes through their foundation, including the Ramsey Family Scholarship Fund. It has donated more than a quarter of a million dollars to full-tuition scholarships for at-risk students in the D.C. area. Ramsey also is active at his alma mater, George Washington University, where he serves as chairman of board of trustees.

Net worth: \$300 million

Confidence: C

SAUER FAMILY

Richmond. Entering its 122nd year, family-owned C.F. Sauer Co. opened up a new global market recently, selling mayonnaise in Wal-Mart and Sam's Clubs locations in Mexico. "Mayonnaise is a larger staple down there than it is here," says Mark Sauer, executive vice president of sales. C.F. Sauer, which introduced redesigned packaging and a newly patented spice rack system in grocery stores last year, has weathered the recession well, with no layoffs. Notes

Sauer: "If you're sitting down making up a budget, you probably wouldn't say we're going to cut out mayonnaise or black pepper. ... Consumer package goods are pretty stable." Mark Sauer's elder brother, Conrad F. Sauer IV, is president, CEO and chairman of the board; their brother Bradford is vice president of real estate, and Tyler Sauer leads plant scheduling. Retired family patriarch Conrad "Connie" F. Sauer III is chairman emeritus. The company has about 900 employees and reportedly brings in annual revenues of \$295 million. It's the nation's largest private-label mayonnaise and salad-dressing manufacturer, making 600 products, including extracts, seasonings and gravy mixes. Net worth: \$300 million
Confidence: B

BETTY KNIGHT SCRIPPS

Charlottesville, East Hampton, N.Y., and Rancho Santa Fe, Calif. 83. A philanthropist, Scripps has chaired the Candlelight Ball for Scripps Hospital in La Jolla, Calif., for the last six years, donating more than \$1 million each year. The event has raised more than \$13 million during that time. Scripps and her late husband, Edward W. Scripps, sold Scripps League Newspapers in 1996. She now serves as executive officer of Charlottesville-based Scripps Enterprises Inc, a private firm with holdings in real estate, oil and gas. Scripps established the Scripps Library at the Miller Center at the University of Virginia. The Scripps League Newspapers Education and Research Fund provides financial assistance to journalism students at various universities. In 2007, the fund had assets of \$11.7 million. Net worth: \$300 million
Confidence: B

ROBERT M. ROSENTHAL

Arlington. 81. Rosenthal is CEO and chairman of Rosenthal Automotive Organization, a privately owned chain of 19 auto dealerships in the Washington, D.C., area. Despite the recession, sales are down only 9 percent from last year, says Donald Bavely, the company's president and COO. In fact, the company is negotiating to purchase three more dealerships. Rosenthal has helped about 25 of his managers become dealers. He serves on the Trustees Council of the National Gallery of Art and on the boards of Geneva Enterprises Inc., The Coffin School (Nantucket) and the Nantucket Shipwreck and Lifesaving Museum. He has pledged more than \$6 million to charities, including California's Eisenhower Medical Center, the Smithsonian National Air & Space Museum, Temple School, the National Gallery of Art and the Washington National Opera. Net worth: \$270 million
Confidence: C

NICEWONDER FAMILY

Bristol. The former owners of Nicewonder Coal Group in Bristol have focused on real estate and philanthropy since selling their company to Alpha Natural Resources in 2005. Brothers J.D. and Don are charter members of the Ut Prosim Society, a group of Virginia Tech donors who have contributed \$100,000 or more to the school. They also have supported the University of Virginia's Wise campus. In 2008, J.D. and his wife, Lorraine, were members of the campus' Washington Society, for donors who contributed between \$5,000 and \$10,000. Don and his wife, Etta, were members of the Darden Society for donors giving \$25,000 and above. In 2008 alone, Nicewonder family members contributed more than \$160,000 to John McCain's presidential campaign. Net worth: \$250 million+
Confidence: C

JOSEPH E. ROBERT JR.

McLean. 57. It has been a tough year for Robert, one of the Washington region's high-profile business and charitable leaders. The founder of J.E. Robert Cos., a commercial real estate and global investment firm, underwent brain surgery in February. The following month the New York Stock Exchange suspended the stock of subsidiary JER Investors Trust after its average market capitalization fell below the minimum standard of \$15 million over 30 days. The shares now trade on an over-the-counter exchange. JER lost \$254 million last year, in part because of a drop in revenue from the mortgage-backed securities market and reported a net loss of \$18 million for the first quarter. A well-known philanthropist, Robert founded Fight for Children, a nonprofit that has raised \$460 million since 1990 for underprivileged children. Robert serves as a trustee on the Kennedy Center Performing Arts Board. Net worth: \$220 million
Confidence: C

NIGEL W. MORRIS

Alexandria. 49. Morris, a native of Great Britain, teamed up with fellow Virginia 100 regular Richard Fairbank to create McLean-based Capital One Financial Corp. in the 1990s. He was president, COO and vice chairman until his 2004 departure. Morris has been a close friend and adviser to Sen. Mark Warner, also of Alexandria. Both men are involved with Venture Philanthropy Partners (VPP), a Washington, D.C.-based charity that helps develop nonprofits in the D.C. region to improve the lives of children from low-income families. Net worth: \$200 million
Confidence: C

MARK WARNER

Alexandria. 54. U.S. Sen. Mark Warner placed his assets in a blind trust several years ago, but if he were going to invest today, he'd put money into alternative energy. "There have been massive amounts of capital moving into the energy space. I still think it's one of the best sector bets to make," says the former Virginia governor who made his fortune as a pioneer in cellular phones. Elected last year to fill the seat of retiring Republican Sen. John Warner, Democrat Mark Warner is in the thick of the Obama administration's response to the economic downturn. He serves on the Senate Commerce, Budget and Banking committees and has been spending most of his time on banking. Warner is also involved with Venture Philanthropy Partners (VPP). The Washington, D.C.-based charity helps develop nonprofits that improve the lives of children from low-income families in the region. Net worth: \$200 million
Confidence: C

HARRY H. HUNT III

Blacksburg. 75. Before the financial markets soured, HHHunt Corp. was poised to expand its home construction business to Charleston, S.C. The Blacksburg-based real estate and development company already has expanded into

Richmond, Hampton Roads and Raleigh, N.C. "We've put large land development programs on hold and will wait and get over this recession," says Hunt, the company's founder and chairman. Despite the housing downturn, the company continues to thrive in other areas. It's just completing about 1,200 multifamily rental units in five developments from Maryland to South Carolina.

Net worth: 184 million

Confidence: A

Includes assets held in trust by other family members

DANIEL A. HOFFLER

Eastville. 60. New construction projects may seem increasingly rare these days, but real estate development company Armada Hoffer has plenty in the works. The company is continuing work on the \$225 million Proton Therapy Institute for Hampton University and Harbor East development on Baltimore's Inner Harbor. The project will include two towers: the Four Seasons Hotel & Residences and the Legg Mason Office Tower. Plus, Armada Hoffer is building a 15-story office building in downtown Richmond. The law firm Williams Mullen will be the main tenant. Hoffer founded the company in 1979 and remains chairman. Most of his wealth is wrapped up in real estate.

Net worth: \$150 million

Confidence: A

NOLAND FAMILY

Newport News. Lloyd U. Noland III, 65, sold the family business in 2005 to Dayton-Ohio-based WinWholesale Inc. for \$250 million. He serves on the board of trustees of the Virginia Historical Society and on the board of directors of the Jamestown-Yorktown Foundation. His father, Lloyd Noland Jr., serves as president of the Noland Memorial Foundation. It pledged \$1 million to Children's Hospital of The King's Daughters for the Noland Surgery Center. Located at the Oyster Point Outpatient Health and Surgery Center in Newport News, the center performs an estimated 1,500 surgeries a year. Other organizations receiving donations include the Virginia Living Museum, Jamestown-Yorktown Foundation and the Girls/Boys Club of the Virginia Peninsula.

Net worth: \$150 million

Confidence: C

RICHARD L. SHARP

Richmond. 62. The quintessential retailer was recognized for his talents when he was named to the Consumer Electronics Hall of Fame in October. Since 2005, Sharp has served as chairman of the board of directors of Crocs Inc., a footwear retailer. He's the retired chairman of used car-retailer CarMax Inc., which established a new model for selling used cars. Plus, Sharp is a former CEO of Circuit City, the country's former No. 2 electronics retailer. It filed for bankruptcy and went out of business this year. Last fall, Sharp retired from the board of directors of Singapore-based Flextronics Inc., a leading electronics manufacturing services provider. Sharp chairs the University of Virginia Health Foundation's board of trustees and serves on the board of the Boys and Girls Club of Metro Richmond. He has donated nearly \$32,000 to Virginia Republican gubernatorial hopeful Robert McDonnell, \$10,000 to Republican attorney general candidate Kenneth Cuccinelli, and \$10,000 to Republican Lt. Gov. William Bolling, who is seeking re-election.

Net worth: \$150 million

Confidence: C

UKROP FAMILY

Richmond. This year brought change to family-owned Ukrop's Super Markets Inc. James E. "Jim" Ukrop, 72, stepped down as chairman, making brother Robert S. "Bobby" Ukrop, 63, CEO and chairman. Known for its philanthropy, Ukrop's responded to the 2008 spike in gas prices with a program that offered discounts on gas for every \$50 in groceries purchased. Last year saw the closing of two stores — in downtown Richmond and Williamsburg — leaving 28 locations across Virginia. The Ukrop family is the majority owner of First Market Bank. It's merging with Union Bankshares Corp. of Caroline County in a \$105 million deal that will create Union First Market Bankshares Corp. The Ukrop brothers remain influential in area politics and business. Since 2007, Jim Ukrop has contributed \$20,000 to Brian Moran's Democratic gubernatorial campaign — which is gearing up for this month's primary.

Net worth: \$150 million

Confidence: B

WEINSTEIN FAMILY

Richmond. Family-owned Weinstein Properties owns and operates some 12,000 apartments in Virginia and North Carolina, among other real estate holdings. Marcus Weinstein is chairman and CEO, and his wife, Carole, serves as vice chairman. Construction continues on the Carole Weinstein International Center at the University of Richmond. The \$18 million building should be ready by fall 2010. Carole Weinstein pledged \$9 million for the project. Carole also donated money this year to Democratic and Republican politicians. According to the Federal Elections Commission, she gave \$2,300 to the Obama for America campaign. Weinstein Properties also donated \$2,300 to Eric Cantor's successful campaign for re-election to Congress. Cantor, a Republican from Henrico County, serves as the Republican Party whip. Allison Weinstein is company president and COO and serves on the board of trustees for the University of Richmond. Her husband, Ivan Jecklin, is the company's general counsel and executive vice president.

Net worth: \$150 million

Confidence: C

ROGER MODY

McLean. 45. The real estate market might be slow, but Mody was able to sell a custom-built, riverfront home in McLean for \$16 million in March. The eight-bedroom, 11-bathroom Parisian-style mansion spent only a few weeks on the market before the Embassy of Qatar bought it. Apparently, Mody and his family never moved in. In 2002, Mody sold his technology services firm, Signal Corp., for \$227 million, taking an estimated \$125 million from the sale. Mody has spent his retirement advising startup companies and pursuing philanthropic pursuits through The Mody Foundation. He serves on the board of the Potomac Officers Club.

Net worth: \$135 million

Confidence: C

DANIEL F. AKERSON

McLean. 60. Akerson is a managing director at The Carlyle Group and heads the company's U.S. Buyout Fund. Carlyle

last month agreed to pay \$20 million to New York State to resolve its connection with an investigation into possible corruption at New York's pension fund. The company said it was unaware of misconduct by the broker it hired to seek potential investments in the pension fund. Carlyle said it will sue the broker, Searle & Co., for more than \$15 million in damages. News hasn't been all bad for Carlyle. The company completed raising its first Middle East and North Africa fund in March, dubbed Carlyle MENA Partners, raising equity commitments of \$500 million. In April 2008, Akerson donated \$28,500 to the McCain Victory Committee.

Net worth: \$ 130 million

Confidence: C

DAVID C. KARLGAARD

Fairfax. 62. Kaarlgaard started out as an electrical engineer in federal research labs. In 1985, he co-founded PEC Solutions Inc., a government IT company that he later sold to Nortel Networks Corp. for \$449 million. Karlgaard owned 24 percent of the company at the time of the sale in 2005. He holds a doctorate in electrical engineering and computer science from George Washington University, where he is an adjunct professor. Karlgaard also serves as a director at Argon ST Inc., a Fairfax-based systems engineering firm in which he holds about \$1.9 million in stock. Married with two grown children, he enjoys golfing and traveling.

Net worth: \$130 million

Confidence: C

JAMES B. MURRAY JR.

Charlottesville. 51. Jim Murray is the founder and managing general partner of Court Square Ventures, a private equity venture capital firm that manages some \$160 million and invests in early-stage communications, information technology and media technology industries. One of Court Square's holdings, CSTV Networks Inc. — a multiplatform media network dedicated to college athletics — was sold to CBS Corp. for \$325 million. Murray presently serves on the board of directors of Mintera Corp., Labrador Communications and Imagine Communications. Murray started his career as an elementary school teacher, and later was an early wireless telecommunications pioneer and co-founder of Alexandria-based Columbia Capital Corp., a large venture capital firm with \$2 billion in investments.

Net worth: \$125 million

Confidence: C

BETTY and FARMER MEADOWS

Spotsylvania County. The Meadows family's net worth dropped by \$10 million in response to the stock market's big drop, but that didn't stop them from expanding their business. Betty and Farmer Meadows, both 74, are still very active in the nursery industry. They recently opened a fourth location in the Fredericksburg area in Massaponax. The price tag for the property and garden center was \$2.4 million. The couple owns Meadows Farms, Meadows Farms Landscaping and Meadows Farms Golf Course in Orange County. They have 26 nurseries around Northern Virginia in addition to an 850-acre farm that raises beef cattle. Last year, the Meadowses opened their first West Virginia location in Charles Town for \$1.3 million. Son Jay Meadows, 47, serves as president of Meadows Farms.

Net worth: \$119 million

Confidence: A

GEORGE BUCHANAN JR.

Danville. 73. Buchanan, who first joined the Virginia 100 in 2008, says his net worth increased \$9 million over the past year. He credits his good fortune to \$16.2 million dollars worth of condominium sales in Myrtle Beach and a strong rental market there as well. Many of the sales in 2009 have been foreclosures and short sales, he adds. Buchanan got into real estate development in South Carolina after selling Danville Plywood Corp. in 1996. The condos that have not sold are rented under Dunes Village Properties LLC. Buchanan spends time in Danville and Myrtle Beach. He supports several charities including the Danville Rescue Squad and the Richmond-based Families of the Wounded Fund Inc.

Net worth: \$111 million

Confidence: A

Nicholas and Eugenia TAUBMAN

Roanoke. In November, the \$68 million Taubman Museum of Art opened to the public in downtown Roanoke. The 81,000-square-foot museum's strikingly contemporary design, by Los Angeles architect Randall Stout, features an undulating stainless steel roof and layered forms of zinc and glass. Nicholas F. Taubman, 74, who served as U.S. ambassador to Romania from 2005 to 2008, and his wife, Eugenia, contributed \$15 million to the project. Eugenia is chairperson of the museum's capital campaign and a member of its board of trustees. Nicholas is the retired chairman of Advance Auto Parts, the nation's second-largest automotive parts retailer.

Net worth: \$110 million

Confidence: B

PAUL C. SAVILLE

Reston. 53. Saville is president and CEO of NVR Inc., one of the country's largest home-building and mortgage banking companies. With the economy suffering through a credit crunch and housing slump, 2008 was a tough year for the company. It reported a net loss of \$30.5 million for the fourth quarter, primarily because of a \$109.8 million write-down on the value of its land deposits. Revenue for 2008, \$3.7 billion, was 28 percent lower than 2007. In addition, fully diluted earnings per share for 2008 were \$17.04, down 69 percent from 2007. In February, Saville joined other NVR directors and executives in selling large blocks of the company's shares. Saville sold 10,301 shares acquired through stock options for \$3.8 million. Saville's options were set to expire on May 25. His net worth on the 2008 Virginia 100 list was \$233 million.

Net worth: \$109 million

Confidence: B

WILLIAM H. GOODWIN JR. and ALICE GOODWIN

Richmond. Business has fallen off at resort properties during the economic downturn, says Bill Goodwin, chairman of Richmond-based CCA Industries — a diversified holding company that owns resorts and hotels. Still, the company's properties, The Jefferson Hotel in Richmond, Hermitage Hotel in Nashville and The Sanctuary at Kiawah Island Golf Resort in South Carolina, all earned the coveted Mobil Travel Guide's five-star rating again this year. Goodwin and wife Alice are noted philanthropists. During the recession, Goodwin says wealthy philanthropists will be less focused on

fancy fundraising balls than in providing aid to families hurt by job losses. "Some of us are talking to our churches and ministers because they tend to see it probably firsthand," he says. This year Goodwin also donated \$3,000 to the successful re-election of Rep. Eric Cantor (R-Va.).

Net worth: \$100 million+

Confidence level: C

JIMMY DEAN

Richmond. 80. Country music/TV legend Jimmy Dean and his wife, Donna, survived the economic downturn, only to narrowly escape an April house fire that gutted their \$1.3 million riverfront home in Henrico County. Three firefighters suffered injuries, as well as the Deans' caretaker, who rescued memorabilia including the Muppet dog Rowif (handmade by Jim Henson) that appeared on Dean's 1960s ABC variety series. A Country Music Hall of Famer, Dean lost many photos, gold records and his prized possession: a centennial model Yamaha baby grand piano. His portfolio, though, managed to survive this year's economic crisis. Dean's wife Donna says the couple divested real estate and hotel holdings before the recession clobbered such holdings, and invested heavily in munis. "You can't go wrong with them," she says.

Net worth: \$100 million

Confidence: A

ALAN T. LINGERFELT

Richmond. 54. Like a lot of business owners, the president of Lingerfelt Cos. has seen the recession slow his business. In the last three years, Lingerfelt's private development company acquired and developed 900,000 square feet of commercial real estate throughout Virginia, primarily in biotech labs and medical and professional office spaces. "Now there's been a dramatic slowdown in development and acquisition activity," he says. "We're working with our tenants as best we can because a lot of them are teetering on shutting down." Lingerfelt still is looking for acquisition opportunities, though. "When prices drop enough, we'll be buyers," he says. Lingerfelt serves as a board member at his alma maters, Virginia Tech and Virginia Commonwealth University, where he also has endowed scholarships.

Net worth: \$100 million

Confidence: C

MILTON V. PETERSON

Fairfax, 72. The owner and CEO of The Peterson Cos. — one of the largest privately held development companies in the region — was named to the Washington Business Hall of Fame last fall. In April, Peterson also celebrated the one-year anniversary of his largest, signature project: National Harbor. The massive mixed-use development on the shores of the Potomac in Oxen Hill, Md., has faced some setbacks during the economic downturn but still continues to take shape with businesses signing leases for office space. The first phase of the development included the opening of the Gaylord National Resort and Conference Center, the largest combined hotel/convention center on the East Coast.

Net worth: \$100 million

Confidence: C

MICHAEL SAYLOR

McLean. 44. Saylor has served as MicroStrategy's CEO and chairman since he founded the company in 1989. Revenues for the McLean-based business intelligence software provider rose from \$350 million to \$360 million last year. Saylor owns more than 2 million of the company's shares, and he took a big hit in net worth with the value of his shares dropping 56 percent from \$219 million to \$96 million over the past year. Earlier this year, MicroStrategy launched its biggest software release in nearly a decade, and it also developed an information dashboard for tracking U.S. Recovery Act funds. Saylor supports the arts, education and charitable organizations through his foundation and individual gifts.

Net worth: \$96 million

Confidence: B

NICHOLAS D. CHABRAJA

Falls Church. 66. The CEO of General Dynamics Corp. was Virginia Business magazine's 2008 Virginia Business Person of the Year. Chabraja plans to step down as CEO this summer but will remain chairman of the board until May 2010. The executive saw a big drop in the value of his company stock holdings over the past year — from \$297 million to \$90 million. While defense contractors are receiving plenty of work under Obama's government-expanding administration, some of Chabraja's \$7.6 million in stock options granted in 2008 are under water. Plus, with the equities market way down during the worst of the recession, the value of the company's stock has gotten as low as \$35.28, way off its high-water mark of \$95.13 for the past year.

Net worth: \$90 million

Confidence: B

JOHN W. SNOW

Richmond. 69. The former secretary of the U.S. Treasury and former CEO and chairman of CSX remains heavily involved in business as chairman of Cerberus Capital Management LP, one of the largest private equity investment firms in the country. The New York City-based company took over Chrysler in 2007, paying \$7.4 billion for an 80 percent equity stake, only to see the automotive giant file for bankruptcy protection this year. Despite the blowup, Cerberus held on to its ownership of Chrysler Financial, the unit that will service the automaker's existing loans, so there is hope that the financing side of the business will soften the blow. Snow received the 2008 Charles Waldo Haskins Award from New York University's Leonard N. Stern School of Business for his achievements in business and public service. He serves on the board of directors for Marathon Oil Corp. and Verizon Communications Inc.

Net worth: \$90 million

Confidence: C

DAVID R. GOODE

Norfolk. 68. Three years after retiring as CEO of Norfolk Southern Corp., Goode continues to serve as a director on several other corporate boards and to support the arts. A member of the board of trustees for the Chrysler Museum of Art in Norfolk, he and his wife, Susan, recently loaned the museum selections from their extensive collection of 20th-century prints by such noted artists as Andy Warhol and Roy Lichtenstein. The Goodes were named one of 10 recipients of the Governor's Awards for the Arts in 2008. It's a good time to be out of the railroad business. Norfolk

Southern reported that first quarter profit fell 39 percent due to a plunge in freight volume.

Net worth: \$85 million

Confidence: C

JOHN M. JACQUEMIN

Vienna, 62. The CEO of Mooring Financial Corp., Jacquemin is among a few financial managers who saw gains in their hedge funds during the past year. Mooring Intrepid Opportunity Fund LP, a fund Jacquemin formed in 2007, realized a 56.6 percent gain in 2008. For the two-year period from its inception in March 2007 through Feb. 28 of this year, the fund delivered a net gain to investors of 222 percent. Jacquemin's secret? A macro view of the economy. "We laid out a road map in 2006 that said there were tremendous excesses in the credit and real estate markets and thought there would be significant corrections and the economy would weaken substantially ...," says Jacquemin. He expects the economic outlook to improve in 2010.

Net worth: \$80 million

Confidence: A

MASSEY FAMILY

Richmond. A Robert E. Lee look-a-like with a love for Harleys, Ivor Massey Jr., 61, runs Triad LC, a Shockoe Bottom-based firm that oversees the family fortune that his investment-savvy grandparents and parents bequeathed to Massey and his siblings. Triad possesses half of Rapidan Capital, a loan management firm that maintains the family's diversified investment portfolio. Triad recently sold Gyrus Communications, a firm that produced training software and was a division of the bankrupt Experient Technologies, which Triad had acquired. At present, Massey is considering a move to join a group of investors who have contracted for a new minor league baseball team to replace the Richmond Braves. A community-minded philanthropist, Massey became chairman of the J. Sargeant Reynolds Community College Foundation this year.

Net worth: \$80 million

Confidence: C

Includes assets held in trust or by other family members

ARUNDEL FAMILY

The Plains. After 25 years Arthur W. "Nick" Arundel, 80, founder of the Great Meadow Foundation, stepped down as chairman. Great Meadow, an 800-acre tract near The Plains, hosts the Virginia Gold Cup, one of the premiere steeplechase sports events in the country. Arundel left to spend more time as chairman and CEO of the Journey Through Hallowed Ground, which seeks to protect and preserve historic between Gettysburg, Pa., and Monticello near Charlottesville. He continues as chairman of ArCom Publishing and its subsidiary, Times Community Newspapers. The Northern Virginia media company has six contiguous weeklies with a combined circulation of nearly 250,000. Arundel's son, Peter, has run the group for more than 10 years.

Net worth: \$75 million

Confidence: C

Includes assets held in trust by other family members

BYRD FAMILY

Winchester. The Byrd family newspapers did what few print publishing companies have done recently — tried to expand. Last August, the Winchester Evening Star Inc. purchased the Clarke Times-Courier from Leesburg-based Times Community Newspapers. In May, however, the company stopped production of the weekly newspaper because of low advertising sales during the recession. The Byrd family publishes newspapers in the Shenandoah Valley, including The Winchester Star. Thomas T. Byrd is president and publisher of the company, the Winchester Evening Star Inc. His father, Harry F. Byrd Jr., 94, served 18 years in the U.S. Senate. Another son, Harry F. Byrd III, is chairman of the board of the Winchester Medical Center. The Byrds are active in local and statewide philanthropic pursuits.

Net worth: \$75 million

Confidence: C

ALEXANDER and MARGARET McMURTRIE

Richmond. Alexander B. McMurtrie Jr., 72, and his wife, Margaret Hillenbrand McMurtrie, 71, continue to support education through gifts and scholarships to the McMurtries' alma maters — Georgetown University Law School and the University of Notre Dame. They have also given \$25,000 to \$49,999 to Hannah & Friends, a nonprofit that provides funding for grants to families that care for children and adults with special needs in Indiana, New York and Rhode Island. The couple had substantial investments in the former Hillenbrand Industries, an Indiana company founded by Margaret McMurtrie's grandfather. Last year, the company was divided into Hillenbrand Inc., the parent company of Batesville Casket Co., and Hill-Rom Inc., which makes health-care products.

Net worth: \$75 million

Confidence: C

THE REV. M. G. "PAT" ROBERTSON

Virginia Beach, 79. Robertson, co-host of "The 700 Club," serves as chairman of the Christian Broadcasting Network. He also is president of Regent University but plans to retire next year. His son, Gordon Robertson, took over as CEO of CBN in 2007 after his father stepped down. Robertson says his net worth has dropped by \$100 million as a result of the recession. The tough economic conditions for American families prompted Robertson to write a new book, "Right On the Money: Financial Advice for Tough Times." In it he says "insufficient knowledge about personal finances, combined with an era of uncontrolled spending based on self-indulgence, has led to a massive economic disaster." Robertson also is concerned about the environment. His company, Earth Friendly Chemicals, produces a broad-range of environmentally friendly de-icers and disinfectants.

Net worth: \$75 million

Confidence: A

PATRICIA KLUGE

Albemarle County, 59. In October, Kluge attended groundbreaking ceremonies for the Kluge-Moses Science Building at Piedmont Virginia Community College. The building will support a wide range of science study, from health programs to viticulture and the study of wine making. The Kluge-Moses Foundation contributed \$1.2 million to the school in 2005. Other recipients of the foundation's gifts include the Washington National Opera where Kluge is a board

member. Kluge is owner and chairman of The Kluge Estate Winery and Vineyard. It recently released its 2008 Albemarle Rose. Kluge now has 220 acres planted with plans to move up to 300 acres in another two years, which would make the vineyard one of the largest on the East Coast. Husband William Moses is the winery's CEO.

Net worth: \$70 million+

Confidence: C

JOHN G. BALLENGER

Middleburg, 77. The president of Ballenger Enterprises Inc., a real estate development company, now focuses on his Middleburg Angus cattle ranch, Brigadoon Farms. Brigadoon Farms raises commercial cattle and is home to several Thoroughbred race horses, which compete in races up and down the Eastern seaboard.

Net worth: \$70 million

Confidence: C

THOMAS CAPPS

Richmond, 73. These days the retired CEO and chairman of the board of Dominion Resources Inc. spends much of his time traveling, including a recent trip to China. He also advises several corporate boards and serves on the board of visitors for The College of William & Mary. Capps owns more than 1 million shares of Dominion stock and by his own reckoning "not quite enough tax-free municipal bonds." Over the last year, Capps reports a \$5 million drop in net worth, no surprise since Dominion's stock has fluctuated from a high of \$48.50 to a low of \$27.15 in March. The Richmond-based Fortune 500 energy company reported a drop in net income of nearly 64 percent -- from \$680 million to \$248 million -- in the first quarter, primarily because of one-time charges.

Net worth: \$70 million

Confidence: A

STEVE and KIM JOHNSON

Bristol and Wellington, Fla. Johnson, 43, heads Johnson Commercial Development, one of the largest commercial development firms in Southwest Virginia. An avid competitor, Johnson recently started his fifth season in the Rolex Series sanctioned by Grand Am, which is owned by NASCAR. One of the drivers of the No. 88 Porsche, Johnson helped teammates finish seventh in class for Farnbacher Loles Racing in the Rolex 24, a 24-hour endurance test, at Daytona, Fla., this January. "I'm just really proud of this finish," he says. Johnson has been in the top-10 four times in eight starts. A former professional athlete, he played football for the Dallas Cowboys and New England Patriots.

Net worth: \$70 million

Confidence: C

JONNIE R. WILLIAMS

Chester, 54. Williams is CEO of Star Scientific Inc. The company, which claims to develop tobacco products that produce fewer carcinogenic toxins, may be facing a jury trial in lawsuits against RJ Reynolds Tobacco Co. for infringement of the StarCured curing process. Williams is the inventor of the StarCured tobacco-curing process and one of the founders of Star Tobacco Inc. Star Scientific has been in the red for several years. Winning the infringement case could help the company turn losses into gains. The company has reportedly pulled in nearly \$100 million from investors who are gambling that Star Scientific will win.

Net worth: \$70 million

Confidence: B

RONALD M. BRADLEY

Alexandria, 56. The founder and former CEO of Bradson Corp. has focused on philanthropic activity since he sold Bradson to Kforce Inc. for \$73 million in 2006. Bradley says his investments are performing fairly well "since I was in a capital preservation mode with the objective of not losing money." His strategy for investing in a recession? "Conserve capital, minimize bad decisions, and find and invest in significantly undervalued stocks, assets and ideas that will generate profits and appreciate in the future." Last year, the Ronald M. Bradley Foundation Inc. donated to a variety of nonprofit organizations, including the National Gallery of Art, the Capital Area Food Bank, Senior Services of Alexandria and the Animal Welfare League of Alexandria.

Net worth: \$67 million

Confidence: A

STEVEN A. MARKEL

Richmond, 59. Vice chairman of the Markel Corp. -- a title he shares with first cousin, Anthony F. Markel. An international property and casualty insurance holding company based in Richmond, Markel Corp. achieved an underwriting profit for 2008 despite \$95 million in hurricane losses. Active in the community, Markel serves on the board of directors for the VCU Health System and the CenterStage Foundation. He is also a board member for the ChildFund International. He contributed \$10,000 to attorney Robert Grey's unsuccessful campaign for Richmond mayor. His net worth on the 2008 Virginia 100 list was pegged at \$113 million.

Net worth: \$67 million

Confidence: B

WILLIAM F. BRANDT JR.

Winchester, 63. Brandt, the former CEO and chairman of American Woodmark Corp., has been a powerful force in his adopted hometown. He and his wife, Elaine, are long-time supporters of Shenandoah University. In September, the university dedicated the Brandt Student Center in their honor, a new 40,000-square-foot, \$8.53 million facility. Brandt joined Shenandoah's board of trustees in 1985, where he still serves. He also sits on the Harry F. Byrd Jr. School of Business board of advisers and is the school's executive-in-residence. In addition, he is a director on the board for Project HOPE (Health Opportunities for People Everywhere) and for Valley Health and its Winchester Medical Center.

Net worth: \$61 million

Confidence: B

W. AUSTIN LIGON

Richmond, 58. Since retiring in 2006 as founding president and CEO of CarMax Inc., the nation's largest used-car retailer, W. Austin Ligon has been spending his time sitting on university boards, angel investing and traveling. In the last year, Ligon, his wife, Pan, and their three children traveled to China, India, South America and Germany. They

also trekked to Thailand to watch their youngest daughter, Nina, a champion equestrian, compete in the South East Asia Games for Thailand. (She holds dual citizenship.) In a business capacity, Ligon sits on the board of Panera Bread Co. and some smaller private firms. Ligon also likes investing in promising startup ventures. Ligon estimates that he spends about a third of his time serving on higher education boards. He sits on the University of Virginia's board of visitors and on the boards of the U.Va. Investment Management Co., the Yale School of Management and Johns Hopkins University's Center for Talented Youth.

Net worth: \$60 million

Confidence: C

MACON F. BROCK JR.

Virginia Beach. 67. In a recession, customers ditch luxury buying and return to the basics. That trend is helping to boost sales at Dollar Tree stores, where Brock continues as chairman. The Chesapeake-based retailer saw comparable store net sales increase by 4 percent in 2008. Indeed, Brock is among a handful of executives who saw the value of his company-owned stock rise over the past year — from \$45 million to \$55 million. He will step down from his role as chairman of Randolph-Macon College's board of trustees on June 30. A 1964 graduate, Brock and wife Joan are longtime supporters of the Ashland college. This year, the Brocks established the Macon and Joan Brock Professorship in Psychology to recognize a senior member of Randolph-Macon's psychology department for exemplary teaching and scholarship.

Net worth: \$55 million

Confidence: B

ANTHONY F. MARKEL

Richmond. 67. Markel has moved from full-time to part-time employment with Markel Corp., where he serves as vice chairman of the Richmond-based specialty insurance firm. With the change in employment status, Markel's base salary was reduced to \$150,000 per year. He continues to focus on corporate strategy and special projects. For 2008, the company reported a net income loss of \$58.7 million compared with net income of \$405 million in 2007. However, the company achieved an underwriting profit for the year despite \$95 million in hurricane losses and a difficult underwriting environment. On the political front, Markel contributed \$10,000 to Robert Grey's unsuccessful campaign for mayor of Richmond last year. Markel's net worth was \$95 million on last year's Virginia 100 list.

Net worth: \$50 million

Confidence: B

WILLIAM INMAN

McLean. 61. The president of NVRM, the mortgage and finance subsidiary of NVR Inc. saw business decline last year as the recession continued to take its toll on the homebuilding industry. NVRM, which originates mortgage loans almost exclusively for NVR's home buyers, closed approximately 8,600 loans in 2008, down from 10,600 in 2007. The aggregate principal amount for the loans declined as well, to \$2.4 billion in 2008, compared with \$3.2 billion in 2007. In addition, operating income for the mortgage banking operations decreased. Inman beneficially owns nearly 100,000 shares of the company's stock. Their value was about half as high as the previous year when Inman's net worth was pegged at \$94 million.

Net worth: \$47.6 million

Confidence: B

JOSEPH W. LUTER III

Smithfield. 69. Earlier this year Smithfield Foods announced a major restructuring plan that will consolidate several businesses, close six plants and transfer production to other facilities. Plant closings include the Smithfield Packing Co. South facility in Smithfield. Of the 1,375 employees, more than 1,000 will be offered transfers. Luter, who serves as chairman, sold 2 million shares of common stock to his four children in December for estate planning purposes. Before the sale, he owned about 3.6 million shares of common stock, giving him a net worth of \$162 million on last year's list. Luter has served as consultant to the company since stepping down as CEO in 2006. Last year, he received an aggregate bonus of \$4.2 million. Smithfield Foods is the leading processor and marketer of fresh pork and packaged meats in the U.S., with sales of \$12 billion. Since 2002, Luter's Smithfield-Luter Foundation has awarded 74 need-based college scholarships to children of employees. His son, Joe Luter IV, serves as Smithfield Foods executive vice president.

Net worth: \$42 million

Confidence: B

WILLIAM K. BREHM

McLean. 78. The chairman emeritus of SRA International, a Fairfax-based provider of information technology and consulting services, will soon enjoy the fruits of his philanthropy, with the early-2010 opening of the 230,000-square-foot Brehm Tower at the University of Michigan's W.K. Kellogg Eye Center. Michigan alumnus Brehm and his wife, Delores ("Dee"), contributed \$30 million to the project as part of a \$44 million gift to the university. The new facility will focus on accelerating research toward a cure for Type I diabetes, with which Dee was diagnosed 57 years ago. "This generous gift from Bill and Dee Brehm provides timely support for a state-of-the-art clinical and research facility," says Paul R. Lichter, Kellogg's director. "While the Eye Center conducts research on a wide range of diseases, we have a unique opportunity to have ophthalmology and diabetes scientists investigate the very serious vision complications associated with diabetes."

Net worth: \$30 million

Confidence: B

MICHAEL E. SZYMANCZYK

Richmond. 60. Szymanczyk became chairman and CEO of Altria Group Inc. in March 2008 when Altria spun off its international cigarette division, Philip Morris International, and moved its headquarters from New York to Richmond. Szymanczyk oversaw the company's recent expansion into smokeless tobacco and machine-made cigars through the acquisitions of UST and John Middleton. He joined Philip Morris USA in 1990 as senior vice p

--Advertisement--

Reader Comments



Sands Anderson PC
SandsAnderson

That is a long list of wealthy people. My favourite is Sheila Johnson.

A sports fan to boot!?! Awesome.

Fantasy Hockey

Mar. 8, 2010 at 01:49 PM

Ward Anderson New blog post: Thoughts on Germany
<http://jeffrodercounters.com/2012/01/18/thoughts-on-germany/>

Andrew M. Roberts Va school superintendents blast Gov McDonnell's budget and enormous mandated local funding of VRS. bit.ly/x8lCz5

 Join the conversation

Page 1 of 1 pages

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I wanted the opportunity to speak today; however, snow and cancelled flights have taken my opportunity away. I appreciate it that the following brief statement will be allowed to be read on my behalf.

The current Small Area Plan does not have overwhelming constituent support. I have heard Council members state that comments and letters being submitted to the City are equally split on this issue.

However a poll two months ago in the Alexandria Times reported that

- 50% of respondents favored CAAWP proposals, and only
- 33% of respondents favored the City's plan.

A Times poll this week indicated that

- 65% of respondents did not favor approval of the plan, compared to only
- 35% of respondents favoring approval of the plan.

I wonder what minor changes to the current plan would result in broader public support.

- If density at Cummings Turner was held at current levels would 2/3 or even ¾ of the public support the plan?
- If hotel use was significantly reduced or taken out of the plan altogether would a majority of those currently opposed change their minds and support the plan?
- If a mandatory green buffer along the water of 100 or 150 feet was included would there be as much controversy as there is today?
- If a traffic study was conducted prior to passage and the findings were reflected in the plan, would the plan be a better and more supported plan?
- If the City embraced public input and made a sincere effort to explore the issues raised and implement suggestions would we even be here today?

Why is 35% or even 50% public support sufficient? Why isn't it the City's goal to create a plan that enjoys broad public support?

I ask City Council to aspire to a greater and higher standard on this very important matter and demand a plan that is widely supported by their constituents. Create a plan that recognizes the environmental impact of flood plain development, does nothing to harm the historic character of Old Town, adds significant as opposed to token open space along the waterfront while establishing the framework for economic development and the revitalization of the current underutilized and somewhat blighted warehouse sites. It can be done and I ask Council to see to it that it is done.

Thank you
Joe Demshar

Statement on Waterfront Plan/Text Amendment by Robert Pringle, January 21, 2012

Five Significant Falsehoods

The proposed plan (PP) rests to an alarming extent on important deviations from fact. Let's call them "Significant Falsehoods."

1. The PP (Proposed Plan) includes Flood Mitigation.

Truth: the Proposed Plan suggests low berms at the foot of King St. This has aptly been called "puddle mitigation." Anything more serious will depend on future studies. It is likely to be either extremely expensive or not feasible.

2. The heart of the Proposed Plan and the accompanying text amendment is the lifting of current (1992) zoning in favor of greatly increased flexibility for developers. The City says that *relaxing* controls on developers is the best way to *control* them.

Truth: Pardon me, would you mind repeating that? George Orwell could not have said it better.

3. The Proposed Plan will give us a riverside walkway, as shown on the map in yesterday's *Alexandria Times*.

Truth: Bravo, bravo! But this riverfront walkway was mandated by the 1983 Settlement Agreements with the Federal Government which are still legally binding. They have to be included in *any* redevelopment of the waterfront tracts at issue, regardless of the what the PP says.

4. The *Washington Post* Will Sue Us if We Don't Surrender.

Truth: The city says the *Post* will revive a now-dormant lawsuit against Alexandria if it does not relax current zoning restrictions on the two *Post* warehouses. It seems that the city and the *Washington Post's* lawyer agree on this. Such an agreement is not surprising, because the city, which

used to defend the zoning restrictions, now wants to relax them to allow for the same denser (hence more profitable) development which the *Post* is seeking.

But the *Washington Post* has two sides. It is a great newspaper and a responsible civic organization, as well as an owner of obsolete warehouses. If the city had a more creative and compelling vision of what to do with the old warehouses, it might well be able to cut a deal with the better angels of the *Post*'s nature. That's what creative public-private partnerships are all about.

The city has not even considered such an effort because it smells the fast money that will result from decontrolled development, and the smell is sweet.

5. The Proposed Plan is a “Plan,”

Truth: Plans are supposed to be comprehensive, long-term, and based on a shared community vision. The Proposed Plan is none of the above. It doesn't even consider GenOn, because it inconveniently appeared on the scene after the city had decided on a maximum density formula for the rest of the waterfront's core area. Yet GenOn has more than three times the area of the sites covered by the proposed plan. No plan can approach comprehensiveness without it.

Plans are supposed to be enforceable, but this one, stripped of zoning requirements, relies mainly on “guidelines” which have no legal force.

Meanwhile, many key features of the plan have turned out to be non-starters, including Fitzgerald Square and those big piers sticking out into the Potomac Channel. What's left is a Dalmatian's Breakfast of Spot Zoning, not a Plan at all.

I wanted the opportunity to speak today; however, snow and cancelled flights have taken my opportunity away. I appreciate it that the following brief statement will be allowed to be read on my behalf.

The current Small Area Plan does not have overwhelming constituent support. I have heard Council members state that comments and letters being submitted to the City are equally split on this issue.

However a poll two months ago in the Alexandria Times reported that

- 50% of respondents favored CAAWP proposals, and only
- 33% of respondents favored the City's plan.

A Times poll this week indicated that

- 65% of respondents did not favor approval of the plan, compared to only
- 35% of respondents favoring approval of the plan.

I wonder what minor changes to the current plan would result in broader public support.

- If density at Cummings Turner was held at current levels would 2/3 or even ¾ of the public support the plan?
- If hotel use was significantly reduced or taken out of the plan altogether would a majority of those currently opposed change their minds and support the plan?
- If a mandatory green buffer along the water of 100 or 150 feet was included would there be as much controversy as there is today?
- If a traffic study was conducted prior to passage and the findings were reflected in the plan, would the plan be a better and more supported plan?
- If the City embraced public input and made a sincere effort to explore the issues raised and implement suggestions would we even be here today?

Why is 35% or even 50% public support sufficient? Why isn't it the City's goal to create a plan that enjoys broad public support?

I ask City Council to aspire to a greater and higher standard on this very important matter and demand a plan that is widely supported by their constituents. Create a plan that recognizes the environmental impact of flood plain development, does nothing to harm the historic character of Old Town, adds significant as opposed to token open space along the waterfront while establishing the framework for economic development and the revitalization of the current underutilized and somewhat blighted warehouse sites. It can be done and I ask Council to see to it that it is done.

Thank you
Joe Demshar

**NATIONAL
TRUST
FOR
HISTORIC
PRESERVATION®**

January 19, 2011

Mr. Al Cox
Historic Preservation Manager
Department of Planning and Zoning
City of Alexandria
301 King Street, Room 2100
Alexandria, VA 22314

Dana de Montigny

Dear Mr. Cox:

I am writing on behalf of the National Trust for Historic Preservation regarding the draft Alexandria Waterfront Small Area Plan.

As you are aware, the National Trust has been contacted by a number of property owners in Alexandria, including leaders of the Old Town Civic Association and members of the City's Waterfront Plan Work Group, who are concerned about the potential adverse impacts of the draft plan on historic Old Town, a designated National Historic Landmark. I am grateful to you and Lance Mallamo for meeting with me and Sonja Ingram of Preservation Virginia on December 19th regarding the draft plan.

The concerned residents of Old Town who have contacted the National Trust include architects, developers, and city planners who own historic properties in the waterfront neighborhood. The concerned residents have raised questions regarding a number of important issues, including:

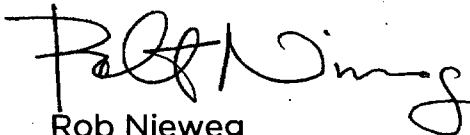
- Scale and massing of the proposed new development encouraged by the draft plan on the Cummings-Turner Block, Robinson Terminal North, and Robinson Terminal South.
- Potential adverse impacts to residents' quality of life caused by increased traffic congestion and parking demands on the residential neighborhoods adjacent to the waterfront.
- And, the implications of the 2011 agreement to retire and permanently close the power plant adjacent to the area considered by the draft Waterfront Small Area Plan.

We understand that the Old Town Civic Association has formally requested that the City Council should not adopt the current draft plan and text amendment until these and other issues are addressed.

There is much to recommend in the draft plan, including the emphasis on expanding public access to the waterfront and on protecting historic structures which survive along the waterfront. At the same time, in our view, the questions raised by the local civic association and by members of the public merit additional attention. The National Trust respectfully recommends that the City of Alexandria should defer adoption of the draft plan and text amendment in order to continue the planning process and expand its public education efforts to address these substantive issues and the public's concerns for the future of the waterfront.

Thank you in advance for considering the views of the National Trust for Historic Preservation.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Nieweg". The signature is fluid and cursive, with a large initial "R" and "N".

Rob Nieweg
Field Director and Attorney
Washington Field Office
National Trust for Historic Preservation

cc: Elizabeth Kostelny, Executive Director, Preservation Virginia

From: Ms. Deena de Montigny
302 Prince Street
Alexandria, VA 22314
Phone: 703-519-4534
Email: demontigny@comcast.net

To: Mr. David Brown
Executive Vice President and Chief Preservation Officer
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036-2117

November 28, 2011

Dear Mr. Brown:

I am writing in regard to a proposed rezoning of the Alexandria Virginia waterfront.

Much of the waterfront and Old Town Alexandria is within a National Historic Landmark District and its special historic value and character is being placed at risk by the City's proposed Waterfront Small Area Plan and related amendments to the Alexandria Zoning ordinance.

The City plans to increase allowable zoning at three distinct parcels within the waterfront area. Two are currently warehouse sites occupied by the Robinson Terminal Corporation, and one is a block in the heart of historic Old Town bounded by Duke Street, Prince Street, Union Street and The Strand. I am concerned about this zoning change for the following reasons:

- An increase in Floor Area Ratio (FAR) from 2.0 to 3.0 is proposed at the block at Duke/Prince/Union/The Strand. This coupled with the current 50 foot height limit will result in significant development with heights of 50 feet – in contrast to the existing 35 foot average height of the 18th century buildings in the area.
- Allowing hotel use which is not currently allowed will exacerbate this problem as considerable hotel floor area (e.g., hotel room bathrooms with ceilings less than 7'6") does not need to be included in FAR calculations, resulting in actual development well in excess of FAR 3.0.
- An FAR increase and the allowance of hotel use is also proposed at both Robinson Terminal sites. The Robinson Terminal South site is within the Landmark District, and is a just south of Duke Street and abuts the core block noted above.
- The Robinson Terminal North site is not within the Landmark District, but includes "West Point" which reportedly was the site of the first English settlement and activity within current Alexandria.
- The City's proposed Plan asks that "restoration and adaptive reuse plans" be submitted for several historic warehouse buildings within the plan area, but they do not specifically require these for several noteworthy 19th century buildings located along either side of the South 200 block of The Strand.

- The City's plan addresses flood mitigation by proposing elevated walks and berms along the Potomac which would limit views and access to the rivers edge and significantly influence the current experience. They also propose raising the street level at King Street and Union Street in order to raise it above the nuisance flood level; however, historic buildings border this intersection on all sides and raising the street grade would adversely impact the experience.
- Comprehensive traffic and parking studies were not completed as part of the City's due diligence prior to introducing their Small Area Plan. I believe the negative impact of traffic and parking is not fully understood and that it will adversely impact the Landmark District.
- The City's Small Area Plan devotes considerable verbiage to historic character and efforts to educate the public on Alexandria history; however the actual physical requirements of the plan and its implementation seems to ignore the special character of Old Town and places that character at risk.

I am deeply concerned about the impact passage of the City's proposed Small Area Plan may have on the National Historic Landmark District as well as the character of Alexandria and its waterfront in general. I respectfully request that the National Trust for Historic Preservation review the attached material I have provided and if you are in agreement with our concerns to please intervene in any way possible on our behalf. I understand that your office likely receives numerous similar requests; however, as you are aware, Old Town Alexandria holds a special place in American history, and any help you can provide will be greatly appreciated.

Our goal is not to stop any and all development or change along the waterfront; but I do wish to stop the current plan so that the City is forced to relook at its plan, and identify a true vision with broad public input that includes historic preservation, and preservation of the environmentally sensitive waterfront. I understand that there will be development, but the proposed zoning appears to be one sided, short sighted economic development at the expense of the intrinsic historic value of Alexandria.

The City of Alexandria's Waterfront Small Area Plan can be found at the following link:
<http://alexandriava.gov/planning/info/default.aspx?id+51792>

If you need additional information or wish to discuss with me, please contact me at
703-519-4534

or

demontigny@comcast.net.

I am writing as an individual but am also a member of Citizens for an Alternative Alexandria Waterfront Plan (CAAWP) which can bring more resources to the effort if necessary.

I have also attached exhibits that will provide background on the matter.

Sincerely,

Mr. David Brown

November 28, 2011

Deena de Montigny

Exhibits attached

Your Honor, Council Members.

Jan. 21, 2012

I have lived in the City of Alexandria for exactly 25 years and two months. North Ridge, one block away from King Street. Things happen over time— help and information are needed. Which were always provided in the nicest manner by our City employees, our Police Department, and our Fire Department Emergency Medical Services. It is like living in a village, and I am grateful. But there is another reason for wanting to live here: the history and charm of our Old Town which has been a National Historical Landmark since 1966.

Today, we are debating a matter focused entirely on MONEY, NOT historical significance. So let me speak taxes: I have never been able to figure out why, as a very SMALL one-person business with huge office expenses, the City assesses income tax on top of state and federal taxes. Perhaps Mr. Fannon as a BIG business owner does – or perhaps NOT, because a large corporation is entitled to many tax preferences.

I also pay taxes on the “business use” of my car. It takes me 8 minutes to drive from my home to my office on N. Pitt Street. Not much driving, right? And then - there is also the car property tax – I DO understand that the state is involved but the City benefits as well. And is more than willing to cooperate to obtain its share – against its citizens.

This is my point: as citizens paying taxes no other jurisdiction assesses, I think we are entitled to what keeps us here – the history and charm of Alexandria. So please – DO NOT adopt the waterfront rezoning for high density development - but work with US to preserve, protect and defend the historic value of our beloved City.

It is beyond me why history has to generate revenue - by giving it away to individuals who do not live here, developers without any connection to the City, and LEGO architects from MARYLAND, such as the one involved in the Eisenhower corridor who also - logically - has an article published by the Washington Post: belittling our interest in history.

Our history to wit: Marbury v. Madison, the Supreme Court case of 1801 which established Judicial Review, began in Alexandria. I quote the court reporter: “Having been informed by some person from Alexandria that there was reason to apprehend riotous proceedings on that night in that town,” calling for the intervention of the Midnight Judges – Justices of the Peace – as appointed by President Adams.

Unless you give us, your citizens - and VOTERS - , a plan honoring our City and its place in national history, there may be MORE RIOTOUS PROCEEDINGS to apprehend in Alexandria. So -- watch out!!

Ursula Weide, PhD, JD
1302 Bayliss Drive
Alexandria, VA 22302 Home
703-671-1262

Saturday January 21, 2012

Janice Magnuson
905 Peele Place
Alexandria, VA 22304

Good Morning, I'm Janice Magnuson

Why are there so many unhappy citizens here today? Is it because we're anti-business? No, it's because many of us don't think we can trust our City officials to look out for our interests. We have to compete with developers who see Alexandria as nothing more than a source of income. We see it as a place where people live. We see a City nationally recognized for its authentic historic character. We can walk down a street and point out a cast iron downspout marked Alexandria DC, providing an opportunity to explain part of our history. During the hours of meetings I've attended recurring phrases heard were vibrant, ^{work} class, design guidelines and that old favorite, Special Use Permit, something that should be rarely applied. The Hotel Monaco is certainly vibrant, but is it historic Alexandria?

Similar construction is what I fear will develop from increased development. We will have worse parking problems, more delivery trucks double parked causing traffic to back up and more tour buses slowly cruising along our narrow streets, cruising, because they have no place to park. And what of security for very expensive boats if there is an expanded marina. I envision Baltimore's Inner Harbor with chain link fences barricading the docks, accessible only by entering a passcode.

When I moved to this area in 1966 I was immediately entranced by the brick sidewalks, cobblestone streets, and old buildings. I now live in the West End where the issue of trust is also an issue. We have been sold out to developers who will significantly increase density and traffic with the development of the Beauregard Corridor. How much less attractive will Beauregard Street be without the tree filled median, and how will Van Dorn Street look with a 29 foot sound barrier at the base of 395. And we all know about BRAC, looming over Alexandria because somebody didn't do their job and tell the Army to build elsewhere. I ask you to do your job today, tonight, whenever this long day ends and require rigorous oversight of all aspects of this development. Under no circumstances can eminent domain be authorized. That possibility should strike fear in the heart of every citizen of Alexandria.

Thank you

COMMENTS OF JOANNE LEPANTO
BEFORE THE CITY COUNCIL OF ALEXANDRIA, VIRGINIA
REGARDING DOCKET ITEM #4
MASTER PLAN AMENDMENT #2011-0001
TEXT AMENDMENT #2011-0005
WATERFRONT SMALL AREA PLAN

Public Hearing Meeting
Saturday, January 21, 2012

My name is Joanne Lepanto. I live at 4009 North Garland Street in the City of Alexandria. I am speaking on my own behalf today.

I have several concerns with the Waterfront Plan put forth by Staff and I urge you NOT to approve it.

I have two points to make.

First, thank you to Mr. Bert Ely for his minority report on the Waterfront Plan Work Group. This thoughtful and compelling document raises significant, valid issues about many aspects of the City's plan. Supporters and opponents alike should want to see these questions answered *before* you vote. With all due respect, I do not see how one could responsibly vote in favor of a plan with so many critical issues that apparently have neither been adequately researched by the City nor resolved.

Second, in the case of this Waterfront Plan as with the process for so many other issues in the City, we hear the word "transparency," often in conjunction with the City applauding itself for how many meetings it holds to solicit citizen input.

But transparency is not measured in numbers of meetings—it is measured in honesty and trust. Transparency and trust go hand-in-hand, with trust being the key ingredient—without trust there can be no transparency, and vice-versa.

(1)

Sadly, trust in City Hall has waned, and continues to diminish day by day. I often hear complaints from friends and neighbors about their dissatisfaction with what goes on in our City. Despite my urging them to contact you to tell you directly what they are thinking, sadly, many of them are so disillusioned and distrustful that they will not even bother to call or e-mail you—they tell me they believe it would be a waste of time.

I turn your attention to the last page of my testimony, an attachment showing an e-mail dated May 20, 2011 from the City's Director of Planning and Zoning to the City's Director of Recreation, Parks and Cultural Activities. The subject line reads "timing for Hammond Fields SUP hearing," but it could just as easily read "timing for the Waterfront hearing." The body of the e-mail reads as follows:

Jim—is there a reason why we must hear this in June? Can we postpone to September? It's going to be a perfect storm if we have to have the waterfront hearing on the same day as the Hammond Lights—the west end will all come out and support the anti-waterfront movement. Let me know. Thanks. Faroll

So here we have the City of Alexandria's Director of Planning and Zoning deliberately strategizing to find ways to inhibit and quash citizen participation in the Waterfront planning process. How shameful.

Well, so much for transparency. With behavior like this, can you blame those citizens who won't waste their time getting involved?

Please do not approve this Waterfront plan.

Thank you for your consideration.

From: Faroll Hamer <Faroll.Hamer@alexandriava.gov>
Date: May 20, 2011 2:37:35 PM EDT
To: James Spengler <James.Spengler@alexandriava.gov>
Subject: timing for Hammond Fields SUP hearing

*Attachment to Comments
of Joanne Lepanto
City Council Public Hearing
Jan. 21, 2012
Docket Item #4*

Jim – is there a reason why we must hear this in June? Can we postpone to September? It's going to be a perfect storm if we have to have the waterfront hearing on the same day as the Hammond Lights – the west end will all come out and support the anti-waterfront movement. Let me know. Thanks.

Faroll

Faroll Hamer

Director

Department of Planning and Zoning

City of Alexandria

301 King Street

Alexandria, VA 22314

703-746-4666

Faroll.Hamer@alexandriava.gov

Comments on the Waterfront Plan - David Olinger

Member of the Waterfront Work Group

January, 2012

First, I want to apologize to the Council. Among other things, the Council chartered the Work Group to clarify positions and **to identify the opportunities for narrowing the differences on key issues.**

I'm afraid that we failed to do the latter. In fact, the issues of greatest importance had to do with density and land use related to the three major development sites.

Of the fifteen Work Group Sessions, the so-called "Private Realm" elements of the Plan weren't even discussed until the very last minutes of the fourteenth session. We never had a full and open conversation about the Plan; instead we spent our time massaging and "word-smithing" innumerable small bore "statements" and "recommendations".

The process was directive and carefully controlled; and while the Work Group was able to make some suggestions at the margin, in large part we each came out pretty much where we started despite the enormous investment of time & energy. With a better, less manipulative process, we might have achieved more results.

As to the Plan; in my view, it's minimal at best. It doesn't resolve major planning issues such as the public space at the foot of King Street or the location of a new Marina for private boats; and it goes on at length into urban design issues (such as water fountains) best left for a latter phase of the process.

It doesn't take into account that a nearby development area 3 times the size of the sites in the present Plan is about to come into play. It relied on an irrelevant Washington Street Traffic Study, rather than making an effort to understand the impact of further development on Union Street; nor has it carefully thought out the ramifications of the nuisance flood remedies that are proposed.

As we well know, congestion (vehicular, pedestrian & parking) is presently a major issue in the area. The Plan does nothing to improve the existing situation, and in fact, will reduce the availability of public parking, only making things much worse. Presently, the Robinson Terminal sites cause very little traffic. The some 651,000 square feet that can be built under existing zoning will greatly exacerbate present problems. Adding another 161,000 square feet is only "rubbing salt in the wounds" and is totally unacceptable. The City's proposed parking solutions are nothing more than "smoke & mirrors".

Perhaps hotels are appropriate and can add to the vibrancy of the waterfront, but 3 (or 4) hotels at as many as 150 rooms each is overkill. The 102 room Lorien Hotel is cited as an excellent example of good design, and it is, in its context, but it would be out of scale with the waterfront and the surrounding neighborhood.

Restaurants are major producers of traffic and Old Town, with its 18th Century streets, is an area that can't absorb endless waves of cars, trucks and tour buses. Creating a "restaurant row" can only detract from the charm of the surrounding neighborhood. The Plan incorporates "Policies for Restaurants, Hotels and Commercial Uses, but it suggests no specific criteria to assure that the policies are met.

Finally, the waterfront serves the whole City and beyond. The uniqueness of Old Town & the waterfront is what attracts tourists (and their money) to Alexandria. While I have no problem with tax revenue being generated here, there is no basis to require that all public improvements in the area be paid for by revenue generated in the 8 block area of the Plan. Furthermore, there was no discussion as to whether the so-called amenities in the Plan are worth the attributed costs and the resultant net increase in density. Improvements requiring increased density to throw off more revenue to pay for benefits just aren't worth the damage that will be inflicted on the area & the city. We need to look carefully at these trade-offs.

In closing, I think the Work Group's product was minor and that for all the meetings and the expense, the City has failed to come up with an impressive proposal. **The Plan is short sighted and the waterfront is too important to trivialize. The solution is to go back to the drawing board and see if we can't do better the next time.**

We were proud when King Street was named one of the 10 best Streets in the country; wouldn't it be nice if the same could be said about our waterfront?

Mr. Mayor and members of the City Council

How do you capture this question in 3 minutes? Let me try by describing a tale of two cities. 27 years ago when I moved to the City of Alexandria, my parents moved to the outskirts of Geneva. The reason I bring it up is that on a recent visit I was struck, aw struck by the sense of permanence permeating everywhere over there. I have not that feeling for a single second since moving to Washington Street in 1993.

Let me refine the argument by pointing out that zoning is a social contract that is entered into by all parties regarding the future disposition of the affected area. The planning commissioners refer to it often, saying quote “you should have known what you were moving into”. From our perspective, we have seen a continuous effort to put development that does not fit into the social contract we entered into and then chastising us for objecting to it, sometimes rather severely.

Here we are discussing another such change. This time brought about by an extraordinary cumbersome and unsatisfactory process that has presented us with numerous reports so large they have become indigestible for almost everyone.

The main thrust is that we should give a property owner full flexibility (also known as incentive zoning) in return for some vaguely formulated guidelines. While in the weeds is a parallel universe of guidelines being proposed by the Owners of the Robinson terminal.

We have here the opportunity to create a unique vision that builds on the efforts by the past generation to create the crossroad of history and culture on the banks of the Potomac. Instead, we get a plan that after all this effort is just not ready for adoption. It just is not. This is a plan that is full of deficiencies, pitfalls,serious pitfalls, and controversy, not a recipe for a social contract.

Poul Hertel
1217 Michigan Court

Judy Novotak
4
1-21-12

Park Foundations: New Challenges, New Models

By Andrea Lynn

AS PARKS AND RECREATION DEPARTMENTS ACROSS THE COUNTRY CONTINUE TO FACE BUDGET CUTS, the role of park foundations becomes more and more critical. Foundations are versatile creations, addressing the needs of the government agency they represent while wielding the fundraising power of a nonprofit. No longer are foundations a mere afterthought—a convenient repository to catch any private-sector funds that might trickle in. More and more, parks foundations are vital to ensuring that new parks are built and existing parks are maintained.

Foundation consultant and former parks director Barry Weiss says the mechanics of setting up a foundation are the easiest part—just find an attorney to set up a 501(c)3 nonprofit. The real legwork comes in mapping out a strategy for raising money.

"I've been in the profession since the early 1980s. Sometimes, departments would create the foundation and then wait for the money to come in. The foundation itself is purely a vehicle and not the strategy. You need to be strategic in how to go after the money," Weiss says. "There are numerous ways to increase the success of a foundation, even in today's tough economic climate."

Show the Benefits of Free Parks

Now is the perfect time to translate parks' benefits into donation streams. While it's true that most individuals and organizations have tightened their charitable budgets, Sue Black, director of the Milwaukee County Park System, insists there is still cash out there. One of the most important steps to take right now is to promote the advantages that parks offer. "In times when people don't have cash to spend, we are doing things like offering free skating. That means a lot to people right now. A family can go on a picnic, walk a dog, fly a kite—do all of these things that are affordable. That's when people see the real value of our public spaces," Black says.

Former executive director for the Parkways Foundation in Chicago and current consultant Brenda Palm couldn't agree more: "In down economic times, parks are vital for families to go and play." Palm points to increased attention on nature deficit disorder in children, as well as childhood obesity and Michelle Obama's health and wellness platform. She says there's never been a better time to turn the benefits of parks into fund-raising opportunities. "This is prime time for park foundations to really rise up and be investors in the history and legacy of our parks." Palm adds, "As I saw [when] the economy turned, the private sector seemed to realize that it was their responsibility to help."

The Right People

A successful fundraising foundation requires that all board members believe in and support the foundation's mission. A good board should include people with technical skills, like attorneys and bankers, as well as visionary individuals who can direct the foundation's strategy. "The strategic ones are the hardest to get but... [they are also] the most influential," Weiss says.

Even more essential is that board members be networkers. "Our board helps open doors for me to meet with donors... and provides expert assistance and advice," says Nick Hardigg, executive director of Portland Parks Foundation in Oregon. "No matter how good your cause or case is, if you don't have a connection—someone to open the door for you to start a dialogue to giving—it becomes much more difficult."

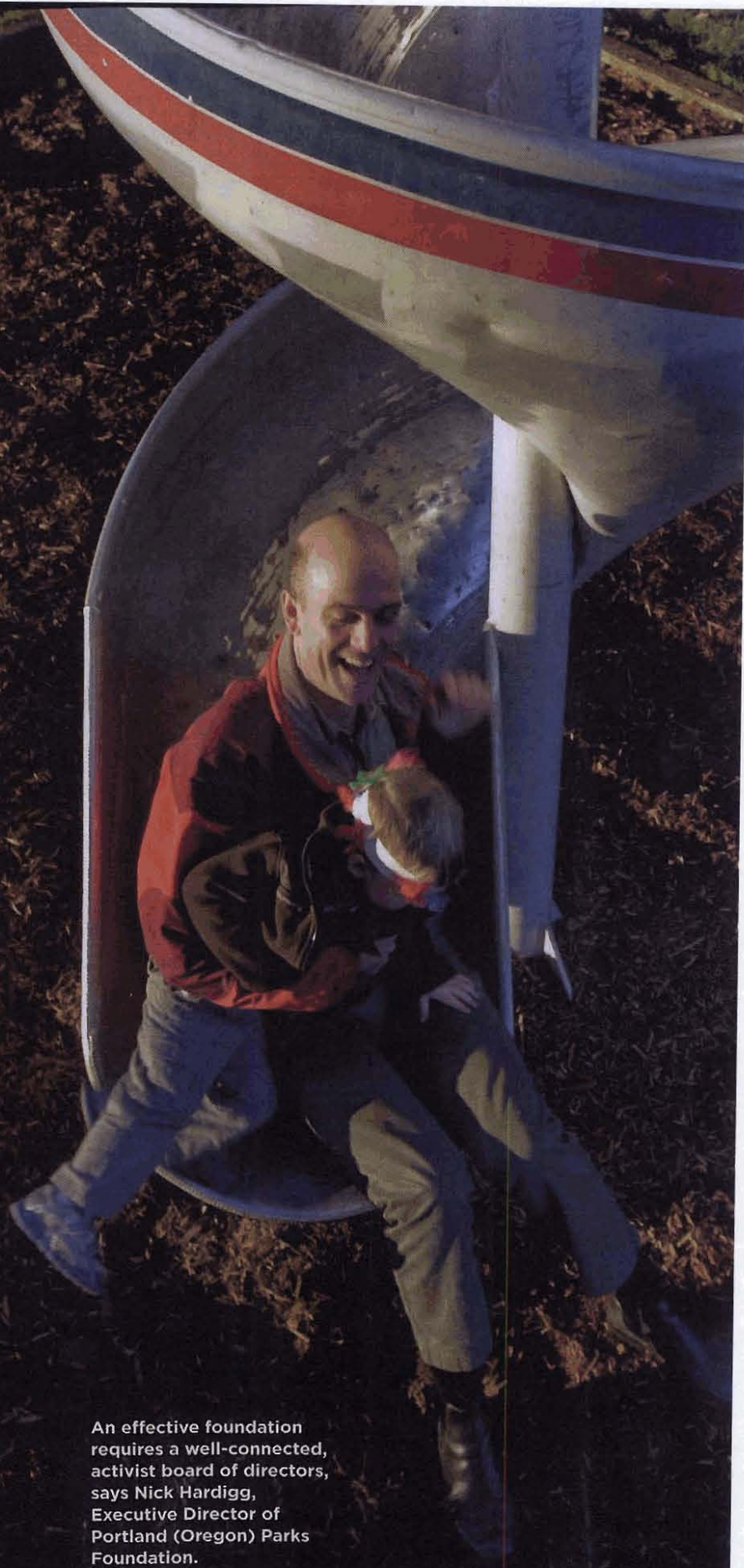
Recently, when a large parking lot in the heart of downtown Portland was moved underground, the developer dreamed of having the ground level transformed into a city park. He donated the surface rights to the city but there wasn't money in Portland's budget to make the dream come true. That's when the foundation's board of directors stepped in. Their connections resulted in a \$1.6 million gift that became Simon and Helen Director Park—a 44,000-square-foot piazza park with a covered glass canopy, fountain, and café.

Good Direction

Another key to a successful foundation is finding the right executive director to run the show. Hardigg says an executive director of a nonprofit requires "a generalist's skill set, from finance to volunteer and board management to the most important of all—fundraising." Other skills should include working inside and outside of government.

For Drew Satariano, executive director of Partners of Parks which supports Long Beach, California, a position like his demands not only creativity and energy but "getting around the community and telling the story about the foundation. It takes time to build up that flow of money. It's not easy, but it's very rewarding once you get it going," Satariano says.

PHOTO: WWW.TSWHALEN.COM



An effective foundation requires a well-connected, activist board of directors, says Nick Hardigg, Executive Director of Portland (Oregon) Parks Foundation.

Naming Rights

Weiss notes that the use of naming rights is a great strategy for tapping into private sector money. "People will give you money to get their name on things," he says. "Also, corporations are sitting on a record amount of cash. They like their name associated with healthy things, and we are it. It's a business deal, so you have to give them certain recognition."

For Portland Parks Foundation, naming rights have

not only brought in significant funding—but the attributions have also been applied in tasteful ways. "I think there's a misperception...that putting a company or nonprofit's name on a donated park or piece of equipment somehow hurts the visitor experience," Hardigg says. "If done respectfully, it accomplishes a lot of good: it makes the donor feel appreciated, so they're more likely to give again." And the public, when they see the names engraved in plaques

PROFILE

Portland Parks Foundation in Portland, Oregon

THE PORTLAND PARKS FOUNDATION was founded in 2001 and is currently led by Executive Director Nick Hardigg. It has raised more than \$10 million since the hiring of its first executive director in 2002. Projects they have helped to fund include the creation of Holly Farm Park in a low-income neighborhood, equipping parks with handicap-access and resurfacing 96 outdoor basketball courts.

According to Hardigg, the foundation's current operating funds are largely provided by major donors—a core group of 100 people in the "Legacy Circle," who give a thousand dollars or more per year to cover the foundation's basic costs. "We then raise restricted funds for projects, programs, and parks, and charge an administrative fee and sometimes direct fundraising expenses to defray at least part of those costs," Hardigg says. During its first decade of existence, he says foundation grants were essential in building that base of donors. "The other major revenue source is 'in-kind' support—the volunteer engagement of our board. Our board helps open doors for me to meet with donors, can fundraise for us, and provides expert assistance and advice," he says. One area not in Portland Parks' business model, but recommended by Hardigg is earned revenue. "If parks foundations can have earned revenue through renting out space or selling merchandise, that can be helpful," he says.



Nick Hardigg

Les Smith and Mamie Wheeler of the Portland Marathon (center) present a \$4,000 donation to Portland Parks Commissioner Nick Fish (far right) and Nick Hardigg, Executive Director of the Portland Parks Foundation (far left).





Portland

THINKSTOCK

or bricks, know that their tax dollars are being spent carefully—and that the private sector is stepping up to help parks succeed. Hardigg advises taking care to give recognition without "making the parks look like a billboard."

Palm notes that that most of the time that balance is not difficult to achieve. In her work with the Chicago Park District, she found that "anyone who is giving to parks wouldn't expect that their logo be splashed around. They want their donation to be respectful and in line with the park."

Cater to the Community

Hardigg says the main difference between the current fundraising model as compared with that of few years ago is the reality of widespread economic constraints. "Now, everyone has to make due with less," he says. "You need to offer a solution to a problem, not just speak to the problem." He stresses the importance of finding out when setting project goals what excites the community. For example, in Portland, many people would rather improve existing park amenities than build new parks. "You have to have that awareness in community of what is fundable. In Portland, that is concentrating on doing the best we can with the parks we have," he says.

And tapping into the community's priorities can also lead to repeat donations. "Would you rather have a dollar from [each of] a million people or a million, from one person?" asks Black. "If you had a dollar from one million people and spend it wisely, you can come back to them and ask for another dollar next

year." And there are other benefits to having a large pool of small repeat donations. "Beyond the cash," says Black, "you get the advocacy—whether for funding or policy."

Utilizing Social Media

Leveraging social media is also a powerful tool for communicating the needs of parks and raising money for projects. Portland Parks Foundation, for example, recently nabbed \$20,000 from Safeway through social media. When Safeway sponsored a national competition looking for "America's Most Natural City" via Facebook, the parks department and Portland Parks Foundation garnered votes through their social media presence—and ultimately won the contest.

A Successful Model

Today's new economic reality has resulted in increased pressure on parks foundations to produce results. Successful foundations will embrace the new challenges and use an array of strategies to engage the public and raise money. Satariano notes that when it comes to fundraising for foundations, there's not a one-size-fits-all solution. "Parks and rec departments are as unique and individual as the city they are in. Understand your city and its needs, then develop your goals and objectives. Fundraise to accomplish these goals," he says. Since each foundation is unique, it is up to the executive director and board of directors to tweak their business model to their advantage. ☀

Statement of Michael E. Hobbs
for the City Council
January 21, 2012

The Waterfront Plan

Thank you, Mayor Euille and members of Council. I am Michael Hobbs, residing at 419 Cameron Street.

You have heard about many positive features of the Draft Waterfront Plan that you have before you—a culmination in some respects of a decades-long effort to improve a feature that could potentially be the jewel in Alexandria’s crown. You have heard from many others of their deep concern that the Plan would not burnish that crown, but damage it beyond repair.

Some urge that it will be a catastrophe if you do not adopt this Plan, in its entirety, verbatim, right now, with no further examination and no further delay; but surely that is hyperbole. The waterfront and its adjoining community may be the most important historic and economic feature of our City, and it’s not going anywhere. It’s far, far more important that you get this right than that you get it quick.

Many elements of the plan are unobjectionable, even commendable. Advocates cite its goals of an increase in public space; of continuous public access along the waterfront; improvements and enhancements in the existing public parks; and positive reference to the cultural and historic improvements emphasized in two of the appendices to the plan.

But no-one is opposed to those features. They can and should be part of any plan that you ultimately adopt. They are not at issue.

The points of contention, most narrowly stated, relate to just the three private redevelopment sites: the North and South Robinson Terminals, and the Cummings-Turner site: whether hotels should be a permitted use; the density of uses that should be permitted; and whether that increased development would “solve” the parking problem, or greatly exacerbate it.

Hotels

At the beginning of the waterfront process, both the Chamber of Commerce and the Old Town Civic Association suggested that “a boutique hotel” could be an appealing addition to the waterfront—and the alternative scenario proposed by CAAWP also assumes a 60-room boutique hotel, at the Cummings-Turner site.

But the Draft Plan talks about 3 or 4 hotels, and the Text Amendment would set no limit on the number of hotels that might be built anywhere in the W-1 Waterfront Zone.

An alternative you might consider would be to carve out a much smaller zone—call it W-2—at the core commercial area of the waterfront—say, two blocks north and south of King Street—in

which hotels would be permitted. That would include the Cummings-Turner site, where a modest-sized hotel is already being proposed. But it would not open up the entire waterfront to hundreds of rooms in multiple hotels, which are not even being asked for by the property owners, and may not even be economically viable in the foreseeable future.

Density

In the City staff's Draft Plan, the density at these three sites would increase by 70 % over what now exists—and the real impact would be even greater, because what now exists is very-low-intensity warehouse uses, and what would be permitted is high-intensity, high-impact, high-congestion usage.

It is argued that the addition of half a million square feet of density crammed into this small area—an eight-block stretch of the waterfront—is necessary to pay for the public amenities that we desire. But we ought to be doing cost-effective nuisance flood mitigation and maintaining our parks anyway, whether we had a new waterfront plan or not. The existing zoning already permits the addition of 350,000 square feet of new, active, tax-revenue-generating uses above and beyond what is there now.

The addition of another 160,000 square feet of new density on top of that would, to be sure, generate still more new tax revenue each year. But certainly that extra amount on the margin is not going to make a decisive difference—in the context of a half-billion-dollar annual budget and a billion-dollar Capital Improvement Program—as to whether or not we are able to pay for the waterfront improvements that we really need over the next 20-30 years. The additional density already permitted but not yet utilized in the W-1 zone should be more than sufficient to pay for the additional waterfront amenities that we want.

Parking

The plan suggests that new strategies for the management of parking and traffic congestion generated by new uses in the plan will “resolve the parking problem”. We’re told not to worry, that there are hundreds of additional spaces in the private parking garages that can accommodate any additional parking demand that would be generated by all of this new activity. But the unused capacity has been there for years, and it’s there now. If the theoretical availability of unused capacity were the solution, we wouldn’t have the severe parking problem that we do now.

Several parking strategies are suggested in the Plan, and some of them might work—but they haven’t been tested and proven in our real world. Let’s try them and be sure they work first, before we add massive new demand to a street grid and parking supply that are already stretched to or beyond their maximum capacity.

* * *

At its core, the reasoning implicit in the Waterfront Plan seems to be that we can add hundreds of thousands of square feet of new development beyond what now exists, concentrated in a very

small area; that it will be very beneficial to Alexandria's public and private economy to do so; and that any traffic, transportation and parking impacts would not be significant, and can be dealt with easily enough at a later time.

We already have a recent, real-world test of precisely that planning model in Alexandria. It was called BRAC-133, and it didn't work. Don't repeat that mistake here, where our capacity to handle the consequent impacts is far less, and the cost of a mistake would be far greater.

It is of course possible that authorizing new development on this scale at these sites will not have the damaging impacts that many fear; and it is possible that the City will not find more urgent and critical capital and operating needs for any new tax revenues that are generated. But once you amend the Zoning Ordinance to permit it, the maximum density will certainly come, and quickly. The public benefits on the waterfront will remain conjectural, and would not ameliorate the negative impacts on the Historic District in any case. Proceeding on the basis of wishful thinking, on a scale that jeopardizes the Historic District, would amount almost to a reckless disregard of the consequences.

Don't take that gamble with Alexandria's crown jewel. Don't approve new density and new uses at the maximum scale at these sites until and unless you have before you a plan that represents specific and concrete assurances that the promised benefits will in fact be achieved, and that the damaging impacts will in fact be avoided. Stay within the density increases that are already permitted; strictly limit the number and size of any new hotels; and make sure your transportation and parking plan will work before you let the horse out of the barn . . . or the car out of the garage.

Adopt what there is consensus on—or even universal agreement. Do not adopt changes which *might* improve the waterfront if everything were to fall into place, but which represent a clear and present danger of overwhelming the historic character, ambience, scale and charm which make the present Alexandria so appealing to residents and visitors alike, and the envy of our neighbors far and wide.

Thank you for your consideration.

January 21, 2012
Judy Miller
507 N. View Terrace
Alexandria, VA 22101

Mayor
Members of City Council

Thank you for the opportunity to speak

The following pertained to what's happened in past decades.
The past two decades of development at Potomac Yards, Cameron Station, Old Town Village, and Eisenhower Ave. show that the highest and best use of land is for housing. Housing residents desire swimming pools, tennis courts, soccer fields, tot lots, dog runs, even schools, etc. All of which require space. *and dollars and do not pay for those amenities.*

Open space definition must change if city is to benefit from the eight acres supposedly offered. Open space should not include roof-top terraces, garden patios, interior open spaces such as atriums. No guarantees can be given: little benefit accrues to common, ordinary people who might appreciate shade of tall trees, a gambol among grasses with freedom of movement for kites, balls, etc. The hundred feet of someone's front or back yard does not ensure freedom of movement.

Notwithstanding all of your planning for other uses, please do not accept this plan whereby history shows that the highest and best use is housing. And with SUP's much else is possible. Developer/owner/investors are not interested in the long-term haul, nor do they care for community interests. Their interest is to cut and run. Why give them that opportunity. Why let the horse out of the barn now with increased density. There are no guarantees as to what will be built.

I am afraid that someone benefits in assuming at the opportunity of increased density
I should hope that your eyes and ears should open to the appeals of citizens who appreciate the historic context of this city.

Judy Miller
507 N. View Terrace

I hope we have those who disengage the effect of intelligent citizens who are impacted to protest a historic building
development
lead to knowledge

The fact that you can't include what would be built.

Mr. Mayor, Council Members,

I am Bill Lennox. I live at 715 Potomac Street at the southern end of Union Street, a home I've owned since 1993.

I wrestled with the idea of not speaking here today; but I couldn't let the opportunity pass. I served in the military for 35 years and spent the last 6 years in business. My last assignment in the military was as Superintendent of the United States Military Academy at West Point. Part of my duty was being the Mayor of an historical post that had to be maintained, but also had to be cutting edge as an academic institution. We had 2 million tourists a year. So we learned to balance old with new, and we did it well.

Mayor, I think all here want a better water front. However, as a constituent watching this process over the last year, I was very disappointed with the city's study, particularly with the decision to increase density and the concept of supporting three hotels within about a half mile stretch of an extremely busy thoroughfare in a residential neighborhood. To be honest, the plan was flawed. At the risk of losing you. I'd like to mention a few problems that agitated the community. There was a parking study that stated there was plenty of parking in Old Town without addressing the real parking problem that was evident to the people who lived here. There was a traffic study that focused on the wrong problem, looking at Washington Street rather than Union where everyone who lived here knew the problem would exist. And the idea that the waterfront was for everyone in Alexandria, but that it should only be paid for essentially by hotels in a residential neighborhood, penalizing only the ones who lived nearby. I will tell you, very bothersome was the rather "cavalier" slide that stated hotels mix very well with residential neighborhoods when even the Washington Post study mentioned the idea wasn't feasible. Finally, a missed opportunity came when the Gen On plant became available, and we postponed an opportunity to get all supporting a plan.

Mayor and Council, I've come away with several thoughts: first, if this study had been done for a business or for the military, leaders would have sent it back to correct the deficiencies before making a decision. My second thought is more

troubling: if the Council has let this study come this far with so many flaws, I seriously doubt whether the execution will be any better. I can see a follow on Union Street traffic study that states everything will be absolutely fine, and I can see the Council giving the first contractor who offers the city any concession at all, more density, more hotel rooms, relief from height restrictions, or relief from parking requirements.

Mr. Mayor and Council, while I am disappointed in the work that's been done by the staff, you now have an opportunity to lead. You commissioned a neutral committee to look at the study and make recommendations. They came back to you two weeks ago with those recommendations. I only ask that you lead. Step back from this vote, demand that your staff do their work correctly first, complete the studies your commission requested, ensure the plan is right and based on fact, and then build your constituency and take the vote. Take the time to complete the work you've started. If this is done correctly, I think you'll be surprised at the people who come on board. You now have an opportunity to lead. Please do this before mistakes are made, more people are alienated, and an historical treasure is lost. I believe all your constituents would appreciate your wisdom.

MAYOR EUILLE AND MEMBERS OF THE CITY COUNCIL

MY NAME IS NINA RANDOLPH, I AM A RESIDENT AND PROPERTY OWNER IN ALEXANDRIA AND I HAVE WORKED WITH A NUMBER OF YOU ON OTHER ISSUES FOR WHICH WE SHARE SIMILAR VALUES. I AM HERE TODAY TO VOICE MY CONCERN ABOUT THE WATERFRONT PLAN AND THE TEXT AMENDMENT AND TO ASK YOU TO VOTE AGAINST THESE PROPOSALS.

THE PLANNING DEPT.'S WATERFRONT PLAN LOOKS GOOD ON PAPER BUT THERE ARE A NUMBER OF PROBLEMS PARTICULARLY WHEN YOU FACTOR IN THE PROPOSED "TEXT AMENDMENT" WHICH IS BASICALLY A REZONING OF THE PROPERTY ALONG THE WATERFRONT SO THAT THERE CAN BE GREATER DENSITY AND HEIGHT FOR THE BUILDINGS THERE.

THE WATERFRONT PLAN STATES THAT THE BUILDINGS AT THE TWO ROBINSON TERMINALS BE NO HIGHER THAN 50 AND 55 FT. WHICH IS IN KEEPING WITH THE CURRENT HEIGHT RESTRICTION. IN THE PLAN WE SEE AN EMPHASIS ON MAINTAINING A BUILDING SCALE COMPATIBLE WITH EXISTING BUILDINGS, WE READ THAT A GOAL IS KEEPING THE AUTHENTICITY OF OUR CITY BY RESPECTING THE SCALE AND CHARACTER OF OLD TOWN, WE READ THAT FUTURE DEVELOPMENT RESPECT THE EXISTING RESIDENTIAL NEIGHBORHOODS, WE READ THAT REDEVELOP SITES BE OF A SCALE, TYPE AND CHARACTER THAT IS COMPARABLE WITH AND EVOCATIVE OF OLD TOWN AND WE READ IN THE PLAN THAT THE TWO ROBINSON TERMINALS AND THE CUMMINGS/TURNER BLOCK CAN BE REDEVELOPED UNDER THE CURRENT ZONING. THESE ARE ALL QUOTES FROM THE WATERFRONT PLAN.

SO I ASK YOU IF THE INTENTION OF THE PLAN IS TO KEEP THE SCALE, TYPE AND CHARACTER OF OLD TOWN AND IT CAN BE DONE WITHOUT REZONING, WHY WOULD YOU VOTE TO INCREASE THE HEIGHT AND DENSITY ALONG THE WATERFRONT WHICH SURELY WILL RUIN THE SPECIAL AMBIANCE OF OUR HISTORIC SEAPORT TOWN.

ALSO WHY WOULD YOU VOTE TO REZONE THESE PROPERTIES, THE CITY'S GREATEST ASSET, WHEN THAT WOULD RESULT IN ONLY ONE THING CERTAIN – MILLIONS OF DOLLARS MORE GOING TO THE WASHINGTON POST WHEN THEY SELL THIS LAND. THERE IS NOTHING IN THE REZONING THAT WE ARE REQUIRING OF A DEVELOPER. YES, THERE ARE VAGUE REFERENCES TO HOLDING DEVELOPERS TO "GOALS AND GUIDELINES" BUT WHO IS GOING TO DETERMINE THOSE REQUIREMENTS AND HOW WILL THEY BE ENFORCED. THE LEVERAGE TO ENFORCE BENEFITS TO THE CITY WILL BE LOST ONCE THE REZONING IS DONE. .

WITHOUT MORE SOLID STUDIES AND REMEDIES FOR THE TRAFFIC, PARKING, CONGESTION AND FLOOD MITIGATION PROBLEMS AND WITHOUT STRONG, CLEAR REQUIREMENTS SET IN PLACE FOR DEVELOPERS, WHY WOULD YOU VOTE TO PASS THIS PLAN AND SEND OUR CITY OFF TO A BIG UNKNOWN FUTURE?

AND WITH THE PLAN STATING THAT DEVELOPMENT CAN BE ACCOMPLISHED WITHIN THE CURRENT ZONING RULES, WHY DOES THERE NEED TO BE A REZONE? THERE IS NO NEED.

YES, KARL'S PRESENTATION IS LURING AND IS PICTURE PERFECT, BUT THINK WHAT YOU ARE NOT SEEING IN THOSE PICTURES – THE CROWDED WALKWAYS, THE TRAFFIC FROM MORE CARS, BUSES AND DELIVERY TRUCKS IN A SMALL AREA, THE VIEWS BLOCKED BY BIG TALL BUILDINGS AND FLOOD BERMS FROM THE LAND SIDE.

PLEASE VOTE NO ON THE WATERFRONT PLAN AND THE TEXT AMENDMENT.

THANK YOU. NINA RANDOLPH

**Remarks by Tim Elliott to City Council
January 21, 2012 Public hearing on**

ALEXANDRIA WATERFRONT

Mr. Mayor and members of City Council. My name is Tim Elliott and I reside at 422 So. Fairfax St. I was on the OTCA Waterfront Committee several years ago, which was formed when the city first announced it was going to embark on yet another waterfront plan.

I have lived in Alexandria for many years and I and many others love this city. **YET**

There are things about Alexandria that make me almost cry for my city

When I walk along the waterfront, I am saddened by the large, monolithic, ugly buildings the city has allowed to grow, but I do not cry for Alexandria.

When I see the traffic from Fairfax County and Maryland along Route 1 and Washington St., I am saddened to think the city contemplates spending our tax money to allow this traffic to move more quickly through the city, but I do not cry for Alexandria.

When I am out in the west end of the city, I am saddened to see a large ugly structure the city approved without regard for the impacts on traffic and the people who reside there, and still I do not cry for Alexandria.

When I consider development along the waterfront, I am saddened that the city has taken no obvious or visible steps to protect, rehabilitate or develop its own parcels so sorely in need of some action, yet I do not cry for Alexandria.

- During the discussions over the waterfront, I have been saddened to find one group criticizing another for, in its view, providing misinformation, when the first group is actually spreading gross misinformation itself, yet no one deigns to question that misinformation, but again I will not cry for Alexandria.

I am saddened that the staff of the city has not openly considered alternatives or compromises to the plan it designed; that the same staff has already agreed that changes requested last May by the attorney for the Robinson Terminal Warehouse Corporation are acceptable without engaging either the public or the Planning Commission in a discussion of those changes and perhaps I should cry for Alexandria.

All these and many more bring me to the brink of tears for my city. I fear that adoption of this plan without real consideration of alternatives will have all of us, our children, and our grandchildren crying for Alexandria for years to come. WE do not want to CRY for Alexandria.

Thanks you for your time and service, but please do the correct thing.

Dear Mayor Euille and Members of City Council,

For 37 years, the Alexandria Archaeological Commission has offered careful advice to City Council and Staff as an important primary source of expertise regarding the City's rich heritage and its preservation. In keeping with this ongoing role, AAC would like to forward its recommendations to Council regarding the current draft Waterfront Plan and the significant contributions of the Waterfront Plan Working Group.

The AAC has been honored to support the Waterfront Plan process. From participating in public meetings and assisting Planning and Zoning research, to writing the Alexandria Waterfront History Plan, a key aspect of the final Plan, AAC has demonstrated its expertise in and deep commitment to exploring, describing, and preserving our City's unique and diverse past.

Throughout the planning process, AAC has been careful to limit its comments and recommendations about the SAP to aspects concerning History and Cultural assets, interpreting those assets, and preserving them. It cannot offer advice on land use and development decisions beyond these areas. With that limitation in mind:

- 1) The AAC supports the recommendations of the Waterfront Plan Working Group concerning Arts and History, to include the location of new assets such as any potential museum or history center, and the creation of an oversight group to assist with implementation, and urges that Council direct that these recommendations be included in the approved plan.
- 2) AAC supports the suggestions of Staff and Councilman Krupicka to:
 - Apply the Old and Historic District Guidelines to the Robinson Terminal North Site, with BAR overview.
 - Establish a non-profit foundation to benefit the Waterfront, and ensure that the foundation helps support implementing the Arts and History plans as part of a public/private funding partnership.
 - Quantify expected contributions from developers to public realm improvements.
- 3) AAC reiterates its support and request for the inclusion of moderate public funding, or the provision for such funding, to assure implementation of aspects of the Arts and History Plans *independent* of developer and other expected revenues. AAC points out that the History Plan (which was incorporated into the SAP) includes a careful budget and strategy to identify low cost and easily accomplished Arts and History improvements – low hanging fruit – that can enhance the Waterfront's cultural assets quickly.

Alexandria embodies the sweep of American history and experience. As the Waterfront History Plan outlined, the final Waterfront Plan should capture and showcase the nation's story. We have the opportunity to create an exceptional Waterfront, and a regional and national jewel. Much of how the final Plan can do so must be explored and planned early in the implementation phase soon to follow. From the start, Alexandria's Arts and History organizations should play an important role in the implementation process to help define the content and expression of our cultural heritage. *For that reason, we also urge once again that as part of the new Plan Council*

direct that collaborative work be started by the existing Arts and History organizations to combine the Arts and History Plans into a unified, cohesive vision in support of the final Waterfront Plan.

AAC thanks City Staff, especially Planning & Zoning, for their hard work over the past years. It would also like to thank the WPWG for its many hours of careful consideration of the SAP, the alternate plan, and the contributing plans such as History and Arts. Finally, the AAC would like to recognize the many, many thousands of citizen volunteer hours contributed to the waterfront planning process from across the city. All these sources combined to make the Waterfront Plan a community effort.

The AAC appreciates City Council's consideration of these recommendations, and looks forward to assisting in the implementation of the final plan alongside Council, Staff and the many other commissions, boards, groups, and committees.

Sincerely,

Vincent C. LaPointe
Chairman, Alexandria Archaeological Commission

City Council of Alexandria, Virginia
Public Hearing Meeting
Saturday, January 21, 2012

Docket Item #4
WATERFRONT SMALL AREA PLAN
Master Plan Amendment #2011-0001, Text Amendment #2011-0005

Comments of Nancy R. Jennings
on behalf of
Seminary Hill Association, Inc.

Mayor, Vice Mayor, and Members of City Council:

My name is Nancy Jennings and I live at 2115 Marlboro Drive. I am President of the Seminary Hill Association, Inc., and speak on its behalf today.

On 13 May 2010, Seminary Hill Association expressed concerns about adopting a proposed Waterfront Plan and you delayed adoption. We continue to support a plan for Alexandria's waterfront that preserves Alexandria's rich history and unique character and that has less development and more public access to the water than now envisioned in this Waterfront Plan.

The Board of Directors passed a motion on 12 January 2012 asking that you:

- Vote "no" on docket item #4, this Waterfront Plan; and
- Direct staff to provide a plan within the existing the W-1 zoning that includes the parcel in north Old Town available since the GenOn Power Plant was closed.

Thank you for hearing citizen concerns about this plan. Please lead the way to a better one.

A Tale of Two Cities

Remarks presented at City Council Meeting on 1/21/12

H. M. Van Horn

Mayor Euille and Members of City Council, thank you for the opportunity to speak with you today. My name is Hugh Van Horn, and I live in Old Town.

I would like to tell you a “Tale of Two Cities”—Toledo, OH, and Wilmington, DE.

In the mid 1980s, civic leaders in Toledo authorized a developer to build Portside Festival Marketplace along the Maumee River—a colorful, two-level mall with some 50 small specialty shops and restaurants. Initially described as “a showpiece for the community,” the complex closed in less than a decade. A new hotel was subsequently constructed on the river, but it lacked guests. Condominiums were built across the river, but units soon were either moved to new locations or demolished. By 2011, after a \$43 million investment by Toledo taxpayers, the city agreed to sell 69 acres along the river to a Chinese-investor-owned firm for \$4 million.

In contrast, for the city of Wilmington, a task force was appointed to develop a plan for the riverfront. Their 1994 report recommended improvement of water quality; preservation of historical, cultural, and community attributes; protection and enhancement of wildlife; increased recreational opportunities; and promotion of sustainable economic growth. A non-profit corporation was created to oversee and carry out the plan. Now known as Riverfront Wilmington, the restored waterfront has become a tourism hub for northern Delaware and an important employment center for the city. A 2007 study¹ found that Riverfront Wilmington generated nearly \$67 million in revenues in its first decade, providing the city with \$19 million in return for its \$17 million investment, and the State of Delaware expects to break even in 2013 on its \$214 million investment.

Several lessons can be learned from these two cities, which are typical of many others:

1. Don't turn the waterfront over to developers—as Toledo did and Alexandria seems on the cusp of doing. This produces neither a coherent plan nor a sustainable waterfront, no matter how attractive the developers' concepts may seem.

¹ <http://128.175.63.72/projects/DOCUMENTS/RDCfinal5.pdf>; also available as a report of the given title from www.caasr.udel.edu.

2. Do begin with a well-thought-out Master Plan—as Wilmington has done. By identifying broad principles to govern waterfront planning and development, it can lead to sustainable redevelopment.
3. Do create a non-profit corporation to oversee and guide development. With authority to serve as designer, fund-raiser, developer, project manager, and site manager, it can be a major factor in enabling a waterfront redevelopment project to succeed.

The City of Alexandria currently has a once-in-a-lifetime opportunity to develop our Potomac River frontage into a world-class waterfront. Mr. Mayor and Members of City Council, if you truly care about the City you were elected to serve, I urge you to heed the lessons from other cities.

Thank you.

Testimony January 21, 2012 Waterfront Development Plan

I am Al Kalvaitis and have a 100% vested and invested financial interest in my Alexandria home. As such, I am deeply concerned that the passage of this proposed plan will have an adverse effect on many of our property values and quality of life.

Let me provide some historical background on the plan. Since spring of 2009 city and community officials have attempted to develop a comprehensive plan that, "attempts to enhance the waterfront's cultural offerings while respecting its history and needs of the community" ~~according to an August 2009 Gazette Packet article~~. Numerous meetings and planning charretts have been held. These sessions sparked interest in this far-reaching plan and resulted in periodic newspaper articles and letters to the editor ~~that have saved these clippings~~ which began to voice serious concerns about the plan. A broad groundswell of opposition was generated and has grown to a tsunami of discontent.

I attended and participated in a majority of the public hearings, sessions, and various committee meetings on this waterfront topic. This was ^a lengthy arduous process, but enlightening. My conclusion, shared by many, many others, is that the basic and fundamental premise of the waterfront plan is deeply flawed in that an economic engine is required for the waterfront to generate revenues to cover its improvements.

In addition to faulty premises:

- the procedures were flawed
- the processes were flawed
- the resulting plan is flawed.

Let me conclude with this quote from Patsy Ticer, "There's this simplistic thinking that more development brings more money. I don't think people have stopped to think about the consequences."

You will hear more comments from Senator Ticer in several hours; she is speaker 103.

~~Thank you.~~

YES VIRGINIA, WE SHOULD RIGHT CITY
HALL SO OUR ALEXANDRIA
WATERFRONT WON'T BE SWEEP
INTO THE DUSTBIN OF HISTORY!

THANK YOU.

My name is Carol James. I am a 30 year Alexandria resident. Today, I am here to thank Mayor Bill Euille for his initiative to seek a greater voice for our community with the Virginia Department of Transportation at a "hearing" this coming Wednesday evening, January 25, at Hammond School. The Mayor, in a letter, asked VDOT to hold the type of a "hearing" where people actually could be heard and could hear each other - the type of a hearing where their questions could be answered by experts...where problems and opportunities...competing and congruent views...significant as well as obscure facts, figures, findings, and considerations could be vetted and probed...all in an open, accessible setting - a public assembly of Alexandrians just like the one here today.

We like assemblies here in Alexandria. Before the founders of this City - who were, by the way, the Founders of this Nation - threw off the yoke of the Crown, gatherings of citizens were held in suspicion...if commoners dared to assemble, the door had to remain open, so that representatives of the Crown could listen in. So what may seem like a simple request by our Mayor, that there be an assembly of citizens in a public hearing, to listen to and respond to what VDOT is proposing in seeking to build an \$80 million expressway ramp in our community, is really not just a simple request. It's a request with a whole lot of history behind it.

But, VDOT has told the Mayor, and the community whose concerns the Mayor dutifully represents, that VDOT really does not like the assembly format. VDOT says an assembly format means that, to give speakers a fair chance (as is true today in this hall), remarks must be held to 3 minutes; and, VDOT does not like to "cut people off." It prefers one-on-one conversations at tabletop exhibits, where interested visitors can ask questions of experts and get answers, person-to-person. If citizens want to put questions or comments "on the record" of the "hearing," they can dictate them to a court reporter, who will record them, or they can send them in writing within two weeks.

So, on the only occasion where citizens publicly can hear implications of this mega-project, my neighbors will not get to hear what I ask or say, I'm not going to get to hear what they observe, no one is going to know what the experts say in response. New ideas and innovative approaches will not have an opportunity to emerge from the dialectic we the people have not undertaken. The process will be reduced to writing.

I do understand VDOT's point. And I do understand the Crown's point. Communication often is a messy, loud, time-consuming process, and some folks are more informed than others. Some blowhards just like to talk. What I don't condone is the Commonwealth's waving a wand, wiping out the potential good that can come from an assembly of citizens to discuss an important issue. Calling an information fair a "hearing" - and checking off the box that says VDOT has met a Federal Highway Administration requirement to have one - just doesn't pass the smell test. Who and what have been heard - and, by whom? What has not been heard or upheld is our legacy, our brand franchise here in Alexandria; what has not been honored is our sacred First Amendment right to assembly conferred on us by Alexandrians whose legacy we have a duty to uphold, embrace, and pass on. Thank you, Mayor Euille, for appreciating that.

A statement by Bert Ely to the Alexandria City Council

January 21, 2012

Oppose the proposed waterfront plan and any change in the W-1 zone

Mr. Mayor and members of Council, I am Bert Ely. As a member of the Waterfront Plan Work Group I came to fully appreciate the deep flaws in the waterfront plan and proposed zoning changes before you today. I urge you, in the strongest possible terms, to not make any change in the W-1 zone and to send the waterfront plan, which is hardly a plan, back to the drawing board.

My objections to the proposed zoning change and the waterfront plan are explained in greater detail in the attached Minority Report which as a member of the Work Group I submitted to Council on December 9. I trust Council will direct City staff to directly post my Minority Report on the City's website so that it is readily available to the public.

Adopting the proposed changes in the W-1 zone will greatly damage the waterfront area by overloading an already congested area with more cars, trucks, tour buses, and parking demand. Not only will the existing W-1 zone permit a more than doubling of floor space in the three development sites cited in the waterfront plan, but redevelopment of those sites will lead to more intense utilization of those sites by a factor of four or five since they are so underutilized today.

Understandably the City cannot add street or sidewalk capacity in the waterfront area. Worse the plan proposes to eliminate 125 to 150 existing parking places while making the false promise that ample but very expensive underground parking will be built and that valet parking and opening up private garages to public use will magically solve parking problems in the waterfront area. That is wishful thinking, at best.

What is not widely appreciated is that the change in the W-1 zoning will be effective when the next waterfront plan is developed in a few years to accommodate the redevelopment and intensification of land use at Canal Center. That will add further to traffic and congestion along the waterfront, further harming the nearby historic areas and all of Alexandria.

Removing the 55-foot height limit in the W-1 zone will make it easier to permit taller buildings along the waterfront through changes in the height district map – I call this the “skyscraper amendment – while the proposed new subsection 5-504(D) will give developers a blank check to capitalize on greater building heights through FARs far exceeding what is permissible with a 55-foot height limit.

Even if Council rejects the W-1 zoning changes, it still should not adopt the waterfront plan, for it is flawed in many, many ways. Among the most serious flaws:

- The proposed flood mitigation may worsen the consequences of inevitable nuisance flooding while not doing a thing to protect the waterfront against more serious flooding.
- There is no meaningful, realistic planning for the water's edge, the docking of commercial boats and adequate provision of the shoreside services they need, including tour bus loading and unloading.
- The plan fails to take the opportunity to create open space and a site for a future riverine museum at historic West's Point when the north Robinson Terminal site is redeveloped.
- Perhaps the worst of all, the waterfront plan was not expanded to encompass the GenOn site, whose redevelopment is coming on-line after the plant shuts down by October.

Despite the amount the City has spent so far on the waterfront plan, it still is a failed plan. Council needs to send it back to the drawing board, this time with a commitment to provide genuine citizen input into the planning process. Vote no on any W-1 zoning change and vote no to adopt the deeply flawed waterfront plan before you today.

Thank you for your time. I welcome your questions.

City of Alexandria
Waterfront Plan Work Group
Minority Report filed by Bert Ely
January 9, 2012

Executive Summary

As a member of the Waterfront Plan Work Group (WPWG) I am filing this Minority Report with the Alexandria City Council for its consideration pertaining to the draft Alexandria Waterfront Small Area Plan and the proposed text amendment to the W-1 zone that Council submitted to the WPWG for its evaluation. The views expressed in this Minority Report are mine alone and not necessarily those of any other person or organization.

I find the draft Waterfront Small Area Plan substantively flawed on numerous grounds. I also believe the process by which the draft plan was developed was defective. For these reasons, Council should reject the draft plan and make no changes to the text defining the W-1 zone, as specified in the City's zoning ordinance.

Stripped to its essence, the draft Waterfront Small Area Plan published by City staff in July 2011 is nothing more than a marketing brochure intended to promote changes in the zoning parameters of the W-1 zone. These changes would permit more varied uses, specifically hotels, and greater density and flexibility for development within the four segments of the W-1 zone. The result almost certainly will lead to redevelopment on a scale that will overwhelm the Alexandria waterfront and endanger the character of the Old and Historic District of Alexandria. If ever there was a plan that would kill the proverbial golden goose – the attractiveness of Old Town Alexandria for Alexandrians and visitors alike – this proposed Waterfront Small Area Plan is it.

The draft Waterfront Small Area Plan is the product of a multi-year design process that is now outdated given recent events, notably GenOn's decision to close its Potomac River Generating Station and the Planning and Zoning (P&Z) department's decision to prepare a new Old Town North Small Area Plan, including "reuse of the GenOn site."¹ The Old Town North planning area overlaps almost half of the area of the proposed Waterfront Small Area Plan. The memorandum also expressed City staff's intent to discuss "with the community" the goal of increasing "public confidence in decision-making." Unfortunately, that improved "public engagement process" will not occur until after the intended implementation of the proposed Waterfront Small Area Plan.

The recent plan to redevelop portions of our historic waterfront began on October 27, 2007, when the Mayor's Economic Sustainability Work Group recommended that the City encourage mixed-use development along the waterfront. From that date forward, through numerous "charrette charades" and public hearings, the essence of the Waterfront Small Area Plan – increased commercial development along and near the waterfront – has remained unchanged. While City staff claims they have listened to the citizenry, they clearly have disregarded the groundswell of opposition against the plan as set forth in the draft Waterfront Small Area Plan and the proposed

¹ October 21, 2011, memorandum to the Mayor and City Council from P&Z Director Faroll Hamer, with subject line: Proposed Priorities for the Long Range Planning and Plan Implementation Work Program for FY 2012 and Beyond

W-1 zoning change. Although the waterfront plan has evolved somewhat, including changes recommended by the WPWG, the plan still is fundamentally flawed.

Given the defective design process which led to a flawed Waterfront Small Area Plan, Council should restart the waterfront design process, this time providing for genuine public input from the inception of the planning process. It also makes no sense for Council to adopt the draft Waterfront Small Area Plan given that a significant portion of this plan may be changed when Council adopts a new Old Town North Small Area Plan.

While most agree that there should be some redevelopment along the waterfront, compatible with street capacities and Old Town's historic character, genuine alternatives must be considered next time, including the inclusion of more public open space and respect for Old Town's historic importance and character.

Why a Minority Report is being submitted

Some members of the WPWG reacted with shock and disbelief when I announced at the final meeting of the WPWG that I would submit a Minority Report to Council. The essence of democracy is not just the right to dissent from a majority point of view but an obligation to do so when there are grounds for such a dissent. It is not just the minority in appellate courts who write dissenting opinions, the minority position in a wide range of public bodies is actively encouraged, for such minority reports serve to sharpen the public issues being debated. It is in this spirit that I submit this Minority Report to the Alexandria City Council for its consideration

Substantive problems in the Waterfront Small Area Plan

I found numerous substantive flaws in the draft Waterfront Small Area Plan referred to the WPWG for its consideration, as follows:

The proposed Waterfront Small Area Plan grants the P&Z staff far too much discretion and reads like a marketing brochure for a W-1 zoning change

Stripped to its essence, the draft Waterfront Small Area Plan attempts to make the case for "upzoning" the W-1 zone; i.e., changing the zoning parameters for the W-1 zone to allow more intensive development of properties within the zone by permitting additional density, higher buildings, and greater developer flexibility as to land uses. The plan's justification for more intense development, and hotels in particular, is based on suspect projections of increased tax revenues from that development that presumably would pay for promised public amenities of questionable value. Most suspect are the projected revenues from the three or four so-call "boutique" hotels that would be built, according to the plan, along or near the waterfront. Rarely mentioned is the fact that this upzoning would greatly increase the market value of commercial properties in the W-1 zone.

The plan downplays the negative impacts of additional development on three properties highlighted in the plan – Robinson Terminal North, Robinson Terminal South, and the Cummings/Turner properties. The Density Chart in the WPWG Report² shows that proposed W-1 zoning change would increase the maximum permissible building square footage on the three sites

² Last (unnumbered) page in Appendix C of the report.

by 25%, from 651,049 square feet to 811,885 square feet. This seemingly modest increase in square footage ignores the fact that today these three properties are substantially underdeveloped and underutilized. According to the Density Chart referred to above, the existing buildings on the three sites have 301,687 square feet of space. Further, this square footage is not used that intensely today. Consequently, the existing uses currently do not generate that much auto, truck, and pedestrian traffic.

The redevelopment of these three properties under the present definition of a W-1 zone would lead to a substantial increase in traffic and parking demand. The allowable square footage of buildings on these properties with a Special Use Permit (SUP) could more than double if they were built to the maximum of 651,049 square feet permitted by the current text of the zoning ordinance for a W-1 zone. However, the maximum redevelopment of these properties as the zoning ordinance currently provides could easily increase traffic by three or four times the volume of traffic the buildings on these properties presently generate.

The magnitude of the traffic increase would be even greater if Council adopted the proposed text amendment to the W-1 zone. The draft Waterfront Small Area Plan presents no meaningful analysis of the traffic and pedestrian impacts of developing these properties from their existing uses to (1) their potential uses permitted under the current zoning ordinance for a W-1 zone, and (2) the potential uses that would be permitted under the proposed text amendment to the W-1 zone.

There was significant scare talk during WPWG meetings about property owners redeveloping their properties “by right” under the existing W-1 zoning; i.e., without applying for an SUP. However, it is unlikely that any commercial property owner would not try to maximize the value of their property by seeking a SUP. Therefore, even with the existing W-1 zoning, the developers of these properties would likely seek a SUP, which would give the City ample opportunity to work with the developer to obtain suitable public amenities.

Most critically, the draft Waterfront Small Area Plan ignores the fact that that any change in the W-1 zoning affects not just the three properties targeted by the City for redevelopment now but also impacts the entire W-1 zone, which encompasses an estimated 40 acres spread over four segments, running from Canal Center on the north to Harborside on the south. Hence, a future Waterfront Small Area Plan could provide, for example, for the redevelopment of the Canal Plaza Center property under the W-1 zoning change as proposed in the draft Waterfront Small Area Plan. Given that the Canal Center building (44 Canal Center Plaza) is 25 years old, it is a likely candidate for redevelopment within the near future.

Before considering any change in the W-1 zoning, Council should carefully consider its impact along the entire waterfront and not just for the properties referenced in the draft Waterfront Small Area Plan.

The case has not been made for the proposed flood-mitigation measures; further, the proposed measures may cause more harm than good

One of the key selling points for the proposed Waterfront Small Area Plan and increased density in the W-1 zone is that taxes from increased development along the waterfront would pay for flood-mitigation initiatives. However, the economic benefit to taxpayers of the proposed flood-

mitigation measures, relative to an estimated \$6.8 million cost,³ have not been demonstrated satisfactorily.

The inability of City staff to demonstrate a net public benefit stems from the fact that the proposed flood mitigation would only reduce the impact of nuisance flooding and could exacerbate the negative effects of more serious flooding by trapping flood waters, storm surge, and sewer back-ups behind flood barriers. Expensive pumping stations will be needed to pump accumulated waters into the Potomac. Further, the principal beneficiaries of measures that mitigate nuisance flooding will be private property owners in the areas subject to such flooding. City staff has provided no rationale as to why taxpayer funds should be used to enhance private-property values in this manner.

An excellent example of a waterfront-related proposal not based on engineering studies or economic analysis is the proposal to elevate streets in the King-Union-Strand area so as to reduce the frequency with which these streets flood. In particular, City staff appears to have given no consideration to the likely negative consequences of elevating those streets, including (1) the potential for increased flooding of nearby streets and buildings, (2) the impact of altering hydrostatic pressures on the foundations of adjacent buildings, and (3) accessibility to those buildings, especially by the disabled. Fortunately, the WPWG expressed great skepticism about this idea – it should be shelved until its merits, if any, can be demonstrated. On a more fundamental level, the financial feasibility and practicality of doing any flood mitigation in the King Street area in an aesthetically pleasing and historically appropriate manner must be examined further.

The proposed Waterfront Small Area Plan glosses over severe traffic and parking problems the plan would create if implemented as proposed

As noted above, even the redevelopment of the two Robinson Terminal properties and the Cummings/Turner site under the present W-1 zoning parameters will significantly increase automobile and truck traffic serving those redeveloped properties, traffic which will add to street congestion and parking demand within the waterfront area. At the same time, the draft Waterfront Small Area Plan proposes to eliminate well over 100 parking spaces in the waterfront area, notably the parking lot across Strand from Chadwicks, the parking spaces in the Art League building, the metered parking spaces on Strand, parking spaces in the ODBC parking lot,⁴ and metered parking spaces elsewhere in the waterfront area.

As is well known by all concerned, the waterfront area frequently suffers from severe traffic congestion and competition for parking spaces on residential streets, especially at times when Old Town has attracted a substantial number of visitors. Despite pledges to try to spread new activities along the waterfront, the fact is that more intense development of the Robinson Terminal and Cummings/Turner properties will bring more traffic and congestion to the core waterfront area, and especially from Duke to Cameron. The King and Union intersection, already a traffic and pedestrian hazard, will become more so – perhaps leading to demands for the installation of traffic signals and walk-don't walk lights along Union Street.

City staff proposals to alleviate parking woes and traffic congestion through valet parking, opening up private garages to public parking, and better wayfinding signage sound nice, but they are

³ Alexandria Waterfront Draft Small Area Plan, page 143, Table 12.

⁴ In the interest of full disclosure, I am a member of the Old Dominion Boat Club.

completely untested – they frankly are mere rhetoric intended to help sell the proposed text amendment to the W-1 zone. Similarly, the proposed construction of below-grade parking in the waterfront area is highly questionable because of the extremely high cost of constructing below-grade parking in the waterfront area.

Rather than proposing to build new parking spaces to replace existing spaces that would be eliminated and to accommodate additional parking demand, City staff has attempted to assume away the parking problem by conjuring up untested and highly dubious solutions. For example, would the valet parking be for the general public or just the patrons of specific businesses and who will bear the cost of providing valet parking? What happens if numerous privately-owned garages do not open up for public parking because spaces in those garages are reserved around the clock for building tenants? Will the new wayfinding signs direct more cars to park in the existing public garages? These are crucial and as yet unanswered questions.

Before Council adopts a Waterfront Small Area Plan, eliminating any parking spaces, or even considers any changes to the text of the zoning ordinance, it should first obtain solid, confirmable evidence that valet parking has in fact reduced parking demand on Old Town streets and that there has been an increase in public parking available in garages now closed to public use. Also, the Union Street traffic study recommended by WPWG must be completed before Council adopts a Waterfront Small Area Plan or considers any zoning changes in the waterfront area. Such a study may well demolish key assumptions on which the draft Waterfront Small Area Plan is based. Moving ahead without conducting this traffic study would be irresponsible.

The water's edge portion of the Waterfront Small Area Plan is not a plan but merely ill-founded conjecture

The draft Waterfront Small Area Plan lacks any coherent plan for water-related uses, specifically docking facilities. Instead, the proposed plan tosses out numerous options for the design and placement of docks and other related facilities, none of which are grounded in sound engineering or economic feasibility studies. Consequently, the draft Waterfront Small Area Plan is anything but a plan as it relates to in-the-water uses, an essential element of any realistic waterfront plan. Specific failings of this aspect of the proposed plan are as follows:

- The City did not conduct a detailed marine engineering study to determine the feasibility of specific proposed facilities or that the relevant public authorities – notably the Army Corps of Engineers – would approve the proposed in-the-water facilities, specifically docks. Consequently the docks and marina shown in the draft Waterfront Small Area Plan lack any credibility.
- The proposed plan is especially deficient in providing a specific dockage plan for the commercial vessels serving the waterfront (i.e., the Dandy, Nina's Dandy, water taxis, the Cherry Blossom, etc.), including related shore-side facilities such as ticketing, passenger loading and unloading (including tour-bus parking), automobile parking, loading of supplies, trash removal, fueling, etc. Given the perceived importance of these commercial vessels to the future of the Alexandria waterfront, this deficiency in the draft Waterfront Small Area Plan is especially glaring. A new Waterfront Small Area Plan needs to address with much greater specificity the dockage arrangements for commercial boats as well as all related shore-side activities, especially tour-bus drop-off and pick-up arrangements.

- The proposed marina off the south Robinson Terminal pier is a non-starter, for several reasons. First and foremost, the proposed marina docks would stick too far out into the Potomac, potential impeding barge and other river traffic passing under the Wilson Bridge. That is a key reason why the Army Corps of Engineers will not permit the construction of that marina. Further, as retired Army Corps engineer Bill Harvey testified to the Planning Commission on April 5, 2011, the proposed marina would be exposed:

to flood-related flotsam and jetsam collection and damage; ice jams; high currents; locations near the shipping channel and potential for collision damage; high flotsam and jetsam collection in and around the facilities; and potentially significant environmental impacts.

The plan for the proposed marina also is highly deficient with regard to related shore-side facilities, notably parking. Requiring very costly below-grade parking for marina users would drive dockage fees so high that the marina would be not be able to attract sufficient slip holders to make the marina economically viable.

The draft Waterfront Small Area Plan also fails to address adequately the fate of the existing City marina docks. Should the present uses of those docks continue or should these docks be utilized in a different manner, such as for docking water taxis and visiting boats?

- The proposed dock at the end of or just to the south of King Street is ill-conceived, for several reasons. First, the question of Corps of Engineers approval arises because of the proximity of that dock to the shipping channel. Second, such a dock would suffer from the flotsam and jetsam problems that Mr. Harvey cited. Third, docking the water taxis at such a dock is highly problematic given its greater exposure to the elements and longer distance from King Street relative to docking water taxis behind the Torpedo Factory. Fourth, it would be much more appropriate to dock a historic ship at a maritime/riverine museum. Such a museum at the north Robinson Terminal site is discussed below.
- There still is not any plan for the reuse of the Beachcomber building or even a definitive determination as to whether it makes any sense to restore the building for any purpose.

Creation of a large, open public space at the bottom of King Street is neither desirable nor feasible

Although now much vaguer in design, the proposed Waterfront Small Area Plan still calls for the creation of a substantial open space at the foot of King Street⁵ and for the eventual elimination of the ODBC parking lot.⁶ The simple fact is that the Club's parking lot is essential to its existence – it not only provides much-needed parking in an area where the City proposes to eliminate over 100 parking spaces but that lot also is used for boat launching and storage. It is neither feasible nor desirable to eliminate that parking lot and launching facility nor should the parking lot even be shrunk in size so as to provide a walkway along the river connecting King Street Park with

⁵ Recommendation 3.69: "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."

⁶ Recommendation 3.68: "Pursue eliminating the ODBC parking lot along The Strand through negotiation with the ODBC."

Waterfront Park. That isolated walkway will be a public-safety hazard because it would not be visible from any street – it could easily become “Muggers Alley” – see page 37 in the WPWG report.

Wisely, the WPWG recommended on page 11 of its report that private property, and specifically any portion of the Boat Club parking lot, should not be taken “through eminent domain actions.” That recommendation should apply to any privately-owned property along or near the waterfront, such as those portions of the parking lot across from Chadwicks owned by the Mann and Sweeny families.

A new Waterfront Small Area Plan needs to take a fresh look, with a clean slate, as to what should occur along the entire water’s edge of the Alexandria waterfront, including at the bottom of King Street, in the context of respecting existing uses and the rights of private property owners.

The Waterfront Small Area Plan does not provide for sufficient open space and public facilities along the waterfront

One of the greatest failings of the draft Waterfront Small Area Plan is insufficient provision of open space and public facilities along the waterfront. Contrary to assertions by City staff, hotels do not provide meaningful open space or public access to the waterfront. This is especially true of the high-end “boutique” hotels envisioned by the plan for the Robinson Terminal properties. Genuine open space and public access can only be provided by publicly owned facilities, such as parks, or privately owned facilities dedicated to public access, such as museums.

One of the best and most logical places for such an open space and public facility is the north Robinson Terminal site east of Union Street. Not only does this location provide unsurpassed views of Washington and the Capitol building, but it also is the site of West’s Point, an early location of Alexandria commerce and shipbuilding. There is no better place along the Alexandria waterfront to celebrate Alexandria’s history and its ties to the Potomac as well as to Washington itself.

Not only should West’s Point be the location of a museum dedicated to the history of Alexandria and its waterfront, but the existing pier at Robinson Terminal North would make an ideal docking location for an historic ship related to the Potomac and Alexandria. For example, the ship might be a replica of a famous ship built years ago in Alexandria. Rather than being a generic maritime museum, it should focus on the historic importance of its locale, especially as the City’s riverine history relates to the War of 1812 and the Civil War. Possibly the Alexandria Seaport Foundation and its boat-building school could be located there to reinforce Alexandria’s maritime and wooden boat-building history. Locating a museum and other cultural activities at West’s Point also would pull traffic and pedestrians away from the overly congested King-Union intersection.

Similar open-space opportunities present themselves at the south Robinson Terminal and the utilization of that terminal’s pier. While it makes no sense to construct a marina off that pier, as I discussed above, the scouring effect of the Potomac at that location makes that pier a better location for docking deeper draft vessels, such as visiting Navy ships, than the pier off the north Robinson Terminal.

Clearly such open-space areas and publicly accessible facilities cost money, to acquire land, construct buildings, and operate, but City staff never seriously explored these possibilities, despite

the pleas of Citizens for an Alternative Alexandria Waterfront Plan (CAAWP)⁷ and many others.⁸ This is yet another reason why the City needs to start afresh in its waterfront planning.

The proposed Waterfront Small Area Plan ignores the forthcoming redevelopment of the GenOn site even though the GenOn site clearly lies within the Waterfront Small Area Planning Area.

As the draft Waterfront Small Area Plan clearly shows in Figure 2 (page 37), the Waterfront Planning Boundary encompasses the GenOn site. The announced closure of the GenOn power plant by October 1 of this year means this 25-acre site (triple the combined area of the Robinson Terminal and Cummings/Turner properties) will be redeveloped within the foreseeable future, and certainly within the planning timeframe for the waterfront area.

Given the potential impact of the redevelopment of the GenOn site on the entire waterfront and on all of Old Town, it would be irresponsible for Council to adopt a Waterfront Small Area Plan that does not incorporate the inevitable redevelopment of the GenOn site. For this reason alone, Council should restart the waterfront planning process. The approval of a small area plan that significantly overlaps another small area plan, specifically the Old Town North Small Area Plan that will be revised within a year, is poor planning. Council should shelve the draft Waterfront Small Area Plan and direct P&Z staff to prepare a new Waterfront Small Area Plan and the Old Town North Small Area Plan as one integrated plan

Issues with the waterfront planning process

The waterfront planning process has been defective from its inception. As noted in the Executive Summary, the roots of the Waterfront Small Area Plan, with its emphasis on increased commercial development in the waterfront area, date to the Mayor's Economic Sustainability Work Group recommendations of October 27, 2007. That group's report even referred to creating a "world class" waterfront, a trite, undefined term. The plan, as it now stands, would be "world class" for real estate developers but a disaster for Alexandria. As someone who has been involved in the waterfront planning process since it was launched, I am just one of many who have always believed that its outcome was preordained – maximize development along the waterfront so as to maximize tax revenues and developer profits and the consequences – increased traffic, parking problems, increased flooding, and irreparable damage to Old Town's historic character – be damned.

The charrette charades and innumerable meetings with City staff brought no meaningful changes in the Waterfront Small Area Plan or serious consideration of alternative visions for the waterfront, such as those championed by CAAWP. Perhaps the most significant change in the Waterfront Small Area Plan was dropping the proposed restaurant building and parking garage in Waterfront Park, a proposal of dubious legality under the City's 1981 Settlement Agreement with the federal government under which the City gained clear title to numerous waterfront properties, including Waterfront Park. However, even that deletion came only after a vigorous and prolonged public outcry against that building.

The structure and operation of the WPWG was likewise defective and clearly designed to endorse the draft Waterfront Small Area Plan and changes in the W-1 zoning. Instead of the WPWG

⁷ In the interest of full disclosure, I am a director and Treasurer of the CAAWP.

⁸ In the interest of full disclosure, I am a director of the Old Town Civic Association.

electing one of its seven citizen members as the group's chairman and developing its own work plan, Council appointed Councilman Smedberg as the Work Group's "convener" and de facto chairman, and further appropriated \$25,000 to hire a "facilitator" for the WPWG. Consequently, the work of the WPWG was overly structured, which greatly impeded the ability of the WPWG to make a truly independent assessment of the draft Waterfront Small Area Plan.

By getting bogged down in minutia, such as scores of highly detailed recommendations, the WPWG never stepped back for a full-throated discussion of alternative visions for the Alexandria waterfront or the pros and cons of the proposed changes in the W-1 zoning. The WPWG was so focused on the twigs and leaves of the draft Waterfront Small Area Plan that it could not even see the trees in the forest, much less the forest as a whole. It will be a brave soul who tries to make sense of the WPWG's nearly 200 page report.

These comments should not be taken as a personal criticism of Paul Smedberg or Sherry Schiller, the WPWG's facilitator, but rather a criticism of the manner in which Council structured the WPWG. In the future, Council should give the work groups it appoints a much freer hand as to how they approach their work, as I understand was the case with the work group which dealt with the controversial Fort Ward Park cemetery issue.

Conclusion and recommendations to the Alexandria City Council

As outlined above, the Waterfront Small Area Plan submitted to the WPWG for its review and consideration is flawed for many reasons, a clear reflection of the process by which it was developed. Therefore, I recommend to Council that it not approve the draft Waterfront Small Area Plan. Currently, it is not a plan, but merely a collection of ill-developed concepts and unsupported assumptions which collectively serve as a marketing brochure for changing the parameters of the W-1 zone. Moreover, it is not well planned in that the plan for most of the northern area covered by this plan may be changed when the new Old Town North Small Area Plan is adopted.

Accordingly, Council should not make any changes in the text of the zoning ordinance for the W-1 zone. Further, Council should direct City staff to develop a new waterfront plan based on solid engineering data and analysis, specifically as such engineering and analysis relates to the water-related activities which might be constructed along the Alexandria waterfront. Council also should direct City staff to develop a waterfront plan that provides for more public open space and much greater respect for Alexandria's unique urban and historic character. The new waterfront plan should include WPWG recommendations for better management of the waterfront area, including improved maintenance of City-owned facilities. Finally, there must be much greater genuine citizen involvement in developing the next waterfront plan.

City Council of Alexandria, Virginia
Public Hearing Meeting
Saturday, January 21, 2012

Open Mike—Item #2
Seminary Hill Association, Inc., Asks Council To
Rescind City Support for VDOT's Proposed Ramp from I-395 to Seminary Road

Comments of Nancy R. Jennings
President, Seminary Hill Association, Inc.

Mayor Euille, Vice Mayor Donley, Members of the City Council,

My name is Nancy Jennings, and I live at 2115 Marlboro Drive. I am President of Seminary Hill Association, Inc., and speak on its behalf this morning.

Seminary Hill Association, Inc., has enjoyed the City Council's support in our efforts to preserve our neighborhoods from cut through traffic. Between 2002 and 2011, the City and Seminary Hill have objected to the addition of any new traffic onto Seminary Road from I-395, such as a ramp from the HOV lanes. That interchange cannot handle the amount of traffic it has today and adding another lane of traffic—even if they are busses and HOV—will not improve the gridlock on Seminary Road but only add more vehicles to it.

Almost a year ago, you changed City policy and agreed to a study of the benefits and impacts of a new ramp to Seminary Road, since the Governor was willing to fund it at \$80 million. Next week, VDOT will hold a public hearing at Hammond Middle School to explain the Environmental Assessment that will then go to the Federal Highway Administration. The City has the opportunity in the next couple of weeks to comment on the EA's findings. Given the new information that VDOT's Tom Fahrney shared with the BRAC Advisory Group this week, the City ought to return to its original position on this ramp and send a "no build" comment to VDOT instead of suggesting minor tweaks to the ramp's design, like prohibiting turns onto Seminary Road during certain time periods or positioning the noise walls on the ramp itself rather than where the trees on the highway are now a buffer.

So what did VDOT find in its study that suggests the City should change its policy?

On January 18, 2012, VDOT's Tom Fahrney concluded from the data studied that the proposed ramp from I-395 to Seminary Road would improve traffic flows in the AM peak hours but would not in the PM peak hours. He added that auxiliary lanes on I-395—a design where the shoulders become a lane during peak hours, just between the Seminary and Duke interchanges—would be

(over)

a solution that WOULD improve the gridlock on I-395 in both the AM and PM and would ALSO improve the flow on Seminary Road in the PM. In light of this new information:

Seminary Hill asks City Council to consider rescinding the 2011 resolution in support of this ramp and directing City staff to withdraw City support for this ramp, since it will not provide significant relief to either the commuters or to residents in the West End.

Thank you for your consideration.

STATEMENT TO COUNCIL - "OPEN MIKE" 1/21/12

Mr. Mayor, Members of Council, my name is Jack Sullivan, a 55-year resident of Alexandria.

You have a long day ahead of you with perhaps a 100 speakers, so I will be brief.

What you are seeing here today is symptomatic of a larger crisis in Alexandria. The problem is a highly dubious and skewed planning process -- one in which citizens and their interests come LAST. After City Staff, after land owners, after developers.

The problem begins with the Office of Planning. The Director constantly says she wants to make Alexandria attractive to people who want to come here. Rather, she should be thinking of those people who are already here and as taxpayers pay her salary.

The entire concept of protection of neighborhoods and preservation of quality of life in Alexandria has been forgotten in the mad rush to develop.

You face substantial citizen opposition here today. If the Beauregard Plan draft retains the present density requirements and loss of affordable housing, you can anticipate another storm.

In the only vote taken by the Beauregard Stakeholders, members voted more than 2 to 1 - 48 to 22 -- to keep present densities. That vote has been completely ignored in subsequent City draft plans.

The planning process clearly is broke. It is up to you to fix it. And soon.

Thank you for your time and attention.

Alexandria Archaeological Commission
Remarks to City Council on the Waterfront Plan

January 21, 2012

James H. McCall, Vice Chair AAC

Dear Mayor Euille and Members of City Council,

For 37 years, the Alexandria Archaeological Commission has offered careful advice to City Council and Staff as an important primary source of expertise regarding the City's rich heritage and its preservation. The AAC has been honored to support the Waterfront Plan process. From participating in public meetings and assisting Planning and Zoning research, to writing the Alexandria Waterfront History Plan, a key aspect of the final Plan, AAC has demonstrated its deep commitment to exploring, describing, and preserving our City's unique and diverse past. In keeping with this role, AAC would like to forward its recommendations regarding the current draft Waterfront Plan and the contributions of the Waterfront Plan Working Group.

Throughout the planning process, AAC has been careful to limit its comments and recommendations about the SAP to aspects concerning History and Cultural assets, interpreting those assets, and preserving them. With that limitation in mind:

- 1) The AAC supports the recommendations of the Waterfront Plan Working Group concerning Arts and History, to include the location of new assets such as any potential museum or history center, and the creation of an oversight group to assist with implementation, and urges that Council direct that these recommendations be included in the approved plan.

- 2) AAC supports the suggestions of Staff and Councilman Krupicka to:
 - Apply the Old and Historic District Guidelines to the Robinson Terminal North Site, with BAR overview.
 - Establish a non-profit foundation to benefit the Waterfront, and ensure that the foundation helps support implementing the Arts and History plans as part of a public/private funding partnership.
 - Quantify expected contributions from developers to public realm improvements.

- 3) AAC reiterates its support and request for the inclusion of moderate public funding, or the provision for such funding, to assure implementation of aspects of the Arts and History Plans *independent* of developer and other expected revenues. AAC points out that the History Plan (which was incorporated into the SAP) includes a careful budget and strategy to identify low cost and easily accomplished Arts and History improvements – low hanging fruit – that can enhance the Waterfront’s cultural assets quickly.

As the Waterfront History Plan outlined, the final Waterfront Plan should capture and showcase the nation’s story. We have the opportunity to create an exceptional Waterfront, and a regional and national jewel. Much of how the final Plan can do so must be explored and planned early in the implementation phase soon to follow. From the start, Alexandria’s Arts and History organizations should play an important role in the implementation process to help define the content and expression of our cultural heritage. *For that reason, we also urge once again that as part of the new Plan Council direct that collaborative work be started by the existing Arts and History organizations to combine the Arts and History Plans into a unified, cohesive vision in support of the final Waterfront Plan.*

AAC thanks City Staff, especially Planning & Zoning, for their hard work over the past years. It would also like to thank the WPWG for its many hours of careful consideration of the SAP, the alternate plan, and the contributing plans such as History and Arts. Finally, the AAC would like to recognize the many, many thousands of citizen volunteer hours contributed to the waterfront planning process from across the city. All these sources combined to make the Waterfront Plan a community effort.

Office of the City Clerk
January 13, 2012

All Persons, Including Applicants, Wishing to Speak Before City Council Must Fill Out A Speaker's Form (Which May Be Found in The Rear of the Council Chamber) and Present It to the City Clerk. If You Have a Prepared Statement, Please Present It To the City Clerk. We Encourage Speakers to Submit Their Written Comments to the City Clerk.

DOCKET

CITY COUNCIL OF ALEXANDRIA, VIRGINIA

Public Hearing Meeting
Saturday, January 21, 2012 - - 9:30 a.m.

Notice: It is estimated that the Waterfront public hearing and discussion/action will conclude between 4 and 5 p.m.

OPENING

1. Calling the Roll.

Council Action: _____

2. Public Discussion Period.

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES

ACTION CONSENT CALENDAR (3)

Planning Commission

3. SPECIAL USE PERMIT #2011-0074
711 KING STREET -- YOGIBERRY
Public Hearing and Consideration of a request for a restaurant; zoned KR/King Street Retail. Applicant: Yogiberry Old Town Alexandria, Inc., by Vu Tan Huynh

PLANNING COMMISSION ACTION: Recommend Approval 6-0

END OF ACTION CONSENT CALENDAR

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

*** Please note: Previous information on this item may be viewed at <http://alexandriava.gov/Waterfront> and the new material for the following docket item will be available for public review on Tuesday, January 17, 2012.***

4. MASTER PLAN AMENDMENT #2011-0001
TEXT AMENDMENT #2011-0005
WATERFRONT SMALL AREA PLAN

Public hearing and consideration of a request for A) an amendment to the City's Master Plan to include the Waterfront Small Area Plan chapter; and B) a text amendment to Section 5-500 of the Zoning Ordinance for the W-1/Waterfront mixed use zone. Staff: Department of Planning and Zoning

The Waterfront Small Area Plan boundary includes Daingerfield Island at its north end and Jones Point Park at its southern end (both national parks). In between, the plan is bounded to the east by the Potomac River and to the west by (from north to south) East Abingdon Drive beginning just north of Marina Drive to the railroad tracks, continuing southeast along the railroad tracks to a point just west of Pitt Street, continuing east along Bashford Lane to North Royal Street, continuing south along North Royal Street to Third Street, continuing east along Third Street to North Fairfax Street, continuing south along North Fairfax Street to Queen Street, continuing east along Queen Street to a point approximately 100 feet west of North Union Street, continuing south about 100 feet west of Union Street to Wolfe Street, following along the northern, western, and southern boundary of Windmill Hill Park until it meets South Union Street, continuing south on South Union Street to Jones Point Park.

PLANNING COMMISSION ACTION: MPA 2011-0001: Adopted Resolution
w/amendments to the MPA 6-1
TA 2011-0005: Recommend Approval
6-1

Council Action: _____

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER

5. Public Hearing on the Northern Virginia Regional Water Plan. (#9, 12/13/11)

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

6. CDD CONCEPT PLAN #2011-0008

DEVELOPMENT SPECIAL USE PERMIT #2011-0030

SPECIAL USE PERMIT TMP #2011-0076

520 SOUTH VAN DORN STREET; 631 and 641 SOUTH PICKETT STREET -
LANDMARK GATEWAY

Public Hearing and Consideration of requests for: (A) an amendment to a CDD concept plan (CDD #2008-0003) to reduce retail space and to change building footprints and open space; (B) amendments to a development special use permit (DSUP #2006-0021), with site plan, to reduce retail space, increase residential units and make adjustments to the building footprint and garage configuration, with SUP amendment for a parking reduction and an extension of time of validity; and (C) amendment to a transportation management plan; zoned CDD #17/Coordinated Development District 17. Applicant: Mill Creek Residential Trust, LLC represented by Howard Middleton, attorney

PLANNING COMMISSION ACTION:

CDD #2011-0008 Recommend Approval 6-0

DSUP #2011-0030 Recommend Approval 6-0

TMP SUP #2011 -0076 Recommend Approval 6-0

Council Action: _____

7. SPECIAL USE PERMIT #2011-0072

2006 EISENHOWER AVENUE - RESTAURANT AND NIGHT CLUB

Public Hearing and Consideration of a request to operate a restaurant/night club; zoned CDD #11/Coordinated Development District. Applicant: Joseph Asmar

PLANNING COMMISSION ACTION: Recommend Approval 6-0

Council Action: _____

8. THIS IS FOR INFORMATION ONLY -- NO APPROVAL NEEDED

CITY CHARTER SECTION 9.06 CASE #2011-0004

716 & 718 NORTH COLUMBUS STREET

Consideration of the sale of public property located at 716 & 718 North Columbus Street pursuant to Section 9.06 of the City Charter. Staff: Department of General Services and Planning and Zoning.

PLANNING COMMISSION ACTION: Approved 5-1

Council Action: _____

9. DEVELOPMENT SPECIAL USE PERMIT #2011-0001

1400 SOUTH MAIN LINE BOULEVARD - POTOMAC YARD LANDBAY L

Public Hearing and Consideration of a request for a development special use permit, with site plan, to construct a residential and retail building with approval of a parking reduction, and approval to transfer residential units from Landbays

H, I, & J in accordance with CDD conditions; zoned CDD #10/Coordinated Development District 10. Applicant: Potomac Yard Landbay L, LLC represented by M. Catharine Puskar, attorney

PLANNING COMMISSION ACTION: Recommend Approval w/amendments 6-0

Council Action: _____

ORDINANCES AND RESOLUTIONS

10. Public Hearing, Second Reading and Final Passage an Ordinance to Sell City-owned Property at 716-718 N. Columbus Street. (#9.1, 01/10/12)

Council Action: _____

11. Public Hearing, Second Reading and Final Passage of an Ordinance to amend and reordain Article A (Water), Chapter 6 (Water and Sewer) of Title 5 (Transportation and Environmental Services), all of the Code of the City of Alexandria, Virginia, 1981, as amended. (#12, 12/13/11)

Council Action: _____

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

DEFERRAL/WITHDRAWAL CONSENT CALENDAR

Planning Commission (continued)

12. CDD CONCEPT PLAN #2011-0004
MASTER PLAN AMENDMENT #2011-0005
DEVELOPMENT SPECIAL USE PERMIT #2011-0020
TMP SPECIAL USE PERMIT #2011-0046
2425 MILL ROAD (Block 3); 312 & 314 TAYLOR DRIVE, 301 & 315 STOVALL STREET (Block 2); 2401 EISENHOWER AVENUE - HOFFMAN BLOCK 8
Public Hearing and Consideration of requests for: (A) an amendment to the Eisenhower East Small Area Plan to transfer floor area between blocks in CDD #2; (B) an amendment to the CDD Concept Plan to transfer floor area and parking spaces between blocks; (C) amendments to a development special use permit, with site plan, (DSUP #2000-0028) to transfer office floor area from Blocks 2 and 3 to Block 8 and approval of a penthouse taller than 15 feet; (D) amendments to a Transportation Management Plan Special Use Permit (SUP #2005-0115); zoned CDD #2/Coordinated Development District 2. Applicant: Hoffman Family, LLC represented by Kenneth Wire, attorney

PLANNING COMMISSION ACTION: All Items Deferred Without Objection

Council Action: _____

This docket is subject to change.

* * * * *

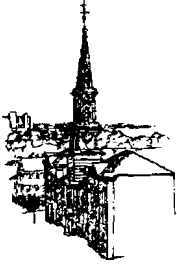
Full-text copies of ordinances, resolutions, and agenda items are available in the Office of the City Clerk and Clerk of the Council. Meeting materials are also available on-line at alexandriava.gov/council .

* * * * *

Individuals with disabilities who require assistance or special arrangements to participate in the City Council meeting may call the City Clerk and Clerk of Council's Office at 703-746-4550 (TTY/TDD 838-5056). We request that you provide a 48-hour notice so that the proper arrangements may be made.

City Council meetings are closed-captioned for the hearing impaired.

* * * * *



City Hall
Alexandria, Virginia

Alexandria Waterfront Committee
Department of Recreation, Parks and Cultural Activities
1108 Jefferson Street
Alexandria, Virginia 22314



Statement to Alexandria City Council
Public Hearing on Waterfront Small Area Plan
January 21, 2012

My name is Nathan Macek. I am the chair of the Alexandria Waterfront Committee. This morning I will provide the majority position of the Alexandria Waterfront Committee on the Waterfront Small Area Plan. Based on discussion at its January 17, 2012 meeting, the Waterfront Committee supports adoption of the draft Plan contingent upon incorporation of the recommendations of the Waterfront Plan Work Group and staff recommendations dated January 17, 2012.

In May, we wrote that there were several important issues to be resolved prior to adopting the Plan. The deliberations of the Waterfront Plan Work Group have produced recommendations that adequately address each of the issues raised by the Waterfront Committee:

- Support for a public plaza at the foot of King Street is reaffirmed, emphasizing the importance of a negotiated agreement with the Old Dominion Boat Club.
- Marina policies de-emphasize relocating pleasure boats to the Robison Terminal South site and incorporate the tenants of the Waterfront Committee's Marina Vision Statement.
- Implementation of the Parking Implementation Plan is now underway.
- There is a commitment to reinvest revenue generated by new development along the waterfront, to include arts and history contributions and improvements.
- Controls over waterfront restaurants and hotels would be the most stringent in the City.
- Support for existing (and attracting new) cultural institutions has been strengthened.
- Alexandria's history has been better incorporated into the plan.

In addition, the Waterfront Committee supports recommendations of the Waterfront Plan Work Group for two important early implementation activities immediately upon adoption of the Plan:

- Completion of a Union Street corridor Transportation Management Plan prior to approval of any new development, to mitigate and manage traffic impacts along the Waterfront; and
- The development of a design plan to provide a holistic design vision for the Waterfront public and private realm improvements consistent with the historic setting of Old Town.

The Waterfront Committee recommends that all of these points be incorporated into the final Plan.

In addition, the Committee endorses several of the staff recommendations outlined in the January 17, 2012 memorandum from the City Manager to City Council regarding the Waterfront Small Area Plan, and urges incorporation into the final Plan. In particular:

- We support the proposal by Councilman Krupicka to apply the Old and Historic District design guidelines to the Robinson Terminal North Site, which would provide for oversight by the Board of Architectural Review.

- We support the establishment of a non-profit foundation to benefit Alexandria's Waterfront. This is an important mechanism for productively channeling the widespread community interest in the Waterfront demonstrated over the past two years, particularly for arts and history betterments.
- We support the proposal by Councilman Krupicka to quantify the expected contributions to public realm improvements that may be expected from developers of Waterfront parcels.

The Waterfront Committee is eager to assist with implementation of the Waterfront Small Area Plan. We note that the Waterfront Plan Work Group Report calls for designation of a public body to provide public input and advise the City on plan implementation. This role is very similar to the Waterfront Committee's charge since 1989 to advise the City on public and private uses of the City's Waterfront. We look forward to working with City Council, staff, our fellow advisory boards, commissions, and committees, and the general public as implementation roles are defined, and hope to avoid unnecessary duplication.

January 21, 2012

Mayor Euille and Members of Council,

I am Katy Cannady. I live at 20 East Oak Street, in the Rosemont neighborhood.

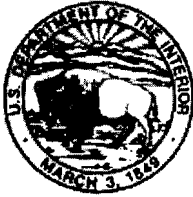
I went to every public meeting the staff held. At the first meeting, in the spring of 2010, staff and a swarm of consultants asked us for our ideas. Many of the ideas were about making the area where tourists gather between the Torpedo Factory and the river more lively and inviting. All of us want a more lively and inviting waterfront.

After that, in the following January, we had the second meeting. We had that meeting 99 times. At every meeting, staff explained the amenities in the plan and urged us to support the plan as presented. From beginning to end, the great new amenity was the boat club's parking lot where we were going to have a paved square and an ice skating rink. We are unlikely to acquire the boat club parking lot anytime in this century.

I went to almost all of the waterfront work group meetings. I learned that despite vague claims to the contrary, there is no plan for parking management, no plan for handling increased traffic, no serious flood mitigation. It is a plan that asks nearby citizens to give a lot in their quality of life and get little if anything in return. It is a plan that is not worth its costs. There is an enormous amount of unused density already in the W-1 zone. We could maintain that zoning and still get all the real amenities in this plan. We can maintain the historic character of what remains of the colonial seaport that is ground zero for the significantly increased development.

Something happened at a work group meeting, a quit shattering moment to me as someone who expects to live out her life in this city. Our city attorney stood up and before a roomful of people stated that he could not defend our 1992 master plan against a law suite from the Robinson Terminal owners. He predicted that such a suite would be lost. What city refuses to defend its zoning? What lawyer or any other knowledgeable person states the outcome of a court case that has not been tried? At a later meeting, the city attorney retreated from his position, but no one can really reclaim words already spoken.

Finally, I want to say to Council members who vote today to maintain our existing zoning, your votes will be remembered with gratitude. They will be the most important votes you ever cast, whether you have served for many years or are in your first term. This is a battle for the heart and soul of this city and it will not be over today.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

20 January 2012

Faroll Hamer, Director
Department of Planning and Zoning
City of Alexandria
301 King Street, Room 2100
Alexandria, Virginia 22314

Dear Ms. Hamer:

I am writing to offer the views of the National Park Service (NPS) regarding the City of Alexandria's (City) diligent efforts to update the Alexandria Waterfront Small Area Plan and to realize an active, vibrant, and publicly accessible waterfront. We understand that the goal of this planning effort echoes that of the joint City/NPS Land Use Plan of 1981 which followed similar public participation and came to similar conclusions.

The NPS has appreciated the opportunities to comment on the planning process and we view the effort as consistent with the goals of public access and use of the waterfront as envisioned in 1981. More specifically, the 2011 plan provides additional definition and public use to the Strand properties. Presently interrupted by multiple lots, the City's acquisition of several properties creates the opportunity for a significant expansion of public use. Similarly, the plan for Waterfront Park converts several metered parking spaces to seasonal public use and creates a more pedestrian-friendly environment.


Based on the information we have reviewed, we believe that the options for the redevelopment of the specific properties as generally envisioned in the 2011 Plan are consistent with the 1981 Plan, will create opportunities for waterfront open space, and will enhance the vitality of the waterfront. Of course, NPS will continue to monitor actual development plans for sites along the waterfront to ensure compliance with the federal government's property interests and to assess how more development may affect federal property interests.

We would like to note that the continuance of the private parking lot adjacent to King Street and Wales Alley, as well as the continuance of the private boat club at the foot of King Street remain a disruption to a fully accessible public waterfront. These private features in the waterfront landscape simply and unfavorably divide the shoreline. We recognize that these parcels were subject to lengthy judicial proceedings that impacted the City's planning process and were only recently concluded. Perhaps now, with that resolved, the City may consider its options in this area and move forward with a decision that will be critical to the realization of the goals that are now envisioned in this 2011 plan.

I would be remiss if I did not note our disappointment by the City of Alexandria's lack of enforcement of the agreed upon uses of Wales alley at the waterfront, an area that was deeded in 1981 for pedestrian and non-motorized traffic, except for motorized vehicles used by the City. Instead of a publicly accessible space, the area has been allowed to be fenced and used for private parking and boat storage.

In closing, I would like to reiterate our general support for the proposed 2011 Plan. We believe it is consistent with the joint City/NPS Plan of 1981. We look forward to working with the City as these proposals become plans for a revitalized Alexandria Waterfront and as we further consider the federal rights in the area.

Sincerely,



Peter May
Associate Regional Director
Lands Resources and Planning

Jackie Henderson

From: Harold Kennedy <hr_kennedy@hotmail.com>
Sent: Tuesday, January 24, 2012 3:56 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Waterfront Plan
Attachments: ATT00001.txt

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

Time: [Tue Jan 24, 2012 15:55:59] **Message ID:** [36584]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Harold

Last Name: Kennedy

Street Address: 1005 Ramsey Street

City: Alexandria

State: VA

Zip: 22301

Phone: (703) 549-7095

Email Address: hr_kennedy@hotmail.com

Subject: Waterfront Plan

My wife and I want to compliment the five members of the city council who had the courage to approve the city's waterfront plan. We feel that it is necessary to improve the economic viability and appearance of this long

Comments: neglected part of the city. Old Town can be competitive with cities such as Charleston, SC, Savannah, GA and Boston, MA. My wife and I walk along Alexandria's waterfront frequently and we look forward to improvements.

Thank you, and hang tough!

Jackie Henderson

From: William Rogers <bill@billandjeff.com>
Sent: Monday, January 23, 2012 8:48 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Waterfront
Attachments: ATT00001.txt

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

Time: [Mon Jan 23, 2012 08:48:07] Message ID: [36490]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: William
Last Name: Rogers
Street Address: 111 Commonwealth Ave
City: Alexandria
State: VA
Zip: 22301
Phone: 703 405-8066
Email Address: bill@billandjeff.com
Subject: Waterfront

Dear Mayor and City Council Members,

Thank you for passing the

Waterfront plan.

I think the plan is a successful compromise for citizens that live next to the waterfront, businesses, locals that live in the DC area, tourists and especially other citizens that live in Alexandria but not next the waterfront.

Comments: I have lived in the city for 11 years and want to see a vibrant waterfront with a mix of hotels, restaurants, stores and a contiguous waterfront walk way.

I am glad to see that is the waterfront is now for all and not just for the citizens that live next to the waterfront.

The 'Yes' votes for the waterfront have my 'Yes' vote in the next election.

Sincerely, William Rogers

Jackie Henderson

From: Mark Williams <markcwilliams@yahoo.com>
Sent: Thursday, December 15, 2011 10:01 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Waterfront Plan - Macdonald Actions
Attachments: ATT00001.txt

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

Time: [Thu Dec 15, 2011 22:00:56] Message ID: [35440]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Mark
Last Name: Williams
Street Address: 100 Cameron Station Blvd
City: Alexandria
State: VA
Zip: 22304
Phone: 202 531 5125
Email Address: markcwilliams@yahoo.com
Subject: Waterfront Plan - Macdonald Actions
City Council should offer its thanks to City Attorney Banks for his flawless reaction to the efforts of former Vice Mayor Macdonald to conflict Mr. Banks from prospective Waterfront-related litigation.
It is a textbook "trick" in corporate and finance law and litigation to conduct a "taint shop" of opposing counsel. In a "taint shop," a litigant contacts the actual or expected opposing party to nominally seek advice and potentially representation. Once attorney-client
Comments: information has thus been passed, the lawyer may likely be conflicted from serving his or her own client.
Government counsel are used to interacting with everyone, friendly or hostile. Only a lawyer with a significant background in business practice is likely to recognize a "taint shop." That clearly appears to be what Mr. Macdonald was trying to do. Mr. Banks spotted it, declined to advise, recommended that Mr. Macdonald look elsewhere, and publicly and properly refused to assume

any duty to Mr. Macdonald.

This action requires considerably more

professional expertise and discretion than you may imagine. Mr. Banks has

probably saved the City millions and kept Council's hands free with this action.

You should thank him. His predecessors would have had us all in the soup by now.

Jackie Henderson

From: Joe Demshar <joedemshar@comcast.net>
Sent: Wednesday, December 07, 2011 4:45 PM
To: William Eulle; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Waterfront and the responsibility of the Democratic Party
Attachments: ATT00001.txt

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

Time: [Wed Dec 07, 2011 16:45:28] Message ID: [35214]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Joe
Last Name: Demshar
Street Address: 302 Prince Street
City: Alexandria
State: Virginia
Zip: 22314
Phone: 703-519-4534
Email Address: joedemshar@comcast.net
Subject: Waterfront and the responsibility of the Democratic Party
December 7, 2011

To the Honorable Mayor, Vice Mayor and members of City
Council:

I am a registered Democrat and I live in Alexandria, Virginia.

I typically vote democratic, but will vote for the most qualified candidate
and do not absolutely vote along party lines. I am writing to express my
concern with the local Democratic Party in Alexandria and how their
actions

Comments: concerning the Alexandria waterfront may impact my trust in the
Democratic

Party and my votes in the future.

The Alexandria waterfront is a
valuable asset that we must not squander. There are historic and
environmental sensitivities in Old Town and its waterfront that need to be
carefully maintained. My concern is that local democratic politicians
including the Mayor and at least 3 democratic councilmen are steadfastly
ignoring the will of the people and are moving toward passage of a zoning
change that will benefit less than a handful of current landowners at the

risk of negatively impacting what is special about Old Town. The only Council members who appear to have any concerns for the will of the residents include one republican, one independent and one democrat.

The zoning change being proposed by the City and supported by the cabal

of democratic politicians is short sighted for the following

reasons:

- The Robinson Terminal Sites – owned by the Washington Post – are the last remaining locations in or near Old Town that could be partially dedicated to parkland and conservation easements along the river.

The current plan proposes to increase density at these sites and does not add any significant permeable environmental buffer. Once these parcels are

up zoned and developed they are gone forever. The City claims it can not defend its 1992 master plan and zoning and is buckling to the Post's threat

to sue to regain 1982 settlement agreement levels. The City is not negotiating, it is buckling; we could get some conservation easement concessions from the Post in exchange for densities approaching 1982, but

the City has included all the Post has asked for – documented in writing in a letter to Planning Staff.. These democrats are not stewards of our heritage but are agents of wealthy landowners.

- Alexandria has National Historic Landmark designation and is one of the very few places remaining in the United States where an 18th century built environment still exists. The City's plan increases density at three sites: the two Post sites as well as the Cummings/Turner block which is in the heart of Old Town. The increase in density guarantees that fifty foot tall buildings will dominate these sites in a historic context that is characterized by 30 to 35 foot tall colonial structures. It will turn more of Old Town into dead corridors similar to the 100 and 200 blocks of North Union.

I am an architect, I work for a real estate developer, have

studied this plan in detail and stand by the comments above and can sit and

explain my opposition to anyone who is willing to openly listen. I am in favor of development, but it needs to be thought through and done well.

The intent of zoning is to protect property owners and residents, not to provide windfalls for a handful of already wealthy landowners.

There

are more issues I could raise, but my primary concerns are that the City's proposed plan does not recognize the opportunity to obtain at least some of

the two Post sites for additional parkland along the Potomac, and the proposed densities place the colonial character of Old Town at risk.

I

am writing because in a time when the Democratic Party needs support to regain control of national government to help protect the less fortunate and the middle class, the environment, and education policy, the local Democratic Party is siding with business special interests, is abandoning the will of its citizens and abandoning environmental and historic issues and is placing a national resource at risk. Why would a logical voter keep these democrats in office, and once a decision is made to oust these democrats, why not go ahead and make a statement up the ladder next November.

I am appalled that the Alexandria Democratic Party is

abandoning the citizens and favoring big business; their actions cast a dark shadow on the Democratic Party in general and subsequently at local,

state and national levels.

Thank you for your time and

consideration,
Joe Demshar
302 Prince Street
Alexandria, VA

Jackie Henderson

From: Catherine Barry <sonex561@yahoo.com>
Sent: Monday, December 19, 2011 10:42 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: waterfront development
Attachments: ATT00001.txt

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

Time: [Mon Dec 19, 2011 10:42:10] Message ID: [35512]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Catherine
Last Name: Barry
Street Address: 310 Summers Dr
City: Alexandria
State: VA
Zip: 22301
Phone: 703-299-4649
Email Address: sonex561@yahoo.com
Subject: waterfront development

I have followed the give and take on the waterfront development project and would now like to share with you the views of myself and my husband, Richard McKinney. We are generally against the plan. Here are some of our specific points.

- 1) Do not rezone the waterfront properties. Don't rezone up or down. Don't get us into protracted legal disputes. Permit the owners of the properties to develop them within existing zoning regulations.
- 2) Leave the boat club alone. Private organizations that operate in compliance with the law should not be a target of eminent domain simply to provide convenience.
- 3) Don't compete with National Harbor. Our competitive advantage for tourists is to stay as we are, i.e. an organic community with a low density, historical core that shows off

the roots of American history.

4) I read the parking plan and was

appalled. The use of stacked parking and valets is for a densely

populated urban area. When we go out to eat, we use the parking lots.

But when I shop in Old Town, I'm not
around for long and prefer the

street parking. Make it hard for me to do so and I'll shop elsewhere in

Alexandria.

5) Stop making the perfect the enemy of the good. Let

recreation along the waterfront grow naturally and
not at the expense of

activities throughout Alexandria.

Jackie Henderson

From: John and Matthew Whitestone <whitestoneandwhitestone@gmail.com>
Sent: Sunday, December 18, 2011 11:07 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Waterfront Small Area Plan and Zoning Text Amendment
Attachments: ATT00001.txt

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

Time: [Sun Dec 18, 2011 23:07:25] Message ID: [35499]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: John and Matthew
Last Name: Whitestone
Street Address: 1110 Alden Rd.
City: Alexandria
State: VA
Zip: 22308
Phone:
Email Address: whitestoneandwhitestone@gmail.com
Subject: Waterfront Small Area Plan and Zoning Text Amendment
December 18, 2011
RE: Waterfront Small Area Plan and Zoning Text
Amendment: Master Plan Amendment # 2011-0001, Text Amendment #
2011-0005
To Mayor Euille, City Council, and Director Hamer:
We own
203 The Strand currently occupied by Chadwicks' Restaurant; 205 The
Strand
Comments: currently occupied by Potomac Riverboat Company; and 211 The Strand
which
is a surface parking lot and Strip Center currently occupied by Mystique
Jewelers, Meals on Wheels, and Web Development Group. 211 The
Strand, the
surface parking lot and Strip Center, is referred to below as the 'Turner
property' or the 'Turner parcel'.
December 8, 2011 Waterfront Plan Work
Group meeting video at 3 hours 3 minutes:
Work Group member Wood:

"... it is four hotels with 450 rooms and I just want to for sure say that's what the plan states and it could be amended or adjusted as we might suggest."

Director Hamer: "Right. And in our discussions -- our sort of off-line discussions -- what we talked about is the fact that ... we believe what the Planning Commission intended was to say a maximum of three hotels and a maximum of 450 rooms and that -- umm -- that's what the plan ought to reflect."

Work Group member Wood: "So the Cummings property [220 South Union Street, currently occupied by The Art League] we've heard about in the Indigo presentation. The Turner property is really the one that's interior in the center of the block -- that you showed in your diagram -- umm -- it's kind of like they're almost -- umm -- precluded at the moment -- umm -- I guess they could build a hotel in that space."

Director Hamer: "Well they could also build a hotel jointly with Cummings and it could be a single hotel as long as it didn't exceed the 150 room count -- they also have that option -- so they're not necessarily precluded from doing a hotel, they're just precluded from doing a separate hotel."

Work Group member Wood: "Uhh -- they're precluded from doing a separate hotel. Is that the way the current plan sits?"

Director Hamer: "No. I don't think it says that, but that's what it could say."

And at 3 hours 42 minutes:

Work Group member Olinger: "I have to ask a parallel question. Does the 450 hotel rooms have any standards? Now the 50,000 square foot restaurant number doesn't -- how about hotels?"

Deputy Director Moritz: "I think as we said there's an explicit limit on the size of the hotels, but Bob

[Work Group member Wood] and Faroll sort of had an exchange where Faroll

pointed -- ultimately said -- umm -- that that could be stronger -- that there seemed to be a popular perception that the limit was three hotels total but that the language isn't in there and so it could be added. And that we thought that would be okay -- staff thought it would be okay -- because we think it's consistent with what the Planning Commission intended."

We request answers to the following questions:

1. Is

city staff now asserting that Planning Commission's recommendation for development pursuant to 5-504 (D) is that hotel use is a) limited to three hotels total and limited to one hotel per development site or b) limited to three hotels total with no restriction as to how many hotels per development site?

2. Is city staff now asserting that Planning

Commission's recommendation is that a hotel on the Cummings parcel (220

South Union Street) precludes a separate hotel on the Turner parcel (211 The Strand)?

We also request that as soon as possible, and certainly

prior to the January Worksession, this issue be memorialized in a

memorandum similar to the May 6, 2011 memorandum which memorialized the 150

room per hotel limit. And request to be informed whether or not there will be such a memorandum.

John Whitestone
Matthew Whitestone

Jackie Henderson

From: joe demshar <joedemshar@comcast.net>
Sent: Wednesday, December 21, 2011 7:23 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: waterfront
Attachments: f1932ede76ca02dc9901ff47c410d747.pdf; ATT00001.txt

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

Time: [Wed Dec 21, 2011 19:23:22] Message ID: [35562]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: joe
Last Name: demshar
Street Address: 302 prince street
City: alexandria
State: VA
Zip: 22314
Phone: 703-519-4534
Email Address: joedemshar@comcast.net
Subject: waterfront
Attached please find a document that details an alternate proposal for the
3 development sites along the
waterfront.
it is my hope that it
Comments: demonstrates that alternate options exist that are superior to the current
Small Area
Plan.
Thank you,
Joe Demshar
Attachment: f1932ede76ca02dc9901ff47c410d747.pdf

An Alternative Proposal for the Three Development Sites within the Small Area Plan

**Joe Demshar
December 21, 2011**

The proposal for the 3 development sites (Robinson Terminal North, Robinson Terminal South and the Cummings Turner Block) presented on the following pages is an attempt to show an alternative option which is inherently better than the current City Plan. The proposal presented herein is superior to the City's plan for these sites because:

- It provides the Robinson Terminal Corporation with densities and subsequent land values that approach the 1982 Settlement Agreement levels,
- While providing a significantly greater amount of open environmentally sensitive parkland along the Potomac than the current plan.
- This is accomplished without any capital expenditure for land by the City unlike other proposals that ask the City to purchase the land.
- It further protects all existing historic buildings within Cummings Turner and keeps densities lower at this pivotal block within the core of historic Old Town.
- It saves two existing buildings at RTS for not-for-profit occupancy (SeaPort Foundation, Art League etc).
- Development does not exceed what is allowed height and massing wise in the current Small Area Plan and overall density is lower.

However, this proposal was not developed with public input or participation, and even though it is superior to the City's Plan, there are likely other better options. The General Public as well as the City (*Planning Staff, the Waterfront Work Group, various other Committees*) and Citizens organizations such as the Old Town Civic Association and CAAWP have studied the issues in detail and are now more knowledgeable and engaged. I ask that the current plan not be approved because better options exist as demonstrated in this document. I do not believe that the proposal presented here is an end point but is presented as a start from which better, more thoughtful and publicly supported options can be developed.

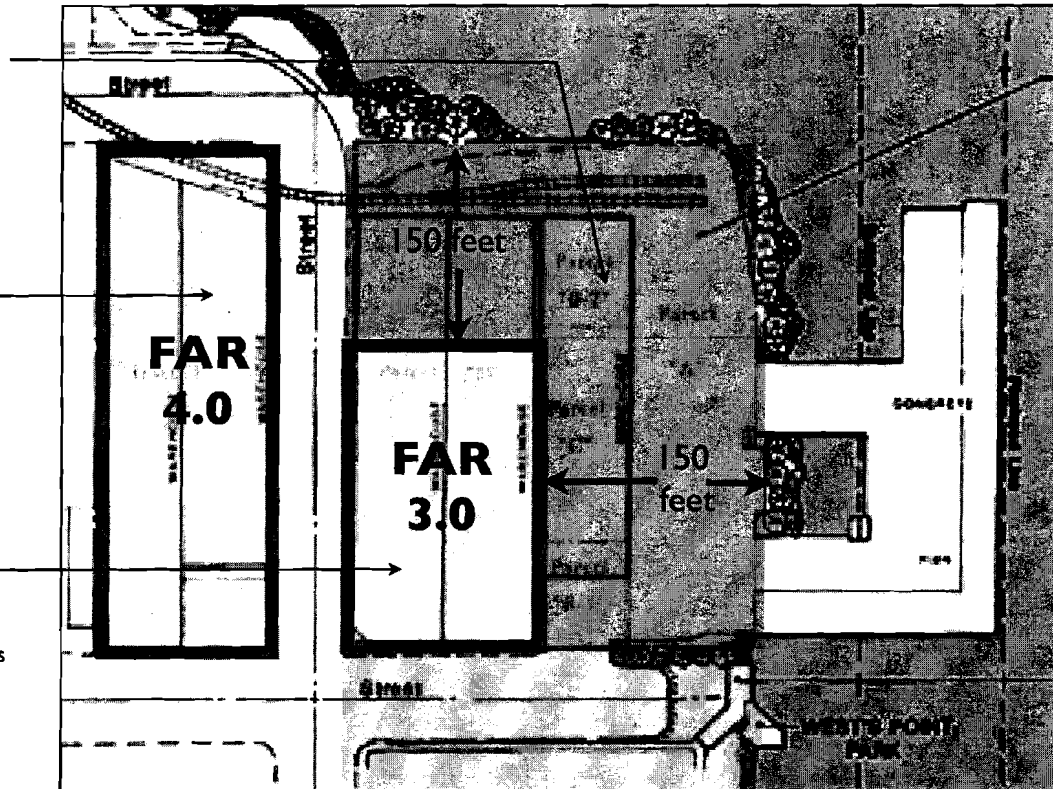
The proposal presented herein is meant to show that alternate better solutions are easily achievable; therefore, Council should not approve the current inferior plan.

1

150 foot conservation easement deeded by the Robinson Terminal Corp. At time the site is developed, the developer would remove all structures and impervious pavement, sod entire easement, provide a continuation of current bluestone path between Founders and Oronoco Bay Park and establish a natural river edge. Maintenance as well as any future improvements consistent with the conservation easement would be the City's responsibility.

RTN west of Union is approximately 40,000 sf. At an FAR 4.0 the allowable square footage would equal 160,000 sf. Heights up to 66 feet as per the Small Area Plan would be allowed. All other requirements of current WI zone would apply. Land use should be mixed use with retail and other public spaces on the first floor and residential flats (preferred) or office (least preferred) would occur on upper floors.

The resulting developable land at RTN east of Union less the 150 foot conservation easement equals approximately 25,000 sf. At an FAR 3.0 the allowable area would equal 75,000 sf. Heights and all other requirements would be per current WI zone and Height District Map. From a land use standpoint mixed use with retail and other public spaces on the first floor as well as residential flats (preferred) or office (least preferred) would occur on upper floors. This location adjacent to parkland on 3 sides would be a prime location for a restaurant with outdoor seating adjacent to the parkland.



Summary: The intention is to obtain a 150 ft. conservation easement from the Robinson Terminal Corporation in exchange for increasing total buildable square footage to 1982 Settlement Agreement levels. This is a win for the RTC in that they obtain 1982 densities and is also a win for Alexandria in that we receive a full 150 foot green buffer and park from the rivers edge in spite of what is currently exempt from buffer requirements. Both parties avoid litigation over 1982 vs. 1992 densities. The current Small Area Plan does not provide any significant buffer along the north edge of the RTN site east of Union; whereas this plan does provide a continuous easement which would connect Founders and Oronoco Bay parks.

The massing proposed at RTN west of Union Street is consistent with higher scale development directly west and northwest of the site (Pipe-fitters Building, and several high rise hotels and condominiums in North Old Town). From a land use perspective, we believe this is appropriate. The overall density falls within the 1982 Settlement Agreement Limits for the entire site and heights are no higher than those allowed in the Small Area Plan.

Robinson Terminal North

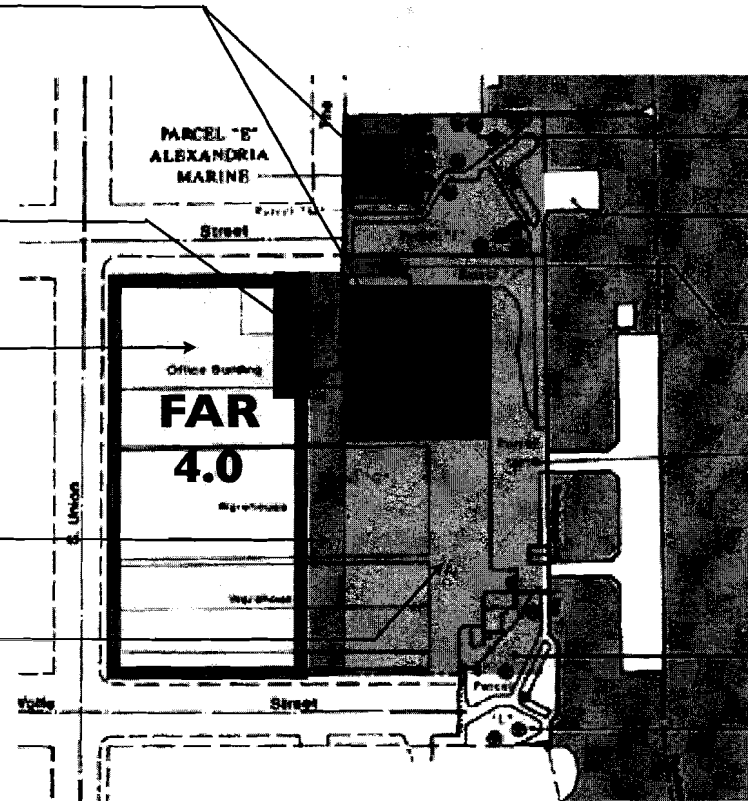
Existing Structures within conservation easement (Alexandria Marine and Seaport Foundation) would be leased to the City by Robinson Terminal Corporation or successor for use by (or sub lease to) a Non Profit such as SeaPort Foundation or Art League. These two structures (approx. 30,000 sf) would not count toward the allowable FAR west of the Strand extension. When the City no longer needs the buildings, the City demolishes the buildings and will sod and otherwise improve the sites into pervious conservation parkland at City's cost. Maintenance as well as any future improvements consistent with the conservation easement would be the City's responsibility.

Current Robinson Terminal Office at 2 Duke Street would be required to be retained and adaptively reused in a manner consistent with the W1 zone

RTS west of The Strand is approximately 80,000 sf. At an FAR 4.0 the allowable square footage would equal 320,000 sf. Heights and all other requirements would be per current W1 zone and Height District Map. Land use should be mixed use with retail and other public spaces on the first floor and residential flats (preferred) or office (least preferred) would occur on upper floors.

The Strand extension. Public access with limited vehicular and service access. Paved with cobblestone or pervious grass crete pavement.

Conservation easement east of The Strand extension deeded by the Robinson Terminal Corp. At time the site is developed, the developer would remove all structures and impervious pavement, sod entire easement, provide a continuation of current bluestone path between Harborside and Waterfront Park and establish a natural river edge. Maintenance as well as any future improvements consistent with the conservation easement would be the City's responsibility.



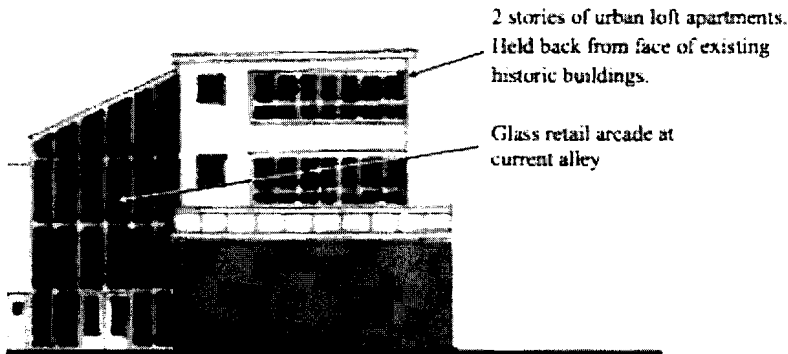
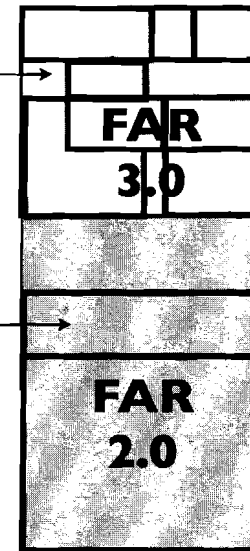
Summary: The intention is to obtain a conservation easement east of The Strand extension from the Robinson Terminal Corporation in exchange for increasing total buildable square footage to near 1982 Settlement Agreement levels. The proposed density is equal to 1992 levels; however, leasing the two existing buildings within the conservation easement adds approximately 30,000 sf of revenue producing square footage bringing overall density closer to 1982 levels. Both parties avoid litigation over 1982 vs. 1992 densities. RTC would realize rental revenue from the two existing properties (30,000 sf) within the conservation easement and the City could sub lease to a not for profit use. Once the buildings are no longer useful, the two building would be demolished and the land turned to conservation parkland.

The overall density falls below the 1982 Settlement Agreement Limits as well as Small Area Plan limits and heights are no higher than currently allowed in the W1 zone and the Height District (50 feet).

Robinson Terminal South

The north end of Cummings Turner (approx. 25,495 sf) would be consistent with the current WI zone and Height District Map. However, under an SUP requiring adaptive reuse the FAR could be increased to a maximum of 3.0 if an existing building's historic character is retained. New construction above the existing structures would be required to be set back from the historic facades. Land use should be mixed use with retail and other public spaces on the first floor and residential flats (preferred) or office (least preferred) would occur on upper floors.

The south end of Cummings Turner (approx. 38,685 sf) would remain under current WI zone. There are no historic structures to save and rehabilitate, nor is there waterfront buffer to offer; therefore, the author sees no reason to increase the current zoning here.



Example of Residential Loft Development above Big Wheel Bikes @ FAR of approximately 2.5

Summary: Cummings Turner is closest to the core of historic Old Town and there are historic structures worth saving. Densities should be lower here than at the two RTC sites in order to help preserve the character and scale of Old Town. The intention is to keep zoning consistent with the current WI zone; however, in exchange for the rehabilitation and reuse of historic structures an increase of FAR to 3.0 would be allowed at the north end of the block.

Cummings Turner

Summary

	Existing Build Out	Current 1992 Zoning	Proposed in Small Area Plan (1982 Settlement Agreement)	Alternative Presented herein
Robinson Terminal North	91,814	195,296	238,816	235,000 +/- NTE 238,816
Robinson Terminal South	147,326 (estimated)	327,393	380,529	350,000 +/- (includes 30,000 sf of existing)
Cummings Turner	70,732	128,360	192,540	154,000 +/-
Total	309,872	651,049	811,885	740,000 sf +/- (includes 2 exist. bldgs. at RTS)

Significant Features of this Alternate Proposal:

- We allow the Robinson Terminal Corporation to develop its RTN site to 1982 Settlement Agreement levels in exchange for the 150 foot conservation easement. This is likely the first parcel RTC will sell so it allows them to realize economic benefit early in the overall phasing.
- We limit development at RTS to approximately 1992 zoning levels, but provide some additional revenue to RTC or successor by allowing two existing buildings to remain in the conservation easement to be leased to the City for City use. The intention is to salvage these structures for not for profit use (SeaPort Foundation or Art League). In exchange, the City receives a conservation easement east of The Strand.
- We limit development at Cummings Turner to current levels, except that a density bonus is provided to any developer who saves, rehabilitates and reuses an existing historic building and maintains the character of that building.

Suggested Design Requirements:

- The majority of required parking (say 90%) shall be located below grade. The highest parking level shall be 8'6" below the lowest habitable elevation (base flood elevation +1'0"); in other words, the highest parking floor level shall be elevation 3.0 ft. This would prohibit the construction of garages similar to those on North Union which are raised out of the ground and create a relatively dead pedestrian street scape.
- Where development is allowed, it should not be encumbered with set backs, opens space requirements or required view corridors. Continuous high activity retail/commercial street frontage should be encouraged.
- Consider the inclusion of cobblestone or historic ship ballast paving at intersections and cross walks along Union Street to encourage bicyclists to stop at all intersections.
- Hotels are an intensive use: service vehicles to and from, guest trips generated, and sewage are all higher than other uses. Parking demand is higher than for residential but lower than for office. Prefer we maintain ban on hotel use within the W1 zone.

Jackie Henderson

From: Richard Hayes <usna62@verizon.net>
Sent: Friday, January 06, 2012 10:16 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Waterfront Plan
Attachments: ATT00001.txt

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

Time: [Fri Jan 06, 2012 10:16:00] Message ID: [35782]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Richard

Last Name: Hayes

Street Address: 4301 Ivanhoe Place

City: Alexandria

State: VA

Zip: 22304 1512

Phone: 703 461-3582

Email Address: usna62@verizon.net

Subject: Waterfront Plan

Please don't rush to judgement on the Waterfront Plan. Parts are good - parts are very bad. I would like to see the Waterfront Plan eventually passed, as is, with the exception of the re-zoning. We don't need more hotels to clog up the roads in Old Town. They will cause gridlock because of visitors to the hotel, deliveries, trash pickup, etc. We don't need any more gridlock in Alexandria just like the poorly planned MARK Center

Comments: fiasco.

I don't normally do 'Politics' - I am an Independent voter who votes for the best person or issue that will do the job correctly but I will definately remember the outcome of this issue come next election.

Thank you,

Richard J. Hayes

Jackie Henderson

From: Ursula Weide <sevenfortyseven400@earthlink.net>
Sent: Thursday, January 05, 2012 10:15 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Waterfront rezonin
Attachments: ATT00001.txt

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

Time: [Thu Jan 05, 2012 22:14:48] Message ID: [35775]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Ursula
Last Name: Weide
Street Address: 1302 Bayliss Drive
City: Alexandria
State: VA
Zip: 22302
Phone: 703-671-1262
Email Address: sevenfortyseven400@earthlink.net
Subject: Waterfront rezonin
Do not rezone the waterfront - it is part of historical Alexandria, a National Historic Landmark. The current City plan will destroy both history and the charm of our Old Town. Work with the community to develop an alternative plan which will not throw our beloved City (I have lived here for 25 years) to the greedy developers and greedy "politicians" with fingers in this pie! Remember - we vote this year, City, state, federal!

Jackie Henderson

From: Christine Terrell <christinejulianneterrell@gmail.com>
Sent: Thursday, January 05, 2012 9:28 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Please, please do not rezone the waterfront
Attachments: ATT00001.txt

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

Time: [Thu Jan 05, 2012 21:28:24] Message ID: [35774]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Christine
Last Name: Terrell
Street Address: 406 N. Henry St.
City: Alexandria
State: VA
Zip: 22314
Phone: (202) 286-1935
Email Address: christinejulianneterrell@gmail.com
Subject: Please, please do not rezone the waterfront
Dear Mayor, Vice Mayor, and Council Members:

I am a proud resident of
Old Town. I love this city. I moved here because it is, in my opinion,
the best place to live in the entire Washington metro area. Please do not
risk turning Old Town into Crystal City. Old town has way too much to lose
Comments: - and not enough to gain, economically or otherwise - by allowing high-rise
development, whihc would ruin our beautiful waterfront.
Thank you, and
sincerely,
Christine Terrell

Jackie Henderson

From: elizabeth gibney <bethgibney@gmail.com>
Sent: Thursday, January 05, 2012 8:36 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: January 21 Waterfront Rezoning Vote
Attachments: ATT00001.txt

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

Time: [Thu Jan 05, 2012 20:35:57] Message ID: [35772]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: elizabeth
Last Name: gibney
Street Address: 300 South Lee Street
City: Alexandria
State: virginia
Zip: 22314
Phone: 703 836-8048
Email Address: bethgibney@gmail.com

Subject: January 21 Waterfront Rezoning Vote
Vote No on Rezoning the Waterfront.

Consider the overwhelming cries of
the Alexandria residents, and yes, especially Old Town, who want
the
zoning to remain AS IS. We are not asking to remove property owner's
rights, just make the
commercial property owners as accountable as we,
the residential property owners are made to be
accountable, to maintain
the historical integrity of our beautiful neighborhood. We, the homeowners,
Comments:
are the reason the developers want to come!!! Shouldn't we have a say??
Rezoning will add density
and height that will overpower the 18th
century charm. Please take a hard look at Georgetown's
overbuilt
waterfront and don't make the same mistake. This is a major crossroad for
our city: enhance
or destroy. I'm sorry if the developers are not getting
all that they want, and the property owners are
realizing their

property, which lies in a flood zone, is not as valuable as they hoped. Oh,

well! We once
asked BAR and city council if we could get a variance to

add a 3rd story on to our house and we shot
down...as we should have

been. Now, it's time to apply the same rules to the commercial property

owners that the residential owners of Old Town live by.

All eyes are

on you January 21!

Jackie Henderson

From: Jon Rosenbaum <hjrosenbaum@comcast.net>
Sent: Wednesday, January 04, 2012 12:55 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Make a Decision This Month
Attachments: ATT00001.txt

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

Time: [Wed Jan 04, 2012 12:54:36] Message ID: [35735]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Jon

Last Name: Rosenbaum

Street Address: 421 North St. Asaph Street

City: Alexandria

State: VA

Zip: 22314

Phone:

Email Address: hjrosenbaum@comcast.net

Subject: Make a Decision This Month

It is time to make a decision on the waterfront plan. Please don't delay

this vote. The opponents are not prepared to compromise and a consensus

is not possible. (I am writing this since I will be out of the country

for most of January and unable to attend the public hearing.)

My block

(400 block of N. St. Asaph) is almost entirely in favor of the plan. And I

am hopeful that at least four of you have the courage to vote in favor

Comments:

despite the fear tactics and political threats being made by the

opponents. Delay will only further strengthen their ability to use the

waterfront issue in their populist, anti-development political election

campaigns.

Unfortunately, I feel certain that Ms. Hughes will use

her "legal training" to find an obscure reason to vote to delay

or vote no. Ms. Pepper seems to be at every ribbon cutting but avoids

tough decisions to get reelected
for eternity. Mr. Fannon, as an Old

Dominion Boat Club champion, will also vote to delay or vote no, although

he should recuse himself.

Jackie Henderson

From: Michael Britt <Breeze5050@earthlink.net>
Sent: Friday, January 06, 2012 11:08 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: DON'T REZONE THE WATERFRONT!
Attachments: ATT00001.txt

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

Time: [Fri Jan 06, 2012 11:07:56] Message ID: [35787]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Michael
Last Name: Britt
Street Address: 801 N. Pitt St.
City: Alexandria
State: Virginia
Zip: 22314
Phone: 7035490784
Email Address: Breeze5050@earthlink.net
Subject: DON'T REZONE THE WATERFRONT!

I am a twenty three year tax paying/voting resident owner in Old Town North. I have loved every minute of my time here. I moved here for it's neighborhood charm and lack of the stuff that makes places like Georgetown and other over developed places a nightmare to live or to visit.

As a resident the proposed changes to over develop the waterfront impacts the quality of my life here in too many ways to mention.

Comments: Next thing you know there will be parking meters at my front door. Waiting to extract money from me and all the new traffic/people that will be generate by your plans.

If you lived here.... the proposed development plans would be a no brainier!

Please make only minimal resident friendly changes to this beautiful town!!

Michael Britt

Jackie Henderson

From: Jaye Smith <Carlsmith1@comcast.n.et>
Sent: Friday, January 06, 2012 10:46 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Wa terfront
Attachments: ATT00001.txt

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

Time: [Fri Jan 06, 2012 10:45:36] **Message ID:** [35783]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Jaye
Last Name: Smith
Street Address: 200 Duke. stree tl
City: Alexandria
State: Va
Zip: 223114
Phone: 703 299-0125
Email Address: [Carlsmith1@comcast.n et](mailto:Carlsmith1@comcast.n.et)
Subject: Wa terfront
Comments: Don't Rezone the Waterfront!!

Jackie Henderson

From: Christine Bernstein <chbernstein@comcast.net>
Sent: Friday, January 06, 2012 11:41 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Wasterfront Plan
Attachments: ATT00001.txt

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

Time: [Fri Jan 06, 2012 11:40:52] Message ID: [35788]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Christine
Last Name: Bernstein
Street Address: 121 Princess St.
City: Alexandria
State: VA
Zip: 22314
Phone:
Email Address: chbernstein@comcast.net
Subject: Wasterfront Plan
I urge the Mayor and City Council members to direct the appropriate City department to conduct a traffic and parking study based upon the proposed Waterfront Plan development. Specifically, the area from 400 N. to 700 S. Union Street should be studied and evaluated BEFORE any vote is taken on
Comments: the plan.
Also, the plan should incorporate elements of the Waterfront Group Report that emphasize history, art and parks expansion.
Thank you.

Jackie Henderson

From: Tescia Yonkers <Tescia.Yonkers@gmail.com>
Sent: Friday, January 06, 2012 11:49 AM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Our Treasure
Attachments: ATT00001.txt

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

Time: [Fri Jan 06, 2012 11:49:20] Message ID: [35789]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Tescia
Last Name: Yonkers
Street Address: 801 Rivergate Pl.
City: Alexandria
State: VA
Zip: 22314
Phone: 571.331.6944
Email Address: Tescia.Yonkers@gmail.com
Subject: Our Treasure
PLEASE DON'T REZONE THE WATERFRONT!! You will be jeopardizing the most
Comments: valuable asset we have, the waterfront, for financial remunification at the expense of losing our historical integrity and many other valuable things that make the City of Alexandria what it is today.

Jackie Henderson

From: Tescia Yonkers <Tescia.Yonkers@gmail.com>
Sent: Friday, January 06, 2012 12:08 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: DON'T REZONE THE WATERFRONT
Attachments: ATT00001.txt

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

Time: [Fri Jan 06, 2012 12:07:54] Message ID: [35790]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Tescia
Last Name: Yonkers
Street Address: 801 Rivergate Pl.
City: Alexandria
State: VA
Zip: 22314
Phone: 571.331.6944
Email Address: Tescia.Yonkers@gmail.com
Subject: DON'T REZONE THE WATERFRONT
Rezoning the waterfront would jeopardize the most valuable asset we have
for financial remuneration at the expense of our historical integrity and
Comments: so much more. It is that waterfront and the history around it that makes
Alexandria unique. Moreover, it is the only reason I live here. DON'T
SELL US DOWN THE RIVER! DON'T REZONE THE WATERFRONT!!

Jackie Henderson

From: Darryl Pedersen <Darryl.pedersen@yahoo.com>
Sent: Friday, January 06, 2012 12:28 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: Don't Rezone the Waterfront
Attachments: ATT00001.txt

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

Time: [Fri Jan 06, 2012 12:28:19] Message ID: [35791]

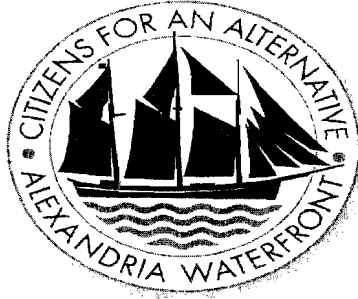
Issue Type: Mayor, Vice Mayor, and Council Members
First Name: Darryl
Last Name: Pedersen
Street Address: 220 North Saint Asaph Street
City: Alexandria
State: Virginia
Zip: 22314
Phone: 704) 493-0879
Email Address: Darryl.pedersen@yahoo.com
Subject: Don't Rezone the Waterfront
I urge you to vote "NO" on the "Waterfront Rezoning"
Comments:
issue on January 21, 2012.

Jackie Henderson

From: Anne Peterson <anneamp@comcast.net>
Sent: Friday, January 06, 2012 10:43 AM
To: Jackie Henderson
Cc: Faroll Hamer
Subject: Letter to Mayor and Council
Attachments: January 6 LETTER TO COUNCIL.pdf; ATT00001.txt; WATERFRONT CONFLICT OF INTEREST STATEMENT.pdf

Dear Jackie,
Please distribute the attached files immediately to the Mayor and City Council.

Sincerely,
Anne Peterson, CAAWP



January 6, 2012

Sent by email and mail

Mayor Bill Euille and Members of the City Council,
City Of Alexandria, City Hall, Alexandria, Virginia

Re: Conflict of Interest Statement and Waterfront Redevelopment

Dear Mayor Euille:

As you know, many Alexandria residents are deeply concerned by the multi-year waterfront planning process and opposed to the plan that this process has produced. The general feeling is that developers and property owners have too much influence on the planning process.

With these concerns in mind, Citizens for an Alternative Alexandria Waterfront Plan (CAAWP) has prepared this **“Waterfront Conflict of Interest Statement”** for the members of the Alexandria City Council and the Planning Commission. We hope that you will complete the statement and show your strong support for a fair and open planning process.

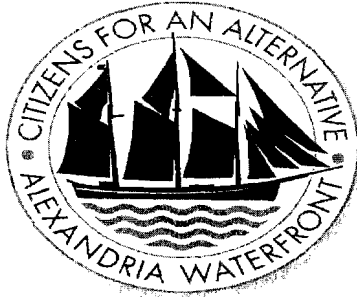
Sincerely,

Anne Peterson, CAAWP

CC: CAAWP Board and members

CC: Alexandria Planning Commission

ATTACHED: Waterfront Conflict of Interest Statement



WATERFRONT CONFLICT OF INTEREST STATEMENT

1. Have you received any campaign or other contributions over the last three years from any businesses or individuals that stand to benefit financially from the redevelopment and rezoning of the waterfront? _____

2. Have you personally benefited financially from investing in a business or with individuals involved in the redevelopment and rezoning of the waterfront? _____

3. Have you been involved in any business transactions related to the redevelopment of the waterfront as part of your professional work outside of City Hall? _____

4. Will you take a pledge to refuse all political contributions from any businesses, organizations, or individuals that stand to benefit financially from the redevelopment of the waterfront? _____

5. Will you pledge not to personally invest in businesses or with individuals that are involved with and stand to benefit financially from the redevelopment on the waterfront? _____

6. Will you pledge not to participate in business transactions as part of your professional work outside of City Hall that involve redevelopment of the waterfront? _____

Print _____

Sign _____

Date _____

Please Return signed form to: CAAWP

Testimony at City Council Hearing
Waterfront Plan
January 21, 2012

K. Scott Brown
111 Harvard Street
Alexandria, VA 22314
(703) 567-9928

Good afternoon Mayor Euille, Vice Mayor Donley, and City Council Members:

My name is Scott Brown. I live on Harvard Street in Old Town. I represent myself only. I am not a business owner, nor am I a developer.

I encourage you to approve the Waterfront Plan. It's an excellent plan that is sensitive to the historic charm of Old Town. The Waterfront Plan is vital to the future of Old Town as a premier destination, and will be a place that can be enjoyed by all Alexandrians.

I especially encourage you to approve Fitzgerald Square in its entirety as originally proposed by Staff. The Working Group's recommendations underestimate the importance of Fitzgerald Square. Fitzgerald Square is not a decorative piece that can simply be discarded, downgraded to a significant space, or substituted by another waterfront park. To the contrary, the function and location of Fitzgerald Square is absolutely critical to the success of the Waterfront Plan.

Fitzgerald Square will be the gateway and heart of the waterfront where visitors and locals will congregate, engage in activities (such as ice skating), and pass through on their way to enjoy the waterfront parks, torpedo factory, restaurants, and shops of Old Town. Fitzgerald Square creates the synergy that is essential for the components of the plan to work together, and that is necessary to integrate the plan with King Street and the Potomac. Fitzgerald Square also provides the plan with an identity. Fitzgerald Square conveys to the world that this is Alexandria's waterfront.

The location of Fitzgerald Square at the foot of King Street is crucial because it will naturally invite people to the waterfront from King Street. Any attempt to gerrymander public space around the parking lot will almost certainly result in poor entrances, visually inaccessible spaces, and ultimately undercut the overriding purpose of the plan.

There is no two ways about it – the parking lot at the foot of King Street is an impediment to achieving a world class waterfront. One way or another, and sooner rather than later, the parking lot at the foot of King Street has to go.

I encourage you not to adopt any recommendations that jeopardize, in any way, the realization of Fitzgerald Square in its entirety. Fitzgerald Square is truly the centerpiece that holds this Waterfront Plan together.

Thank you for listening.