

EXHIBIT NO.

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

INFORMATION ON PROPOSED ORDINANCE

Title

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

Summary

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

Sponsor

Department of Planning and Zoning

Staff

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

Authority

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

Estimated Costs of Implementation

None

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

None

ORDINANCE NO. _____

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

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

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

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

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

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

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

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

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

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

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

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

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

2
3 **b. Hotel**

- 4
5 i. The potential for undue congestion of pedestrians or vehicles;
- 6
7 ii. The type and size of hotel, and whether it is designed to attract large
8 conventions, banquets, or other functions (such as trade shows). Hotels
9 shall be “boutique” hotels: that is, hotels with 150 rooms or less, no ballroom, and meeting
10 rooms for no more than 50 people. The Waterfront Small Area Plan allows the addition of up to
11 two hotels in the plan-area W-1 zone, with a total limit of 300 rooms.

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

14
15 Within the Development Guidelines, a stated preferred use is a boutique hotel for
16 certain locations. The typical characteristics of boutique hotels - small, unique, and offering
17 limited meeting space but high levels of guest services - are compatible with the waterfront area.
18 The Waterfront Small Area Plan allows the addition of up to two hotels in the plan-area W-1
19 zone, with a total limit of 300 rooms. The Plan. . .

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

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

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

28
29 ***Transient Lodging Tax***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

36
37 WILLIAM D. EUILLE
38 Mayor

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

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

WATERFRONT PLAN WORK GROUP RECOMMENDED CHANGES

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

CHAPTER 3

Page 37

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

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

Page 38

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

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

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

Page 39

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

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

Page 43

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

Page 44

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

Page 47

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

Page 51 and 69

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

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

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

Page 55

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

Page 56

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

Page 60

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

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

Page 62

- 3.68: ~~Consider Pursue~~ eliminating the ODBC parking lot along The Strand through negotiation with the ODBC.
- 3.69: ~~Create a new public park/plaza where the ODBC parking lot currently exists, with a public promenade along the water's edge from King Street to Waterfront Park. Consider naming the park/plaza after John Fitzgerald, one of the pivotal figures in Alexandria's maritime history. There should be a significant public space on King Street between Union Street and the river that acts as the gateway to the City from the river and functions as the focal point of pedestrian-related waterfront activities for residents and visitors.~~
- 3.71: Orient and design the public space park/plaza in such a way as to accommodate multi-seasonal programming, to include vending carts, moveable tables, chairs, and umbrellas in the warmer months and an ice rink during the winter. If an ice rink is not feasible in this location, other waterfront locations should be considered, such as the foot of Prince Street near The Beachcombers Restaurant site.

Page 63

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

Page 65

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

Page 69

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

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

Page 72

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

Page 76

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

Page 81

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

Page 83

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

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

Page 85

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

Page 87

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

Robinson Terminal North Development Guidelines

Page 92

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

Page 93

- 13: ~~Upon~~ As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include...
...
Environmental amenities, above and beyond the minimum required.
- 14: ~~The maximum FAR and floor area allowed is included on the chart on page 101-103.~~

Robinson Terminal South Development Guidelines

Page 96

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

Page 97

- 13: ~~Upon~~ As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include...
...
Environmental amenities, above and beyond the minimum required.
- 14: ~~The maximum FAR and floor area allowed is included on the chart on page 101-103.~~

Cummings/Turner Development Guidelines

Page 76

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

Page 101

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

Page 102

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

Chapter 4

Page 108

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

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

Page 109

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

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

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

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

Page 112

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

Page 114

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

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

Page 115

- 4.26: *Commercial and pleasure boat activity should be segregated as much as possible to enhance each operation. ~~Commercial boating should be combined together in the vicinity of King Street; pleasure boat marina should be moved to the south.~~ Commercial boat activities should generally be north of King Street (primarily the Torpedo Factory/Chart House area).*
- 4.25: *As Plan implementation affects motor coach parking needs and locations, study and ~~relocate locations as necessary;~~ identify motor coach drop off and parking locations that are not in conflict with public or private facilities on Union Street. Include potential increase in motor coach traffic in the Union Street traffic study.*
- 4.27: *Water taxi stops should be ~~added at~~ considered for the King Street pier considered pursued for the new pier in the vicinity of the foot of King Street in order to reinforce Fitzgerald Square that area as the "hub" of the waterfront and make the commercial boat operations, especially the water taxi, more visually and physically accessible to the public. Additional stops may be considered.*

Page 116

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

Page 122

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

Page 123

- 4.35: *Before new restaurant uses that place significant new demand for parking are allowed through the SUP process, parking solutions to meet that new demand shall be calculated, identified and discussed in the SUP report recommendations in order to ensure that sufficient parking is in place contemporaneously with the opening of the restaurant.*
- 4.38: *Consider implementing new parking technologies such as smart phone applications that show locations, rates, and spaces available in parking garages. Use pricing to incentivize*

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

CHAPTER 5

Pages 125-143:

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

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

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

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

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

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

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

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

Page 37

Modification to last sentence in paragraph 1:

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

Page 82

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

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

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

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

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

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

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

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

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

Page 93 – Robinson Terminal North Development Guidelines

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

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

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

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

Pages 96 – 97 – Robinson Terminal South Development Guidelines

Add the following new text as underlined to Guideline 1:

1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages diagram (Figure 34)... There shall be adequate and reasonable buffering of the existing residential uses facing the site on Wolfe Street and South Union from the active uses in the new development.

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

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

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

Page 123 – Parking Recommendations (continued from page 122)

Add the new parking recommendation 4.39:

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

Page 127 – Developer Contribution Potential Section

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

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

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

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

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

Add the following paragraph to the end of this section:


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

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

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

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

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


Robert Pringle, Testimony before City Council, Saturday, Feb 25

The False Premise behind High Speed, High Density Development

Mr Mayor, Members of Council:

It's time to take another look at the premise that high speed, high density development will fill the City's coffers and (in the case of the Waterfront) bring us good things without requiring higher taxes.

In fact, revenue produced by this model ~~is~~ seems to have been offset in every case by requirements created by the development itself. At Potomac Yard, the revenue will be offset by the City's contribution to a new Metro station. In the case of Beauregard Corridor, it will ^{BE} the cost of new road development. BRAC doesn't quite count because, since DoD doesn't pay taxes, there will be little if any revenue gain.

The fact is that during the years that the City has pursued its high speed, high density model, taxes have never gone down. It's a mystery why this should be, since there is no question that developers have been making a lot of money. No one appears able to follow this money as it affects city policy, but it seems hard to believe that it does not.

Meanwhile the price paid by citizens, in terms of bad or botched design, worse traffic and (in the case of Arlandria and Beauregard) the displacement of low and middle income residents, has been or will be high.

Regarding the Waterfront: Our community is still looking for long-term economic gain and long-term viability of the waterfront via an arts, parks and history approach. This necessitates low speed, low density development. And to accomplish low speed, low density development, the city needs to pursue community

consensus, public-private partnerships, studies of parking (etc) before, not after, plans are completed, and careful analysis of short- versus long-term economic reward. To get this right, we need to start over again using this approach.

Putting high density between a historic district and a river – both with highly limited access – is a huge blunder.

(end)

9
2-25-12

Alexandria City Council Public Hearing Testimony on Waterfront Plan

February 25, 2012 *History, Traffic, Congestion and Parking*

Good morning Mr. Mayor and council.

My name is Al Kalvaitis and I happily reside here.

Alexandria has a most charming historical ambience and where every remaining cobblestone has a tale to tell. Yes, there are still several blocks of cobblestoned streets and alleys in our city. In 1748, a young surveyor George Washington made an unofficial plat of this very neighborhood. A year later another surveyor John West, Jr. was hired to lay out the town. There were originally 60 acres in this hamlet of Alexandria which were divided into 84 one-half acre lots. Three streets were oriented north-south along the Potomac and seven streets running east and west. While the city has expanded greatly from its original 60 acres to over 15 square miles, the 18th century street grid layout has basically remained unchanged. See the bird's eye rendering of the city on the front wall.

Our 21st century lifestyle has placed serious demands on our narrow two-lane 18th century streets designed for the horse and buggy. Traffic congestion has been unbearable at times particularly at the intersection of King and Union Streets. Parking in the core area along the waterfront and many, many streets inland is extremely limited and frustrating.

If the current build-out described in the waterfront plan becomes a reality, I estimate there will be an additional 3,000 to 5,000 vehicles on our already clogged streets daily. Where will they park? How will they arrive? This will definitely impact our quality of life in a negative way not to mention the deleterious effect on neighboring property values.

Therefore please conduct and validate the Union Street traffic study before approving this waterfront plan. This traffic analysis and a more comprehensive parking study should have been completed a year ago. We should plan for the worst and hope for the best. Remember Alexandria's past is our future.

ORDINANCE NO. 4749

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

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

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

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

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

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

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

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

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

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

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

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

Page 85 of the Draft Plan:

b. Hotel

- i. The potential for undue congestion of pedestrians or vehicles;
- ii. The type and size of hotel, and whether it is designed to attract large conventions, banquets, or other functions (such as trade shows). Hotels shall be “boutique” hotels: that is, hotels with 150 rooms or less, no ballroom, and meeting rooms for no more than 50 people. The Waterfront Small Area Plan allows the addition of up to two hotels in the plan area W-1 zone, with a total limit of 300 rooms.

Page 87, Column 2, Top of Page of the Draft Plan:

Within the Development Guidelines, a stated preferred use is a boutique hotel for certain locations. The typical characteristics of boutique hotels - small, unique, and offering limited meeting space but high levels of guest services - are compatible with the waterfront area. The Waterfront Small Area Plan allows the addition of up to two hotels in the plan area W-1 zone, with a total limit of 300 rooms. The Plan. . .

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

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

Page 128 of the Draft Plan:

Transient Lodging Tax

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WILLIAM D. EUILLE
Mayor

Final Passage: February 25, 2012