

SPEAKER'S FORM

DOCKET ITEM NO. 6

5/14/11

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK
BEFORE YOU SPEAK ON A DOCKET ITEM

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Harry P. Hart

2. ADDRESS: 300 N. Washington St

TELEPHONE NO. 7/839-5757 E-MAIL ADDRESS: HPH.HC@K@verizon.net

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? ODBC

4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: _____ AGAINST: _____ OTHER:

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney For ODBC

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES NO _____

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

(a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.

(b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.

(c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.

(d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.

(e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.

Jackie Henderson

From: Barbara Pringle <bpringle9@comcast.net>
Sent: Monday, June 06, 2011 4:01 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; Linda Owens; Rob Krupicka; Elizabeth Jones
Subject: COA Contact Us: Waterfront Small Areas Development Plan
Attachments: ATT00001..txt

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

Time: [Mon Jun 06, 2011 16:00:47] Message ID: [30680]

Issue Type: Mayor, Vice-Mayor and Council Members
First Name: Barbara
Last Name: Pringle
Street Address: 216 Wolfe Street
City: Alexandria
State: VA
Zip: 22314
Phone: 703-519-8252
Email Address: bpringle9@comcast.net
Subject: Waterfront Small Areas Development Plan

216 Wolfe Street
Alexandria, VA 22314
June 5, 2011

Alexandria City

Council
Alexandria City Planning Board

Dear Sirs/Madam:

As a

resident (though sometimes abroad with my husband, a Foreign Service officer) and property owner in the city since 1970, I believe that the

Comments: current, proposed "Alexandria Waterfront Small Areas Development Plan,"

even with the modifications suggested by the planners in May, would make

Old Town Alexandria a less desirable place to live and, therefore, in the longer term, a less desirable place to visit.

Let us take as an

example the "urban renewal" of the 1950's and 1960's, which resulted in large buildings that no one would come to Old Town today especially to see.

Tourists and local visitors put Alexandria on their itinerary because of what is left of early housing and commercial buildings, like the Apothecary Shop and Gadsby's Tavern, and because of the Torpedo Factory Art Center.

They could go anywhere for the numerous restaurants, souvenir and T-shirt

shops that have sprung up to serve them once they come to see Old Town. In

fact, many also patronize the establishments on upper King Street because

they encounter them en route to see what is left of colonial and early federal-era Alexandria.

The document "Supplementary Materials for the Alexandria Waterfront Small Areas Plan" states "[h]otels are the reason that the plan can pay for itself. . . . The types of hotels envisioned for the Waterfront are similar to the Hotel Monaco". Elsewhere, it gives a figure of 250 potential rooms (modified in a later document to fewer than 150 rooms) for the proposed hotel in the south Robinson Terminal area. First, the publicity given in favor of this plan is disingenuous, if not downright dishonest, in calling such a hotel a "boutique hotel". A lovely example of a real boutique hotel, which would probably draw minimal opposition from the surrounding community, is the Morrison House Hotel, with 45 rooms.

More important, the placement of the hotels suggested for the Robinson South and immediately adjacent Cummings-Turner block would funnel all their traffic (both hotel patrons, however they arrived, and service and supply trucks for the hotels and their food service facilities) onto Duke Street and Wolfe Street, with probably major spillover onto Gibbon via Union Street. For all the lovely words in the document about how innocuous the traffic generated by the Monaco is, that hotel is already in the middle of a business district, which is full of non-hotel traffic.

The same is true of the hotels on upper King street, which the planners are now saying the neighbors do not object to. I take them at their word, but the neighbors already lived in a business district. The hotels proposed in the Waterfront Plan would be in the center of a residential district. It

is not farfetched to imagine current residents moving away, and residential values and the maintenance of the properties declining because of the changed character of the neighborhood.

When a major improvement to city facilities is proposed, whether it be development of new roads like Eisenhower Avenue and its beltway connections or an upgrade to the Alexandria school system, like the rebuilt TC Williams High School, the taxes of all residents are used to pay the costs, because all Alexandrians benefit from the improvements, one way or the other. Many residents from all over the city enjoy what parks on the waterfront are accessible to them now; many come to study or shop or just enjoy the Torpedo Factory, and many come to eat at existing restaurants or to enjoy the quality shops on upper King Street. If park area along the Potomac were expanded, and attractive picnic areas and family attractions (say a playground, maybe a merry-go-round, nice walking paths with shade trees and benches and some tasteful, small food stalls) were created, many more would probably come to enjoy the new offerings of an enhanced waterfront, which would be accessible to them all along the river.

There is no reason, therefore, to make changes along the river a project which would pay for itself at the expense of a) altering the character of Old Town in the same destructive way that the "urban renewal" did and b) providing minimal extra access to the waterfront for residents of Alexandria. Put succinctly, whose lives would this plan improve—wealthy tourists who could pay for riverfront hotel rooms, developers who would profit handsomely during construction, or residents of Alexandria?

Yours
sincerely,

Barbara Pringle

Jackie Henderson

From: robert pringle <rpringle9@comcast.net>
Sent: Monday, June 06, 2011 4:56 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; Rob Krupicka; Linda Owens; Elizabeth Jones
Subject: COA Contact Us: waterfront planning - next steps
Attachments: ATT00001..txt

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

Time: [Mon Jun 06, 2011 16:55:32] Message ID: [30684]

Issue Type: Mayor, Vice Mayor, and Council Members
First Name: robert
Last Name: pringle
Street Address: 216 Wolfe St
City: Alexandria
State: VA
Zip: 22314
Phone: 703 519 8252
Email Address: rpringle9@comcast.net
Subject: waterfront planning - next steps

Dear Members of City Council:

June 6, 2011

We now know, thanks to the Washington Post's Ombudsman, that the City has been heavily engaged in negotiations with the Post for years, and that these negotiations are likely to have more impact on what actually happens than more years of planning.

Perhaps, in the interests

Comments: of transparency, City Council should appoint an Ombudsman? In any case it

is devoutly to be hoped that from now on the citizenry is better informed about what is really going on.

A couple of points as we move into the next discussion:

-- The City's definition of "boutique" as up to 150

rooms is absurd. Morrison House, not exactly tiny (with two sizeable buildings) has 47 rooms. So we are talking about six Morrison Houses between Duke and Wolfe Streets, two blocks from where I write.

-- There

is nothing in the plan to compensate aesthetically for the bulking up of the waterfront which will (if current zoning is changed) obstruct views, especially for those living on Union and South Lee Streets, and yes, greatly increase traffic.

-- Nothing thus far presented has made the

case that the latest version of the plan will result in substantial improvements, as opposed to generating revenue and profits for developers.

There is still no long-term vision.

-- Meanwhile it is abundantly

evident that the City cannot even maintain the current waterfront, as witness the flood trash clogging the waterfront now and the pledged but never delivered promise to repair the dangerous mess across from Lee St. Park.

Instead of capitulating to the Post's interest in maximizing its

gain from selling the Robinson Terminal warehouses, the city should suspend

the current planning process and start over again. The first step should be to define a vision for the future based on input from Alexandrians. The second step should be to determine how that vision can be financially supported.

If the Post insists on selling the properties before such a

process can be completed, the full force of current zoning requirements

should be invoked. But I suspect the Post might be willing to cut the City

some slack, especially if the negotiations with them are conducted

transparently from now on. The Post (which is a civic organization as well

as a profit-making company) probably doesn't relish playing the role of

corporate villain obstructing a better future for the home town of George

Washington and Robert. E. Lee, in the face of enlightened opposition from

its citizens.

Robert Pringle
216 Wolfe St

Jackie Henderson

From: Cicely Woodrow
Sent: Tuesday, June 07, 2011 9:11 AM
To: Barbara Pringle
Cc: Graciela Moreno; Jackie Henderson
Subject: RE: COA Contact Us: Waterfront Small Areas Development Plan

Dear Ms. Pringle,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Jackie Henderson, City Clerk and Clerk of Council, who will make your comments available as part of the official record.

Best regards,
Cicely Woodrow

Cicely B. Woodrow, PHR
Management Analyst III
Department of Planning & Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314
Direct: 703-746-3810
Fax: 703-838-6393

ECO-CITY ALEXANDRIA

In keeping with Eco-City Alexandria please consider the environment before printing this e-mail, print on paper certified for sustainability, and save energy by turning off your computer and printer at night.

From: Barbara Pringle [mailto:bpringle9@comcast.net]
Sent: Monday, June 06, 2011 4:04 PM
To: PnZFeedback; Cicely Woodrow; Graciela Moreno
Subject: COA Contact Us: Waterfront Small Areas Development Plan

COA Contact Us: Planning and Zoning General Feedback

Time: [Mon Jun 06, 2011 16:03:44] Message ID: [30681]

Issue Type: Planning and Zoning General Feedback
First Name: Barbara
Last Name: Pringle
Street Address: 216 wolfe Street
City: Alexandria
State: VA
Zip: 22314
Phone: 703-519-8252
Email Address: bpringle9@comcast.net

Subject: Waterfront Small Areas Development Plan

216 Wolfe Street
Alexandria, VA 22314
June 5, 2011

Alexandria City

Council
Alexandria City Planning Board

Dear Sirs/Madam:

As a

resident (though sometimes abroad with my husband, a Foreign Service officer) and property owner in the city since 1970, I believe that the current, proposed "Alexandria Waterfront Small Areas Development Plan," even with the modifications suggested by the planners in May, would make

Old Town Alexandria a less desirable place to live and, therefore, in the longer term, a less desirable place to visit.

Let us take as an

example the "urban renewal" of the 1950's and 1960's, which resulted in large buildings that no one would come to Old Town today especially to see.

Comments: Tourists and local visitors put Alexandria on their itinerary because of what is left of early housing and commercial buildings, like the Apothecary Shop and Gadsby's Tavern, and because of the Torpedo Factory Art Center.

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shops that have sprung up to serve them once they come to see Old Town. In

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they encounter them en route to see what is left of colonial and early federal-era Alexandria.

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funnel all their traffic (both hotel patrons, however they arrived, and service and supply trucks for the hotels and their food service facilities) onto Duke Street and Wolfe Street, with probably major spillover onto Gibbon via Union Street. For all the lovely words in the document about how innocuous the traffic generated by the Monaco is, that hotel is already in the middle of a business district, which is full of non-hotel traffic.

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facilities is proposed, whether it be development of new roads like Eisenhower Avenue and its beltway connections or an upgrade to the Alexandria school system, like the rebuilt TC Williams High School, the taxes of all residents are used to pay the costs, because all Alexandrians benefit from the improvements, one way or the other. Many residents from all over the city enjoy what parks on the waterfront are accessible to them now; many come to study or shop or just enjoy the Torpedo Factory, and many

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access to the waterfront for residents of Alexandria. Put succinctly, whose lives would this plan improve—wealthy tourists who could pay for riverfront hotel rooms, developers who would profit handsomely during construction, or residents of Alexandria?

Yours

sincerely,

Barbara Pringle

Jackie Henderson

From: Nancy Williams
Sent: Friday, June 03, 2011 5:50 PM
To: Jackie Henderson
Subject: Waterfront SAP Communication - Ms. Freeman FW: Planning Commission Consideration of Waterfront SAP

Jackie,

I am forwarding this communication for the City Council's Waterfront SAP record.

Thank you.

Nancy

Nancy J. Williams
Principal Planner
Department of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314
703.746.3851 – phone
703.746.4666 – main
703.838.6393 – fax
Nancy.williams@alexandriava.gov

From: Lauren Freeman [<mailto:lefreeman@comcast.net>]
Sent: Wednesday, May 25, 2011 7:30 AM
To: Nancy Williams; Karl Moritz
Subject: FW: Planning Commission Consideration of Waterfront SAP

I would like the below questions added to the list of Questions posed to the City Counsel. I was not able to attend the meeting. I am particularly interested in an answer to questions 1 and 2 regarding the flood mitigation plan. The water has to go somewhere and it would be irresponsible not to consider the possible negative impacts on other areas. I also would like to know why the private property owners who would benefit from the plan are not being asked to pay for (or contribute to) the plan.

From: Lauren Freeman <lefreeman@comcast.net>
Date: Mon, 02 May 2011 19:54:48 -0400
To: Nancy Williams <Nancy.Williams@alexandriava.gov>
Subject: FW: Planning Commission Consideration of Waterfront SAP

I am not able to attend the meeting tomorrow night but I do have some comments/questions:

1. On the proposed flood mitigation plan, I have not been able to find any discussion of impacts of the proposed flood mitigation plan on surrounding areas or areas upstream or downstream. The mitigation plan simply displaces water. How many square feet would be displaced under various flooding scenarios and where do the engineers believe that water will go? Might it result in new flooding or worsen flooding in other areas? Is there the potential for city liability for any such impacts on other private property?

2. On the proposed flood mitigation plan, I have listened to testimony of supporters of the plan suggesting this should be a priority because flooding damages private property. What is the rationale for the City's plan to spend taxpayer dollars to protect the private property of a few? Did the City create or worsen the flooding problem? Why doesn't the City focus instead on identifying uses and zoning that are consistent with the known flooding potential. Won't the mitigation plan simply encourage further development that is not consistent with the flood potential? Eventually a serious flood will occur regardless of the mitigation plan and the adjacent property will be damaged. Will the plan change the availability of flood insurance?

3. If waterfront hotels will be required to provide necessary parking on site, how is that different from the current waterfront parking the City wants so badly to eliminate? Is it just because it won't be as visible or because it is associated with potential revenue? Would the City consider limiting street parking in adjacent streets to residential parking only? People will always choose free street parking over a garage if they have the option. Residents should not be required to resort to paying for garage parking if parking is supposed to be the responsibility of the commercial establishment.

4. If the City views the Hotel Monaco as a model for a waterfront hotel, does the City also assume that any hotel would be required to keep its outdoors uses in the interior (like the Monaco and Lorien do)? Would the City limit the hours of any exterior restaurant/bar space to address neighborhood noise issues, like they do in Del Rey? I am not aware of any outdoor restaurant locations in Old Town within such close proximity to residential areas (the Robinson Terminal South and Cummings Buildings) have residences across the street. The Commission should state its position on this now rather than simply deferring a known issue to the special use permitting process.

I would appreciate if you would forward these question/comments to Karl Moritz as well (I was not able to locate his email). Thank you.

Lauren E. Freeman
102 Duke Street
Alexandria, Virginia 22314
703-683-2465

From: Alexandria eNews <enews45977@enews.alexandriava.gov>
Date: Mon, 02 May 2011 18:47:25 -0400
To: eNews Subscribers <rsan@enews.alexandriava.gov>
Subject: Planning Commission Consideration of Waterfront SAP

On Tuesday, May 3, 2011, the Planning Commission's consideration of the Waterfront Small Area Plan will begin at 7:30 PM, Alexandria City Hall, and it will be open to public testimony regarding options for the Old Dominion Boat Club parking lot at the foot of King Street. The public can sign up to speak [online](#) or in person at the meeting.

For questions regarding the Waterfront Small Area Plan, please contact Karl Moritz, Deputy Director, or Nancy Williams, Principal Planner, at the City's Planning and Zoning Department, 703.746.4666.

You are receiving this e-mail message because you are subscribed to one or more of the following groups in the City of Alexandria's free eNews service:
Waterfront Planning

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Click here to remove your eNews account altogether: <http://enews.alexandriava.gov/userpage.php>

Jackie Henderson

From: Nancy Williams
Sent: Friday, June 03, 2011 5:33 PM
To: Jackie Henderson
Subject: Waterfront SAP Communication - Thompson FW: COA Contact Us: Waterfront Planned Improvements
Attachments: ATT00001..txt

Jackie, for the Waterfront Small Area Plan record.

Thanks

Nancy

Nancy J. Williams
Principal Planner
Department of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314
703.746.3851 – phone
703.746.4666 – main
703.838.6393 – fax
Nancy.williams@alexandriava.gov

From: Faroll Hamer
Sent: Friday, June 03, 2011 4:28 PM
To: Nancy Williams; Karl Moritz
Subject: FW: COA Contact Us: Waterfront Planned Improvements

From: Sandra Thompson [mailto:sandythompson23@gmail.com]
Sent: Friday, June 03, 2011 12:57 PM
To: Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow
Subject: COA Contact Us: Waterfront Planned Improvements

COA Contact Us: Director Faroll Hamer

Time: [Fri Jun 03, 2011 12:56:58] Message ID: [30606]

Issue Type: Faroll Hamer
First Name: Sandra
Last Name: Thompson
Street Address: 5300 Holmes Run Pkwy Apt 909
City: Alexandria
State: VA
Zip: 22304

Phone: 703-599-7092

Email Address: sandythompson23@gmail.com

Subject: Waterfront Planned Improvements

As a resident of Alexandria's West End I would like to voice my strong support for the wonderful, well planned improvements to North Old Town's waterfront area. Hopefully some of the extra tax revenue generated from

Comments: those improvements can be used for some much-needed improvements in the

West End in the near future.

Thank you for all you do for our City.

Jackie Henderson

From: Nancy Williams
Sent: Friday, June 03, 2011 6:21 PM
To: Jackie Henderson
Subject: Communication - Waterfront SAP (Comment Board 5/3 to 6/1)
Attachments: Comment Board post May 3 Planning Commission to June 1, 2011.pdf

Jackie,

Here are comments received on the Waterfront Website's Comment Board as of 6/1 relative the Waterfront Small Area Plan for the CC record.

Thanks

Nancy

Nancy J. Williams
Principal Planner
Department of Planning and Zoning
301 King Street, Room 2100
Alexandria, VA 22314
703.746.3851 – phone
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WATERFRONT COMMENT BOARD

COMMENTS (May 3 – June 1, 2011)

1. The best resource the city planners and city council have are the citizens of Old town. Their thoughts, opinions, are most valuable since they above anyone else know the heartbeat of Old town, it's strenghts and it's weaknesses. It's soul cannot be understood by any developer unless they spent time there, and who better to listen to than those who live there. If they are fighting to keep it's preservation, and caring enough to oversee any change, they that live there must be listened to.

Audrey Przybylski (200) | User | June 1, 2011 - 11:50 PM

2. SENT after the May 14 Council Hearing

Andrew H. Macdonald
By email and mail
May 19, 2011

Mayor Bill Euille and Members of Council
City Hall
Alexandria VA 22314

RE: Waterfront Plan – Next Steps

Dear Mr. Mayor and Council Members:

I would like to thank you for holding the recent public hearing on the draft Waterfront Small Area Plan. This was a great opportunity for citizens to provide direct input to Council. The session was clearly a step in the right direction.

The hearing confirmed what many residents have been saying for a long time: that this is not the right plan for the Alexandria waterfront. What is the right plan? We believe that your comments and that of the majority of speakers showed that this question cannot be answered until a number of important issues have been explored further. There are simply too many outstanding issues standing in the way of a waterfront plan that is acceptable to the community. We applaud your decision to delay adoption of the plan, but we believe that the process of approving “a new plan” should proceed carefully and with the full participation of the community.

Residents by and large do not think that the impacts of all this new development on the town has been studied thoroughly enough. We have no way of comparing the pros and cons of various development options either— because only a single plan was presented. Our view is that the current plan does not look at innovative ways to expand public access to the waterfront and river. Indeed, it is too concerned with development and the revenue that things like hotels might generate. It is no wonder that many citizens (voters) want a very different plan, and find it incomprehensible that these choices were not explored earlier on.

The current plan seems to be constantly changing, too. Many issues are not clear. For example, what is the status of the Old Dominion Boat Club? Fitzgerald Square? Flood mitigation? Historic preservation? How about the history plan, the art plan, parking, and the financial cost of implementing the current plan? What will be impact of hotels on neighborhoods? No one knows the answers to these questions, and the plan does not

answer them, either. For this reason, it is hard to even view this plan as a ‘plan,’ since it lacks critical analysis of important elements like those listed above.

The principle landowner of the largest land parcels also wants more flexibility. The so-called central park, Fitzgerald Square, may not be built. Flood mitigation is supposed to be a top priority of the plan but even that issue is clouded in debate. It is not clear what should happen along the Strand waterfront, where the Dandy will dock, etc. We need a real parking plan. No wonder residents ask: Who really is going to benefit from all this new development? Is it the best public waterfront plan we can create? The answer is, quite clearly, NO. Residents have lost what little confidence they did have in the planning process and the plan’s purported public benefits which is why so many attended, spoke, and participated in the Council session last Saturday.

There are a number of key considerations that must be addressed before this planning process can be called a success:

1. How much more development should be allowed along the waterfront and what should it look like? Are hotels really a good choice?
2. What are the economic benefits and costs of various development options?
3. How will this development affect the environment and town? The Potomac?
4. How much of the waterfront should remain public and what uses are acceptable? Should we include more parkland in the plan? Convert a warehouse into a museum?

Our suggestion is to conduct a comprehensive (and easy to compare) impact and cost-benefit analysis of several redevelopment options.

- A) The current plan – 150 room hotels on three sites and the open space defined under the earlier Settlement Agreements.
- B) Assume town homes and offices on the RTW North and South sites and hotels on the Cummins-Turner sites. (Assume land is completely redeveloped for mixed used at these sites.)
- C) Assume public acquisition of the RTW North Site (East of Union) for a museum or open space, commercial uses west of Union at same site And acquisition of all of the RTW South site for parks and Seaport Foundation.
- D) Same as C for RTW North site but assume some town homes along Union at RTW South and larger public parks in that area.
- E) Mixed-use redevelopment of Cummins Turner with hotels, without hotels.

In short, we ask that you give the community some real choices so that together we all might weigh the options and decide on the best plan for Alexandria.

I've listed below other questions that have been raised but not answered fully:

- How will hotels, offices, town homes, parks, museums impact parking, traffic, pedestrian safety, air quality, and the ecology of the river? We don't really know since there is no way to compare their impacts.
- What are the costs associated with acquiring private property for public uses? What are the economic benefits and costs of the different options – hotels, town-homes, offices, parks, museums, etc, to the City? The plan does not answer these questions.
- How might we pay for and or acquire additional land for public uses like parks and museums along the waterfront? Does the City own land elsewhere that might traded for private property along the waterfront? Can we move FAR around in ways that increase our ability to open up the waterfront to public use?
- How are we going to preserve the oldest buildings along the waterfront and prevent new development from negatively impacting the historic character of Alexandria?
Intermingling new buildings that will have much larger footprints and will be five stories tall will dwarf the historic buildings, such as the 1840 Fowle warehouse. This could well destroy the historic ambience the tourists come to see and residents enjoy. The plan is largely silent on this question.
- We want to understand how hotels and other commercial uses will affect our quality of life? What can we do to retain uses like the Art League? Is a hotel appropriate here?
- How should the shoreline area east of the Strand be redeveloped? The City purchased some of the properties along this shoreline with open space funds. What are the legal, financial and land-use issues associated with acquiring the rest of this waterfront for public use? Should the Beachcomber be converted into a restaurant again? Where will the Dandy dock? We want to see a much clearer plan for this area and a more realistic parking plan to replace the surface parking lot used by several local businesses.
- What can we do to make the waterfront a more accessible and affordable public space? There should be more than just a narrow public easement along the waterfront. The plan should consider the purchase of private land for museums and larger parks.
- How do you control flooding along the waterfront? Flooding is an important issue but the plan raises more questions than it answers. What are we trying to accomplish? Are we trying to reduce flooding along lower King Street or protect the proposed development sites? What are the environmental and aesthetic tradeoffs? Could increasing parkland along the waterfront actually be a less expensive mitigation plan than other options? How will development affect flooding?

There is broad concern about the impact of several hotels on the community, but we should not limit our analysis to hotels alone since offices, and town homes and restaurants are presently permitted uses here. Without a detailed cost-benefit analysis that includes other options such as museums and parks, it will be impossible to evaluate all

the tradeoffs that will be required to create a waterfront that is acceptable to the community, more economically sustainable, and does not adversely impact the quality of life of the immediate neighbors.

Commercial development on the waterfront and the revenue it may produce should not be the sole justification for choosing one option over another. It is first and foremost a great public space. In this context, our maritime history can serve as a bridge between tourism and preservation. Why hasn't this been studied more carefully?

If such questions are answered properly, they should lead to a compromise plan that will accomplish the twin goals of creating a great public waterfront that has a minimal impact on the town's residents and the environment, and showcase our unique historic heritage for which we are all so proud.

We ask the Council to instruct Staff to ensure that the community is notified about the nature of changes to the plan that will hopefully lead to additional public hearings before Mayor and Council. The goal should not be to rush this complex process, but to improve the plan. Many residents clearly feel, as we do, that the current plan needs to be revised significantly. Let us step back, slow down, and work together to make this plan the best possible outcome for our City. We have but one chance to get it right.

Thank you for your time and attention. We sincerely look forward to working with you in partnership to improve this plan.

SIGNED

Andrew Macdonald
217 N Columbus St
Alexandria, VA 22314

Mark Mueller
404 S Royal St
Alexandria, VA 22314

Andrew Macdonald (220) | User | June 1, 2011 - 11:39 AM

3. Well I am just wondering if new businesses such as hotels are built what guarantee is there that the jobs will go to local people? I seriously doubt there will be any at all. Use this case as an example: A number of years ago, I was residing in Norfolk (VA) when the City decided to build "Nauticus" as a money maker or something to bring in the people. Before it opened myself and other local people were approaching the city trying to find out what type of jobs would be offered there and they would not tell us. Then after the thing opened we found out that people were brought in from out of town to work there. Then later it became a burden or somewhat of a white elephant.

Jerry Foley (233) | User | May 13, 2011 - 10:17 PM

4. Has the planning commission lost it's mind...trying to add high density and further commuter traffic by suggesting hotels for the Robinson Terminals? Those will not benefit the citizens of Alexandria, and certainly not OLD Town...and yet we pay high taxes to get our community destroyed by these planning people!!!! There are many old town residents who would like to see luxury all one floor condos built on these sites, people who would love to stay in OLd Town and who find the stairs in the townhouses getting to be a chore. I can think of 5 such couples , and I know there are many more. They would walk to all the stores as they do now and that would keep many vehicles off the streets. NO HOTELS FOR ROBINSON TERMINALS!!!!!!!!!!

Richard and Rita Molleur (232) | User | May 11, 2011 - 5:07 PM

5. It is this Simple. - The Planning Commission and City Council need to stand up for the residents of Old Town who they serve. The battle to save this historic waterfront should not be about developers needs, but about the needs and desires of those who live there. Has the city forgotten it's purpose is to serve the community and if the residents in overwhelming numbers say "no" to the plan this City Planning Commission and City Council is not representing, the desires, the needs of who they represent.

The Planning Commission and City Council must be accountable to the community not the developers.

Audrey Przybylski (200) | User | May 4, 2011 - 9:08 AM

6. Article on the Alexandria Waterfront Plan in the Washington Post, Sunday May 1

http://www.washingtonpost.com/opinions/the-right-kind-of-waterfront-for-alexandria/2011/04/27/AFtF8CHF_story.html

Andrew Macdonald (220) | User | May 3, 2011 - 3:25 PM

7. April 29, 2011

To: Faroll Hamer, Director of Planning & Zoning, and Members of the Planning Commission

Subject: Response to Good Friday Waterfront Memo from Planning and Zoning Department

From: Anne Peterson and Andrew Macdonald, Citizens for Alternative Alexandria Waterfront Plan (CAAWP)

www.AlternativeAlexandriaWaterfrontPlan.com

The current planning memo shows once again that the planning process is an ad hoc one that ignores major community concerns about the waterfront planning process and draft plan. We object to the fact that the public will now have no chance to comment on the changes that have been recommended in the public's name on a variety of issues related to waterfront development. The memo claims to summarize the key issues, when in fact it ignores some of the most important ones.

As reported in the Old Town Patch ("Alexandria residents slam plan, business praises it") and other news outlets, at the April 5 waterfront hearing, residents opposed to the plan greatly outnumbered supporters. With a few exceptions, the comments made by the planning commission members at the conclusion of the hearing illustrated that the Planning Commission had not really listened to the concerns of citizens and in some cases seem not to have even read the plan.

The following is a list of our ongoing concerns about the plan and the planning process:

1) The Planning Commission and Planning Director have never provided a valid explanation for why the plan includes only one redevelopment option for the major development sites. Indeed, the planning director said at the April 5 meeting that other options were unnecessary.

2) Development in this plan is about revenue generation, not about making this a great public space on the waterfront. "Design guidelines" are no substitute for a careful review of alternatives. We believe that other redevelopment options, including parks and

museums should be analyzed and compared to current options in the plan using a thorough cost-benefit approach. The May 3 memo is not a substitute for considering these and other public options in detail. The supplemental documents used to establish the economic basis for this plan, and exclude the museum option (for example) are woefully inadequate.

3) The planning process was not a real dialogue between the City and community. The appearance of this memo and the shutting off of all public debate demonstrates that fact once again. There is one redevelopment option in this plan and that option has existed from the start of this planning process. Hundreds of meetings do not constitute by themselves an effective public process.

4) This is not an environmentally sound plan. There is no discussion of the importance of natural flood plains, and there is no discussion of how the proposed development will affect the water quality on the Potomac; there is no real consideration of the value of parkland vs. development, or of the impact of all this new development on existing parks.

5) History is little more than a prop for over-development, for increasing the FAR. Alexandria's commercial history as a seaport is not an excuse for privatization, making the waterfront a place for only those who can afford it. Just because there were once a series of warehouses and piers along the waterfront does not mean we must now conceptually recreate that "commercial" view of the past to the detriment of the environment.

6) The parking plan is all smoke and mirrors. It mentions vague concepts like the "Parking Implementation Plan," which seems to be a combination of valet parking, parking garages, and empty parking spaces.

7) Impacts of development on local neighborhoods and existing businesses are ignored.

8) Pleasure boat marinas that are affordable only to the highest income bracket do not increase affordable public access to the waterfront or river. These slips are designed to attract transient boaters to dine on a waterfront that would be more private than public.

9) We oppose rezoning the waterfront because it increases allowable density and enables hotels to be built on the waterfront. The proposed public amenities, if we ever get them, do not replace the much more salient public benefits that should be the goal of this plan.

10) We believe that the two Robinson Terminal Warehouse Sites should be purchased as open space, for use as parks and museums. The plan's meager arguments against this

option are not based on any real analytical data of merit.

11) We reject as shortsighted the conclusion that high density commercial development, including hotels, is either a necessary or appropriate means of preserving what is unique about Alexandria. Why must development pay for all the public benefits? What public benefits would be possible under a different development model? These questions were never debated.

12) We object strongly to the rezoning of the waterfront in the manner that has been laid out here in this draft plan and we believe that this ‘plan’ does not represent a forward-thinking “small area plan.” It does not, in our view, create a framework for long-term investment in the waterfront, both as a public space and as an important part of the City’s seaport heritage and cultural tourism plan.

In summary, this plan does not address many of the basic concerns of residents. Vague concepts and weak, or nonexistent, objectives, and a single redevelopment option, have resulted in waterfront plan that is far from inspirational. We don’t believe it represents a long-term investment in what makes Alexandria unique: it’s seaport history and the tourism and business and quality of life that that past creates Nor does it really expand in ways that can be called effective real affordable public access to the waterfront and Potomac.

It’s all about commerce under the guise of ‘paying for public amenities.’ To date, the Planning Commission has failed to acknowledge the obvious flaws in the process and take steps to ensure that the public process is credible. To that end we support the recommendations of OTCA to slow the process down and consider alternatives to the current development plan, and Greater Alexandria Preservation Alliance’s petition against rezoning of the waterfront to increase the FAR.

Andrew Macdonald
Anne Peterson

CC: Mayor Bill Euille and Members of the City Council

Andrew Macdonald (220) | User | May 3, 2011 - 3:19 PM

8. There has been a plethora of concerns raised about the plan by numerous individuals and citizen groups. I will focus on two significant issues. The obvious fiscal implications are that our taxes will increase over the next two decades to cover the costs described in the plan. The total cost estimates are approximately \$45M, which will impact each taxpayer by a tax increase of 4% annually until the revenue flow from the waterfront developments turns positive. This will add cumulatively several thousands of dollars to each tax bill. Does the taxpayer realize this?? I certainly don't want any tax hikes.

Another significant impact will be clogging of the traffic arteries in Old Town. Realize all streets east of Washington St. are two lane. Can you imagine the congestion at King and Union on a weekend in the year 2030? From an actuarial standpoint I won't likely be faced with that nightmare.

Could the mayor and council please examine alternative solutions to ensure Old Town remains a desirable and affordable community. Why not let voters decide in a referendum?

Al Kalvaitis (228) | User | May 3, 2011 - 9:48 AM

Jackie Henderson

From: Cicely Woodrow
Sent: Friday, June 03, 2011 1:18 PM
To: Sandra Thompson
Cc: Faroll Hamer; Barbara Carter; Graciela Moreno; Jackie Henderson
Subject: RE: COA Contact Us: Waterfront Planned Improvements

Dear Ms. Thompson,

Thank you for submitting comments on the Waterfront to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Jackie Henderson, City Clerk and Clerk of Council, who will make your comments available to City Council as part of the official record.

Best regards,
Cicely Woodrow

Cicely B. Woodrow, PHR
Management Analyst III
Department of Planning & Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314
Direct: 703-746-3810
Fax: 703-838-6393

ECO-CITY ALEXANDRIA

In keeping with Eco-City Alexandria please consider the environment before printing this e-mail, print on paper certified for sustainability, and save energy by turning off your computer and printer at night.

From: Sandra Thompson [mailto:sandythompson23@gmail.com]
Sent: Friday, June 03, 2011 12:57 PM
To: Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow
Subject: COA Contact Us: Waterfront Planned Improvements

COA Contact Us: Director Faroll Hamer

Time: [Fri Jun 03, 2011 12:56:58] **Message ID:** [30606]

Issue Type: Faroll Hamer
First Name: Sandra
Last Name: Thompson
Street Address: 5300 Holmes Run Pkwy Apt 909
City: Alexandria
State: VA
Zip: 22304
Phone: 703-599-7092
Email Address: sandythompson23@gmail.com
Subject: Waterfront Planned Improvements

As a resident of Alexandria's West End I would like to voice my strong support for the wonderful, well planned improvements to North Old Town's waterfront area. Hopefully some of the extra tax revenue generated from those improvements can be used for some much-needed improvements in the West End in the near future.

Comments:

Thank you for all you do for our City.

Jackie Henderson

From: Michele Evans
Sent: Monday, May 23, 2011 5:42 PM
To: Jackie Henderson
Subject: Fwd: Follow-up Questions from the Waterfront Plan public hearing
Attachments: Council Waterfront Questions - list.docx.2.docx; ATT00001..htm

FYI

Sent from my iPhone

Begin forwarded message:

From: Bruce Johnson <Bruce.Johnson@alexandriava.gov>
Date: May 23, 2011 3:59:48 PM EDT
To: Michele Evans <Michele.Evans@alexandriava.gov>
Subject: **FW: Follow-up Questions from the Waterfront Plan public hearing**

fyi – since it doesn't appear that you were copied (Nancy)

From: Faroll Hamer
Sent: Monday, May 23, 2011 2:25 PM
To: Alicia Hughes; Del Pepper; Frank Fannon; Kerry Donley; Rob Krupicka; Smedberg, Paul; William Euille
Cc: Bruce Johnson; Mark Jinks; Joanna Anderson; James Banks; Karl Moritz; Barbara Ross; Nancy Williams; Al Cox; Rich Baier; Abi Lerner; Barbara Carter; James Spengler; Emily Baker
Subject: Follow-up Questions from the Waterfront Plan public hearing

Mayor and Councilmembers –

Attached is a list summarizing the questions that Council asked staff to provide responses for with regard to the Waterfront Plan at the public hearing on May 14, 2011. Staff has listened to the tape of the hearing and Council's comments, and believes the attached list fairly represents what Council expects from staff. We will be ready to address these at the June 11 worksession.

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

City of Alexandria, Virginia

MEMORANDUM

DATE: MAY 23, 2011

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: FAROLL HAMER, DIRECTOR, PLANNING AND ZONING

SUBJECT: FOLLOW UP QUESTIONS FROM COUNCIL ON WATERFRONT PLAN

City Council Questions from May 14 Waterfront Public Hearing

1. Parking and Congestion

- Where is it clear that we intend to address residential parking? Residential parking restrictions may help create the demand garage owners are looking for.
- What if we place tighter triggers on parking? One example would be to tie increased development on waterfront to the implementation of additional residential parking protection.
- How can city owned lots and other parking opportunities in mid-King Street help address waterfront parking needs?
- Will the parking at Jones Point Park have an impact on the waterfront?
- Does above grade parking count toward height? FAR?
- Are we exploring the use of mandates for public/private parking in new garages along the waterfront?
- How does the plan address pedestrian and vehicle congestion at Union and King and in the plan area?
- When will we start with attendants at public garages to increase capacity?

2. Flood Mitigation

- Must be a priority, not an option. Staff should come back with options for CIP in October to address nuisance flooding.
- What are the components of the flood mitigation program? The flood mitigation program should extend from Rivergate to Ford's Landing.

3. Restaurant and Hotel Policy for SUPs

- Should the restaurant policy include more elements from the Old Town Small Area Plan?
- Vice Mayor Donley requested a digital copy, indicating he will propose edits (in progress).

4. Revised Cost Analysis

- Update to reflect what's been added and removed from plan.

5. Alternatives

- If the proposed plan is not adopted, what can be built (with and without an SUP) and what impacts are associated with these scenarios?
- If hotels are not included as a permitted use, what would the most likely redevelopment be and what would the sites look like?
- Provide a matrix of alternatives: (a) existing zoning scenarios; (b) potential scenarios under proposed new zoning; (c) park scenario noting cost of acquisition.
- Provide a corresponding matrix showing cost/revenue projections for each alternative. Implementation horizon may need to be extended in order to reconcile ideas with costs.
- There are boutique hotels that are smaller than 150 rooms (Morrison House as an example with 45 rooms). What is the definition of a boutique hotel and what is the smallest size for a new hotel to be economically viable?
- What if Robinson Terminal North is not given the 66 foot height?

6. Density, Zoning and Architectural Controls

- What are the benefits the City and public are getting from the added increment of density? What assurances do we have that additional density will come with community benefits? For example, is the preservation of the Cummings warehouses tied to zoning?
- Should the additional density be contingent upon the provision of hotels? If hotels are not a permitted use, should there be an increase in density?
- What are the legal ramifications of allowing less than current zoning (downzoning)?
- What legal constraints exist relative to the properties under: (a) current zoning; and (b) new zoning? What are the tradeoffs? What amenities are legally required?
- What is required in terms of architectural design? How strict can we be? What is the process? What tools are available to provide a sense of scale, place and purpose along the waterfront?
- What is the impact of not changing the height restrictions?
- Walk through what the height restrictions are and how they work.

7. Ownership of RT Piers – Who owns the concrete piers at RTN and RTS?

8. Park and Open Space issues

- Important to include a linear park with public access along the way.
- What impact does restoration of the Beachcomber have on the City's Open Space Plan?

9. History and Art

- There is a lot of history associated with the waterfront; how does the plan incorporate as much as possible?
- How does the plan address historic interpretation (including lighting and signage)?
- Make sure art walk is included.

10. New documents

- Provide a summary document as well as a revised Plan document with all the changes.

11. Implementation

- How can we be sure the plan will be implemented? What would that process look like?

Jackie Henderson

From: David Calico <dcalico@alionscience.com>
Sent: Monday, May 23, 2011 2:57 PM
To: William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; 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 May 23, 2011 14:56:31] Message ID: [30344]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: David

Last Name: Calico

Street Address: 612 S Pitt St

City: Alexandria

State: VA

Zip: 22314

Phone: 7035480226

Email Address: dcalico@alionscience.com

Subject: Waterfront Development

First of all I would like to thank each of you for acting on this very controversial issue. Many times it is simply easier to delay the decision than to get on with making progress. I believe the waterfront development is the right thing to do for the future of Alexandria. I also believe the plan we have today will mature as we move forward making it more acceptable

to more of the opposition.

I have also noticed that many of the fine

citizens of Alexandria embarrass themselves in the manner in which they

Comments: act. Kind of reminds me of my five year old when she does not get what she

wants! As a citizen of Alexandria I apologize for their behavior and lack of respect.

I lived in Savannah GA for many years and the riverfront they

have is legendary. Alexandria's river front is nice at the docks but not

really an anchor for the city. We have a great opportunity to make

Alexandria an even greater city by developing the waterfront. The

developed water front would be an anchor for commerce and visitation.

As

the City Council you need to make the decision that is best for the whole city of Alexandria and not just Union Street and Lee Street. The development will generate additional taxes, additional job opportunities, and additional tourist expenditures. All are needed for Alexandria to grow and prosper.
Please vote in favor of the waterfront development.

Thanks

You,

David Calico

Andrew H. Macdonald

By email and mail

MAY 20 2011

May 19, 2011

Mayor Bill Euille and Members of Council
City Hall
Alexandria VA 22314

RE: Waterfront Plan – Next Steps

Dear Mayor and Council:

Thank you for holding the recent public hearing on the **draft Waterfront Small Area Plan**. The hearing confirmed what many residents have been saying for a long time: that this is not the right plan for the Alexandria waterfront. What is the right plan? We believe that your comments and that of the majority of speakers showed that this question can't be answered until a number of important issues have been explored further. There are simply too many outstanding issues standing in the way of a waterfront plan that is acceptable to the community. We applaud your decision to delay adoption of the plan but we believe that the process of approving "a new plan" should proceed carefully, with the full participation of the community.

Residents by and large do not think that the impacts of all this new development on the town has been studied thoroughly enough. We have no way of comparing the pros and cons of various development options either— because there was, inexplicably and incorrectly, only one real redevelopment plan on the table from the start of the planning process. The current plan does not look at innovative ways to expand public access to the waterfront and river. Indeed, it's too concerned with development and the revenue that things like hotels might generate. It's no wonder that many people want a very different plan, and find it incomprehensible that these choices were not explored earlier on.

The current plan seems to be constantly changing too. Many issues are not clear. What's the status of the Old Dominion Boat Club, Fitzgerald Square, flood mitigation, historic preservation, the history plan, the art plan, parking, and the financial cost of

implementing the current plan. What's the impact of hotels on neighborhoods? No one knows and the plan does not answer these questions.

The principle landowner of the largest land parcels also wants more flexibility. The so-called central park, Fitzgerald Square, may not be built. Flood mitigation is supposed to be a top priority of the plan but even that issue is clouded in debate. It is not clear what should happen along the Strand waterfront, where the Dandy will dock, etc. We need a real parking plan. No wonder residents ask: Who really is going to benefit from all this new development? Is it the best public waterfront plan we can create? The answer is, quite clearly, NO. Residents have lost what little confidence they did have in the planning process and the plan's purported public benefits.

There are a number of key questions that must be answered before this planning process can be called a success:

1. How much more development should be allowed along the waterfront and what should it look like? Are hotels really a good choice?
2. What's are the economic benefits and costs of various development options?
3. How will this development affect the waterfront, environment and town? The Potomac?
4. How much of the waterfront should remain public and what uses are acceptable? Should we include more parkland in the plan? Convert a warehouse into a museum?

My suggestion is to conduct a comprehensive (and easy to compare) impact and cost-benefit analysis of several redevelopment options.

- A) The current plan – 150 room hotels on three sites and the open space defined under the earlier Settlement Agreements.*
- B) Assume town homes and offices on the RTW North and South sites and hotels on the Cummins-Turner sites. (Assume land is completely redeveloped for mixed used at these sites.)*

- C) Assume public acquisition of part of the RTW North Site (land East of Union) for a museum or open space, commercial uses west of Union at same site. And acquisition of all of the RTW South site for parks and Seaport Foundation.*
- D) Same as C for RTW North site but assume some town homes along Union at RTW South and larger public parks in that area.*
- E) Mixed-use redevelopment of Cummins Turner with hotels, AND without hotels.*

In short, give the community some real choices.

I've listed below other questions that have been raised but not answered fully:

- How will hotels, offices, town homes, parks, museums impact parking, traffic, pedestrian safety, air quality, and the ecology of the river? We don't really know since there is no way to compare their impacts.
- What are the costs associated with acquiring private property for public uses? What are the economic benefits and costs of the different options – hotels, town-homes, offices, parks, museums, etc, to the City? The plan does not answer these questions.
- How might we pay for and or acquire additional land for public uses like parks and museums along the waterfront? Does the City own land elsewhere that might traded for private property along the waterfront? Can we move FAR around in ways that increase our ability to open up the waterfront to public use?
- How are we going to preserve the oldest buildings along the waterfront and prevent new development from negatively impacting the historic character of Alexandria? Intermingling new buildings that will have much larger footprints and will be five stories tall will dwarf the historic buildings, such as the 1840 Fowle warehouse. This could well destroy the historic ambience the tourists come to see and residents enjoy. The plan is largely silent on this question.

- We want to understand how will hotels and other commercial uses here will affect our quality of life? What can we do to retain uses like the Art League? Is a hotel appropriate here?
- How should the shoreline area east of the Strand be redeveloped? The City purchased some of the properties along this shoreline with open space funds. What are the legal, financial and land-use issues associated with acquiring the rest of this waterfront for public use? Should the Beachcomber be converted into a restaurant again? Where will the Dandy dock? We want to see a much clearer plan for this area and a more realistic parking plan to replace the surface parking lot used by several local businesses.
- What can we do to make the waterfront a more accessible and affordable public space? There should be more than just a narrow public easement along the waterfront. The plan should consider the purchase of private land for museums and larger parks.
- How do you control flooding along the waterfront? Flooding is an important issue but the plan raises more questions than it answers. What are we trying to accomplish? Are we trying to reduce flooding along lower King Street or protect the proposed development sites? What are the environmental and aesthetic tradeoffs? Could increasing parkland along the waterfront actually be a less expensive mitigation plan than other options? How will development affect flooding?

There is **broad** concern about the impact of several hotels on the community, but we should not limit our analysis to hotels alone since offices, and town homes and restaurants are presently permitted uses here. Without a detailed cost-benefit analysis that includes **other options** such as museums and parks, it will be impossible to evaluate all the tradeoffs that will be required to create a waterfront that is acceptable to the community and also more economically sustainable.

Commercial development on the waterfront and the revenue it may produce should not be the sole justification for choosing one option over another. It is first and foremost a great

public space. In this context, our maritime history can serve as a bridge between tourism and preservation. Why hasn't this been studied more carefully?

If such questions are answered properly, they should lead to compromise plan that will accomplish the twin goals of creating a great public waterfront that has a minimal impact on the town's residents and the environment, and showcase our historic heritage.

We believe that the community should be notified about the nature of changes to the plan that will hopefully lead to additional public hearings before Mayor and Council. The goal should not be to rush this complex process, but to improve the plan. Many residents clearly feel, as we do, that the current plan needs to be revised significantly.

We look forward to working with you to improve this plan.

Andrew H. Macdonald
217 N. Columbus St.
Alexandria, VA 223214
ahmacdonald@mac.com
603-512-9379

Joseph Demshar and Deena de Montigny

CC: Faroll Hamer, Planning Director
Bruce Johnson, Acting City Manager

6
5-14-11

Whitestone June 1, 2011 Page 1 of 7

* submitted by
Matthew Whitestone

John and Matthew Whitestone
1110 Alden Road
Alexandria, VA 22308

June 1, 2011

The Honorable Mayor William D. Euille and Members of City Council
City of Alexandria
301 King Street
City Hall, Room 2300
Alexandria, VA 22314

RE: Waterfront Small Area Plan and Zoning Text Amendment: Master Plan
Amendment # 2011-0001, Text Amendment # 2011-0005

Dear Mayor Euille and Members of City Council:

This letter follows up our May 12, 2011 e-mail, which is appended, it being uncertain whether it was received. We are owners of 203, 205, and 211 The Strand, which is the Turner half of the Cummings/Turner block.

On page 9 of its memorandum dated May 6, 2011, city staff proposes incorporating the height and density chart at page 101 of the plan into the zoning. At our request staff corrected two errors in the original chart at plan page 101 (a multiplication error that resulted in the wrong FAR sq. ft. for 203, 205, and 211 The Strand, and the wrong land area for 220 South Union Street), but did not add the private alley north of 203 The Strand. Whether or not anything is ever built on that alley it could still, in consolidation, contribute FAR sq. ft. elsewhere in the block, and should be included in the chart.

On page 5 of its memorandum dated May 6, 2011, city staff proposes making hotel a "required" use in the Guidelines for the Cummings/Turner block, while leaving it a "preferred" use for the two Robinson Terminal redevelopment sites. The effect of this is to link increase in density to hotels for the Cummings/Turner block only, and not for the two Robinson Terminal sites. The reasons cited by staff for hotels — anti-privatization, revenue, etc. — apply equally to all three redevelopment sites. They do not just apply to the Cummings/Turner block. Hotels should be a "preferred" not a "required" use in the Guidelines for all three redevelopment sites. Not "required" only for the Cummings/Turner block as currently proposed by staff. Linkage, or lack thereof, should be uniform over the three redevelopment sites. If hotel use and increased density

remain unlinked on the two Robinson Terminal redevelopment sites, they should be de-linked on the Cummings/Turner block by changing the word "required" to "preferred" in the sentence staff recommends adding to page 99 of the plan as follows: "On this block, the required use facing the Strand above the first floor is boutique hotel." should be changed to "On this block, the preferred use facing the Strand above the first floor is boutique hotel." (In talking to members of staff, they seemed to say they might change their recommendation from "required" to "preferred" for hotel use in the Cummings/Turner block. But we will only know for sure days before you consider this matter again in regular session, so bring it up now given its magnitude.)

On page 5 of city staff's memorandum dated May 6, 2011, Planning Commission recommends limiting the number of rooms per hotel to 150 (plan page 85). Unlike the two Robinson Terminal redevelopment sites there are multiple owners in the Cummings/Turner block. Limiting the number of rooms per hotel to 150 has a different effect on the Cummings/Turner block than on the two Robinson Terminal redevelopment sites. On the two Robinson Terminal sites less hotel means more other uses, with no effect on the total density that can be built. This is not the case for the Cummings/Turner block. Because of the multiple ownership, and the size of the parcels involved, limiting the number of hotel rooms to 150 necessarily lowers the total density than can be built in a unified joint development of the block. In fact it lowers the density so much that the resulting density is only marginally greater than the density currently allowed, and not enough to in any way incentivize hotel use. So for a unified redevelopment of the Cummings/Turner block limiting the number of rooms per hotel to 150 lowers the total density that can be built to nearly the existing density. But for a separate, parcel by parcel, redevelopment of the block the increased density can still be accessed, at least for one property owner. That's why limiting the number of rooms per hotel to 150 in the Cummings/Turner block prevents a unified redevelopment of the block.

In a separate, parcel by parcel, redevelopment of the block whether one or both property owners can access the increased density will depend on two factors — whether hotels remain a "required" use in the Guidelines, and whether the city tries to use the Policy for Restaurant/Hotel/Commercial Uses to prevent two hotels in the block. The plan in its narrative parts and in the Guidelines anticipates two hotels in the Cummings/Turner block. This is often overlooked. The plan actually anticipates at least four hotels not three, one on each of the Robinson Terminal redevelopment sites and two in the Cummings/Turner block. The implementation section of the plan at page 127 and 128 anticipates one hotel in the Cummings/Turner block in years 0-3 and a second hotel in years 3-5, and the Guidelines make provision for a joint underground garage to

be shared by two separate hotels. ("The phasing concept assumes that in the first 3 years of the life of the plan, the Cummings property will redevelop as a hotel ... In years 3-5, the phasing concept assumes ... that the Turner property will redevelop as a hotel ..." Plan pages 127, 128.) The zoning already prevents a joint redevelopment of the block, and since a second hotel may not ultimately be allowed in the Cummings/Turner block, in effect dangles the lure of increased density on a first-come only-served basis to whichever property owner can redevelop separately first. This is poorly written zoning. Contrary to the self-stated aim of the zoning a unified redevelopment with one hotel is prevented in favor of two hotels, or one hotel with other parts of the block not being redeveloped, or one hotel and residential, which according to staff will privatize the proposed park east of The Strand. The zoning shouldn't prevent a unified redevelopment of the block in favor of multiple small fussy uncoordinated redevelopments at war with each other, or result in parts of the block remaining as they are indefinitely. In a block with multiple owners offering increased density on a potentially first-come only-served basis, while simultaneously preventing a unified redevelopment, is lousy zoning which will result in a lousy outcome for the city.

It should be noted that staff is not responsible. It was the Planning Commission that at the last second limited the number of rooms per hotel to 150, without prior consultation with staff, despite having repeatedly said that the professionals in city staff were there for a reason. Planning Commission's recommended limit has unintended and repugnant consequences in the Cummings/Turner block and should be changed for the Cummings/Turner block. The size of the block itself along with FAR and height restrictions should be used to limit hotel size.

The zoning can do one of three things. It can either offer less, the same, or more density for a joint redevelopment than for separate redevelopments. The zoning as currently proposed offers less density for a joint hotel redevelopment, thus forcing the property owners to redevelop separately, leaving the historic warehouses vulnerable. The zoning could be changed to allow a unified redevelopment of the block. Or it could be changed to actively encourage a unified redevelopment of the block. Relying on height and FAR alone to control hotel size (or adjusting the room limit up to 200) would make the same density available for a joint as for a separate redevelopment, allowing a unified redevelopment. Offering more density for a unified redevelopment would actively encourage a unified redevelopment. The zoning could do this by reserving the privilege of hotel with increased density for a unified redevelopment of the entire block only, including the historic warehouses; with or without hotel use at current density for separate redevelopment within the block. This also eliminates the first-come first-served toxicity.

It should also be noted that if preservation of the historic warehouses in the block is considered important, then everything should be done to actively encourage a single unified redevelopment of the block under a single scheme. In a piecemeal, parcel by parcel, redevelopment the first thing to suffer will be restoration of the historic warehouses. Increased density is not enough to support restoration of the historic warehouses, along with their reuse for civic or cultural purposes as required by the Guidelines. Increased density along with a unified redevelopment of the entire block is preferentially needed to adequately support restoration and civic or cultural reuse of the historic structures in the northern one-third of the block, including the historic warehouses at 204 and 206 South Union Street and the historic building at the corner of Prince Street and Union Street (10 Prince). In fact increased density by itself makes separate redevelopments which do not include the historic warehouses more attractive, leaving the historic warehouses vulnerable. At the increased density proposed by the plan, even without the 150 per hotel room limit which rules out a unified redevelopment, other than economy of scale, there is no advantage to a unified redevelopment of the entire block given height and open space (alley) requirements. This is because no more density than that proposed (FAR of 3) can be physically used in the southern two-thirds of the block. Whereas at lower densities, including the current density, a unified redevelopment, including the historic warehouses, with consolidation and shifting of unused density from the northern historic one-third of the block to the southern two-thirds of the block is needed to achieve the same (or the greatest possible) density and value. Increased density is critical to support the cost of restoration and civic or cultural reuse of the historic structures in the northern one-third of the block, but that very increased density makes separate redevelopments within the block, which do not include the historic warehouses, more attractive because consolidation is unnecessary, leaving the historic warehouses vulnerable. Another mechanism such as reserving the privilege of hotel with increased density for a unified redevelopment of the entire block only, has to be used in order to tether that increased density, which is critical to restoration of the historic warehouses, to actual restoration and civic or cultural reuse of the historic warehouses. A unified entire block redevelopment is critical to support restoration and civic or cultural reuse of the historic warehouses. Piecemeal redevelopment of the block may leave them unrestored indefinitely. And limiting the number of rooms per hotel to 150 will force there to be a piecemeal redevelopment.

The Guidelines link all property owners in the block to restoration of the historic warehouses, but in a vague, unclear, amorphous way. The Cummings own the historic warehouses and building at 10 Prince Street. If they want to redevelop elsewhere in the

block within the increased density of the Guidelines, they have to come up with some sort of plan for how those structures might be restored. But the right to redevelop of all the other property owners in the block is also restricted. For the other property owners, if they want to redevelop separately within the Guidelines, their redevelopment still has to be "coordinated" with restoration plans for the historic warehouses. Thus the right to redevelop of all property owners, not just the Cummings, is restricted by the word "coordinated". (Without, by the way, any of the legal protections of a Coordinated Development District.)("Redevelopment of any portion of the block should be coordinated with restoration and adaptive reuse plans for the historic warehouse buildings in the block." Page 100 of the plan.) Thus redevelopment in the block is restricted by the word "coordinated" but without in any way specifying what exactly coordinated means or how a separate redevelopment by Turner for example would be coordinated with restoration of the historic warehouses if there was still no plan for the restoration of the warehouses. What would it be coordinated with? All of this vagueness, ambiguity, and trying to have a Coordinated Development District without actually having one is in an effort to get the block redeveloped at one time under a single scheme, because that is what is best for the city. The zoning could be written to accomplish this goal cleanly and unambiguously, with the restriction on all property owners' redevelopment rights clear. The privilege of hotel with increased density could be reserved for a joint simultaneous single scenario redevelopment of the entire block, including the historic warehouses; with or without hotel use at current density for separate redevelopments within the block.

The zoning as proposed, by limiting the number of rooms per hotel to 150, not only doesn't favor a unified redevelopment of the entire block, it prevents a unified redevelopment of the entire block by offering less density for a simultaneous unified redevelopment of the entire block than for separate redevelopments within the block. Thus the zoning as proposed uses density to prevent a unified redevelopment of the block. Reserving the privilege of hotel with increased density for a unified redevelopment of the entire block, including the historic warehouses, would use density to actively encourage a single scheme redevelopment of the block, instead of using it to stop it.

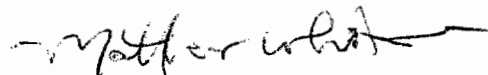
By offering more density for a unified redevelopment, the zoning could be changed to favor a unified redevelopment of the entire block, including the historic warehouses. By offering the same density for a unified or separate redevelopment, the zoning could be changed to at least not prevent a unified redevelopment of the entire block. By offering less density for a unified redevelopment of the block the proposed zoning prevents a unified redevelopment of the block. Limiting the number of rooms per hotel to 150 in

the Cummings/Turner block prevents the property owners from getting together to do a simultaneous unified redevelopment of the entire block, including the historic warehouses, which is wrong, bad for the city, and needs to be changed.

In summary:

1. The private alley north of 203 The Strand should be added to the zoning's height and density chart at plan page 101.
2. Hotel should be a "preferred" not a "required" use in the Guidelines for the Cummings/Turner block at plan page 99, as it is for the two Robinson Terminal redevelopment sites.
3. The zoning as currently proposed, by limiting the number of rooms per hotel to 150 at plan page 85, offers more density for separate, parcel by parcel, redevelopments of the block than for a unified redevelopment of the entire block. To allow a unified redevelopment of the entire block including restoration of the historic warehouses, hotel use should be controlled in the Cummings/Turner block by height and FAR not by a numerical limit on the number of rooms per hotel. (Alternatively, if a numerical limit is thought absolutely necessary, it should be raised to 200 so the density available for a unified redevelopment of the entire block at least equals that of parcel by parcel redevelopments.) While not actively favoring a unified redevelopment of the entire block, including the historic warehouses, this option at least doesn't prevent it.
4. Or instead of 3. above. To actively encourage a unified redevelopment of the entire block, including restoration of the historic warehouses, consideration should be given to only allowing the privilege of hotel with increased density to a unified redevelopment of the entire block, including the historic warehouses. This option would use density to actively encourage and favor restoration and civic or cultural reuse of the historic warehouses fully supported by a unified redevelopment of the entire block under a single scheme.

Sincerely,



John and Matthew Whitestone

Appended May 12, 2011 e-mail:

Subject: Waterfront Small Area Plan: Cummings/Turner Redevelopment Site

RE: City Council Public Hearing, May 14, 2011, Docket Item #6, staff memorandum dated May 6, 2011, page 5

The Guidelines for the Cummings/Turner redevelopment site state that a joint development of the block is encouraged. But limiting the number of rooms per hotel to 150 actually encourages a separate development of the block. And encourages two hotels in the block rather than one. Within the constraints of the zoning, in a separate development two 100 room hotels could be built (with meeting space for 100 people allowed). Whereas in a joint development with a single hotel, if you adopt the 150 room limit for the Cummings/Turner block, only 150 rooms could be built (with meeting space for 50 people allowed). Separate development has a higher value, therefore restricting the number of rooms to 150 encourages separate development and a block with two 100 room hotels (and meeting space for 100 people allowed).

Staff proposes adding the following to the Guidelines for the Cummings/Turner block: "On this block, the required use facing the Strand above the first floor is boutique hotel." "Preferred" should be substituted for "required". In the Guidelines hotel use should be a preferred not a required use in the Cummings/Turner block, as it is in the two Robinson Terminal redevelopment sites. Even before limiting the number of rooms per hotel to 150 and requiring rather than preferring hotels in the Guidelines, the proposed zoning for the Cummings/Turner block was already so narrow, relentless, and micromanaged as to allow no room for the zoning to breathe. (Not to mention the swarm of errors and inconsistencies, for e.g., requiring two rather than one alley on 211 The Strand and 220 South Union in a joint redevelopment, "Wolfe Street" when "Duke Street" is meant, the schizophrenic use of the phrase "new buildings" which for instance has to include 206 South Union qua alleys and not include it qua below-grade parking.) Suddenly adding the word "required" to the Guidelines pushes the zoning off a cliff.

In the Cummings/Turner block adding language to the Guidelines requiring hotels further throttles and suffocates the already overdone zoning and will hamper rather than guide any redevelopment. And limiting the number of rooms per hotel to 150 will result in two hotels in the block rather than one (with meeting space for 100 people rather than 50 allowed), in order to maximize the value of any hotel redevelopment.