

Waterfront Plan Issues Matrix

Comparing draft Plan with CAAWP Report on approximately 75 issues

KEY

- No disagreement
- Agreement on the concept but questions about specifics
- Disagreement

DRAFT WATERFRONT SMALL AREA PLAN	CAAWP REPORT	POTENTIAL FOR RESOLUTION
Waterfront-wide Elements		
Implement Art Walk/Art Plan	No disagreement	
Implement History Plan	No disagreement	
Continuous walkway/public access to shoreline	No disagreement	
Naturalize shoreline	No disagreement	
Increased environmental protection	No disagreement	
Improved maintenance, including removal of river-borne debris	No disagreement	
Historic preservation: all historic buildings must be preserved, restored, and adaptively re-used.	No disagreement with goal; suggests Plan language is not strong enough.	The Plan's language is unequivocal that all historic buildings must be preserved. New owners of Cummings historic properties have already submitted plans for restoration.
Based on Flood Mitigation Study: Elevate streets where possible; provide flood protection to elevation 6.0 by integrating into landscape.	Report does not oppose flood mitigation but raises questions, some of which have been answered by staff (page 51).	The outstanding questions can be answered in the next phase: detailed design and engineering.
Require redevelopment to provide adequate parking; address area-wide parking issue with a range of strategies to steer visitors to the many existing but unused spaces, and work with Old Town Parking work group to assess potential neighborhood protections.	Questioned efficacy of valet parking but does not include alternative recommendations (page 61).	Staff will work with the Old Town Parking Work Group to evaluate and implement parking strategies upon adoption of Plan.
Assessed congestion on Washington Street and intersections that are gateways to the Waterfront. Contains strategies to steer traffic to "interceptor" garages and away from most congested intersections.	Requests traffic study of local streets throughout the Old Town grid. No disagreement expressed concerning bicycle or pedestrian recommendations (page 73).	Staff supports the Waterfront Plan Work Group's (WPWG) recommendation for a Union Street congestion study (multimodal: vehicles, cyclists, pedestrians, etc).
Rivergate Park area		
Implement Art Walk	No disagreement	
Implement History Plan, including additional historic interpretation at Tide Lock	No disagreement	
Allow for launching canoes or kayaks	No disagreement	
Enhance observation area at foot of Montgomery Street	No disagreement	
Minor enhancements to Rivergate City Park: pathway, landscaping, seating, shoreline	No disagreement	
Oronoco Bay Park area		
Implement Art Walk	No disagreement	
Improve park's ability to host performances and activities for families and children	No disagreement	
Re-create wetlands at Ralph's Gutt; shoreline naturalization, CSO mitigation	No disagreement	
Improved pathways, landscaping, services	No disagreement	
Children's play area	No disagreement	
Replace and extend curved boardwalk	No disagreement	
Founders Park area		
Retain character and use	No disagreement	
Implement Art Walk and History Plan	No disagreement	
Improve pathways, landscaping and shoreline	No disagreement	
Thompsons Alley		
Rebuild bulkhead with wider, curved promenade	No disagreement	
Relocate fire boat and Seaport Foundation	No disagreement	
Improve alley and screen "back" of Chart House and Food Court building, with Art and History Plans as guidance	No disagreement	
Chart House and Food Court		
Support more successful use of Food Court building, such as market hall, cultural venue, restaurants or shops.	No disagreement	
Support renovation or replacement of Food Court building	No disagreement	
Implement redesign of public realm surrounding Food Court and Chart House	No disagreement	
Torpedo Plaza and Cameron Street Wharf, including the Torpedo Factory		
Celebrate special role of this location in Alexandria's history, with the History Plan as a guide.	No disagreement	
Implement Art Walk, such as by adding art to public spaces surrounding Torpedo Factory.	No disagreement	
Encourage greater programming of outdoor spaces in Torpedo Plaza	No disagreement	
Improve visitor circulation and comfort (seating, shade)	No disagreement	
Support initiatives of Torpedo Factory governing board	No disagreement	
Explore direct entry to lower level of "arcade" from King St.	No disagreement	
Foot of King Street		
Create outstanding public space where King Street meets the river. Desired elements: public access along river from King Street to Waterfront Park, public art, programming, tables and chairs, fountains, ice rink.	No disagreement	Staff supports WPWG recommendation to revise text, which, among other things, discourages eminent domain, also a position of CAAWP
Restrict vehicle access to unit block of King Street and make it a pedestrian-oriented plaza.	No disagreement	
Retain ODBC building for use by ODBC	No disagreement	
Waterfront Park		
Improved landscaping	No disagreement	
Integrate flood mitigation	No disagreement	
Encourage active enjoyment of the park through facilities supporting activities for families and children, performances, farmer's markets, etc.	No disagreement	
Implement Art and History Plans	No disagreement	
Piers, Historic Ships, and Commercial Boat Operations		
Add new public pier in the vicinity of the Foot of King Street/Waterfront Park to accommodate water taxis and historic vessels.	No disagreement	
Attract historic or other "ship of character" to be berthed temporarily or permanently at pier without blocking view from King Street	No disagreement	
Negotiate dock and boat ramp agreements with ODBC.	No disagreement	
To the extent possible, separate commercial and pleasure boat facilities.	No disagreement	

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Accommodate existing commercial boats and expand capacity for additional commercial boat operations in the Torpedo Factory/Chart House marina area.	No disagreement	
Ensure historic accuracy and include historic interpretation in new or changed marina facilities	No disagreement	
Include option for new pleasure boat marina at Robinson Terminal South with potential for private construction/operation.	CAAWP states pleasure boat marina not an appropriate waterfront activity (page 89).	Plan does not require a new pleasure boat marina; staff endorses WPWG revised text that allows for other potential locations.
Retain capacity for deep water docking at Robinson Terminals	No disagreement	
Point Lumley and The Strand South of Waterfront Park		
Public and private improvements in The Strand area should draw inspiration from Alexandria's history	No disagreement	
Establish The Strand as a cultural anchor, as recommended in the Art and History Plan	No disagreement	
Create a pedestrian-focused area along The Strand	No disagreement	
Complete acquisition of "Dandy" parking lot and develop them as a public park showcasing shipbuilding and other elements of Alexandria's maritime past.	No disagreement	
Provide varied recreation activities in the new park.	No disagreement	
Create a varied water's edge; echo or recall the City's historic shoreline.	No disagreement	
Consider a civic building in the park with potential uses: history, art, shipbuilding, park services. If no building is built, use resources to implement other art and history recommendations of Plan.	No disagreement, but CAAWP report suggests (p.134) this recommendation is in conflict with historic preservation goals because the suggested site (the Marine Supply Building) is historic.	The Marine Supply Building is not historic but some historic building materials may still be on-site. Office of Historic Alexandria recommends and Plan calls for historic materials to be preserved, interpreted, and possibly used in a new building.
Pursue establishment of a "history center" in this area as described by History Plan.	No disagreement	
Windmill Hill Park to Jones Point Park		
Implement the adopted Windmill Hill Park Plan, approved in 2007. Look to History and Art Plans for guidance for public art and historic interpretation within the park.	No disagreement	
Assess pedestrian trail conditions between Windmill Hill Park and Jones Point Park and repair as needed.	No disagreement	
Over the long term, pursue improvements to the Mount Vernon Trail between Jones Point Park and Hunting Creek.	No disagreement	
Tide Lock Park to Daingerfield Island		
Request National Park Service to begin Daingerfield Island master planning to address Alexandrians' requests for waterside boardwalk and other features.	No disagreement	
Pursue opportunities to improve pedestrian access between Potomac Yard and the Mount Vernon Trail.	No disagreement	Some residents requested assurance this recommendation does not call for a bridge over the GW Parkway. It does not.
General guidance for re-use of GenOn site until a plan is adopted: encourage extension of the Old Town grid, redevelopment that improves public enjoyment of and access to the waterfront, and meets the goals of the Open Space Master Plan.	No disagreement with specific recommendations and City staff did not locate a reference to the GenOn plant in the report. However, staff believes CAAWP's position is that the Waterfront Plan should be delayed to include the GenOn site.	GenOn and PEPCO have stated that they are not prepared to begin planning until late 2012 at the earliest.
Guidelines for Redevelopment		
Follow height district limits rather than W-1 zone height limits (in practice, changes the height limit on one site, the west parcel of Robinson Terminal North, from 55 to 66 feet). Retain height limits of 50 feet or less on other redevelopment parcels.	Recommends against increasing height limits; expresses concern about buildings within current height limits.	WPWG supported Plan's height recommendations 4-2-1. The proposed height limit on Robinson Terminal North is needed to achieve the density permitted by the 1983 Settlement Agreement as proposed by the Plan.
Set development limits of 238,816 sf (FAR 1.69) for Robinson Terminal North; 380,529 sf (FAR 2.32) for Robinson Terminal South; and 192,540 sf (FAR 3.0) for the Cummings/Turner block for a total of 811,885 square feet at buildout.	One 60-room hotel; 90 housing units @ 1,400 sf each; 10,000 sf museum; 50,000 sf of restaurant and 36,000 sf of retail for a total of 272,000 square feet at buildout. CAAWP has clarified that it does not support downzoning the redevelopment sites; City would purchase them and resell a portion for limited redevelopment.	Not financially feasible to adopt a plan without additional revenue sources. Staff supports WPWG language that places a higher priority on open space along the river on the redevelopment sites. WPWG vote on Plan's density recommendations was 4-3.
Add hotels as a permitted use.	No disagreement.	
Encourage hotels in locations where high levels of activity are planned. Limit to 3 hotels of no more than 150 rooms each.	Disagrees that hotels are welcoming to the public. Disagreement on maximum number and size (CAAWP includes one 60-room hotel in their proposal).	Staff supports WPWG recommendation to revise Plan so that it encourages active uses (such as hotels but other uses too) near active public spaces.
Discourage residential development where it would face active public spaces.	No disagreement, but CAAWP report emphasizes parks and open spaces as the preferred use.	
Developer contributions: require redevelopment to contribute to parks and open space (especially on-site and adjacent to site,) to help implement arts and history plans, preserve historic buildings, etc.	Disagrees with using increased density to generate increased developer contributions, prefers that parks and other amenities come without the added development.	Not legally defensible to substantially increase developer contributions without also providing some density increase.
Control redevelopment with stronger building and site design guidelines as well as SUP guidelines that require that neighborhood impacts be addressed prior to approval.	Emphasizes reduced development rather than stronger controls; indicates current SUP process is sufficient.	Not legally defensible to substantially increase development controls without some density increase.
Require open space on the redevelopment sites beyond what is required by settlement agreements, including public spaces based on historic alleys and large new parks on the existing Robinson Terminal piers.	City should acquire most of redevelopment sites for parks and a museum.	Staff supports WPWG recommendation to revise Plan to encourage greater riverside public space on redevelopment sites.
Funding and Implementation		
Demonstrate Plan's financial feasibility by showing net new tax revenues from redevelopment can pay for improvements in about 25 years.	Reduce amount of development and look for alternative financing methods, such as the City's General Fund and grants.	Not financially feasible to adopt a plan without additional revenue sources. Staff supports WPWG's stronger language related to City and private roles in fundraising.
Identify several early implementation activities, including parking, flood mitigation engineering studies, park acquisition.	No disagreement	Staff supports WPWG's recommendation to add Union Street study, an overall design plan, enhanced programming and maintenance, and a signature public improvement, to the list of early implementation activities.
Organize City staff as well as relevant public advisory/advocacy bodies to better support daily operations and Plan implementation.	No disagreement	Staff supports WPWG's added language related to governance and management, with specifics to be addressed following adoption of the Plan.