

City of Alexandria, Virginia

# Waterfront Implementation

**Waterfront Commission  
Marina Subcommittee Meeting  
May 14, 2014  
6:00 – 8:00 PM  
Lee Center**



# Waterfront Implementation SAP Concept Plan



# WATERFRONT IMPLEMENTATION

## Small Area Plan



- **Chapter 3, Page 57** *It is not possible nor desirable to try to duplicate the level or type of commercial activity that Alexandria once experienced, however **the Plan proposes an increase in commercial boat activity over that which exists today** - from Cameron Street to the area near King Street - and guides development in the four blocks between Cameron Street and Wolfe Street to enliven both the land and water sides of the “core area” of Alexandria’s waterfront.*
- **Chapter 3, Page 58** *The waterfront planning process revealed both a strong market and a **strong interest for an expanded marina for both pleasure and commercial boats**. Currently the City Marina area hosts approximately ten commercial vessels (passenger, tour and charter).*
- **Chapter 3, Page 59** *The City commissioned a Marina Market Analysis in 2009 by the firm of Moffatt and Nichol Engineers. The **market analysis concludes that the Washington area is a very strong market for boat owners** and there is market support for a large number of **pleasure boat slips** in Alexandria*

# WATERFRONT IMPLEMENTATION

## Small Area Plan



- *Chapter 3, Page 59* The Marina planning process was greatly informed by the Marina Subcommittee of the Waterfront Committee and the special “**Marina Night**” held early in 2010. From these efforts came the suggestion that the **City should plan for the expansion and improvement of docking locations for both commercial and pleasure boats and for visiting or permanent historic ships**. There was debate about whether it is better to have slips in several different locations all along the waterfront, or to focus the expansion near the existing Marina. There was some agreement that **it is useful to separate commercial and pleasure boat activity as well as high frequency commercial boat activity** (such as water taxis) from lower frequency activities, such as dining cruises. There is considerable interest by pleasure boaters in visiting Alexandria for the day or the weekend. There is also interest expressed by the private sector in expanding commercial boat activities.

# WATERFRONT IMPLEMENTATION

## Small Area Plan



- **Chapter 3, Page 60** *The City's Marina* located east of the Torpedo Factory is currently utilized for both commercial and pleasure boat activities; **under the Plan it would be utilized solely for commercial boats**, thus allowing expanded commercial boat docking opportunities. Pleasure boat slips would be located east of Robinson Terminal South in a new 100+-slip marina. Parking for users of the pleasure boat marina at Robinson Terminal South would be accommodated within a redeveloped Robinson Terminal South.
- **Chapter 3, Page 68** *The Plan proposes to expand the ability of Alexandria's waterfront to support commercial boat operations and host ships of character devoting the Marina area in front of the Torpedo Factory and Chart House to these purposes. The pleasure boat slips in this area would be relocated to a new marina at Robinson Terminal South.* The expansion of the City Marina for commercial vessels could be accommodated within the current pierhead line, as depicted in Figure 22.

# WATERFRONT IMPLEMENTATION

## Small Area Plan – Plan Recommendation and RTS Guidelines



- **Chapter 3, Page 71 Recommendation 3.85:** *Any pleasure boat marina should be a modern, well-maintained facility for docking boats that meets the technical specifications and market demands of recreational boaters. **Re-locate the pleasure boat marina to avoid conflicts with commercial operations.** The marina should be a self-sufficient enterprise, with user fees covering the cost of operations, maintenance, and capital improvements that primarily benefit boaters. Consider private construction and operation.*
- **Chapter 3 Page 95 Robinson Terminal South Development Guideline #8** *Redevelopment that includes a **new pleasure boat marina** is encouraged.*
- **Chapter 3 Page 97 Robinson Terminal South Development Guideline #12** *Robinson Terminal South is a potential location for a new and expanded **pleasure boat** marina.*

# Waterfront Implementation Small Area Plan



# Waterfront Implementation ODBC





CORE AREA DESIGN REFINEMENT ALTERNATIVE D

OLIN

**CITY MARINA : 72 TOTAL SLIPS**

**PLEASURE BOATS : 66 SLIPS\***

**COMMERCIAL : 6 SLIPS**

**\*INCLUDES A/B; C/D; & G/H PIER ENDS**

**COMMERCIAL (OUTSIDE CITY MARINA) : 2 SLIPS**

**HISTORIC (OUTSIDE CITY MARINA) : 1 SLIP**

**ODBC : 52-54 SLIPS**

**● PLEASURE BOAT SLIPS**

**● COMMERCIAL SLIPS**

**● HISTORIC SHIP SLIP (OUTSIDE CITY MARINA)**

**● ODBC SLIPS**



**EXISTING CONDITIONS**

**CITY MARINA : 86 TOTAL SLIPS**

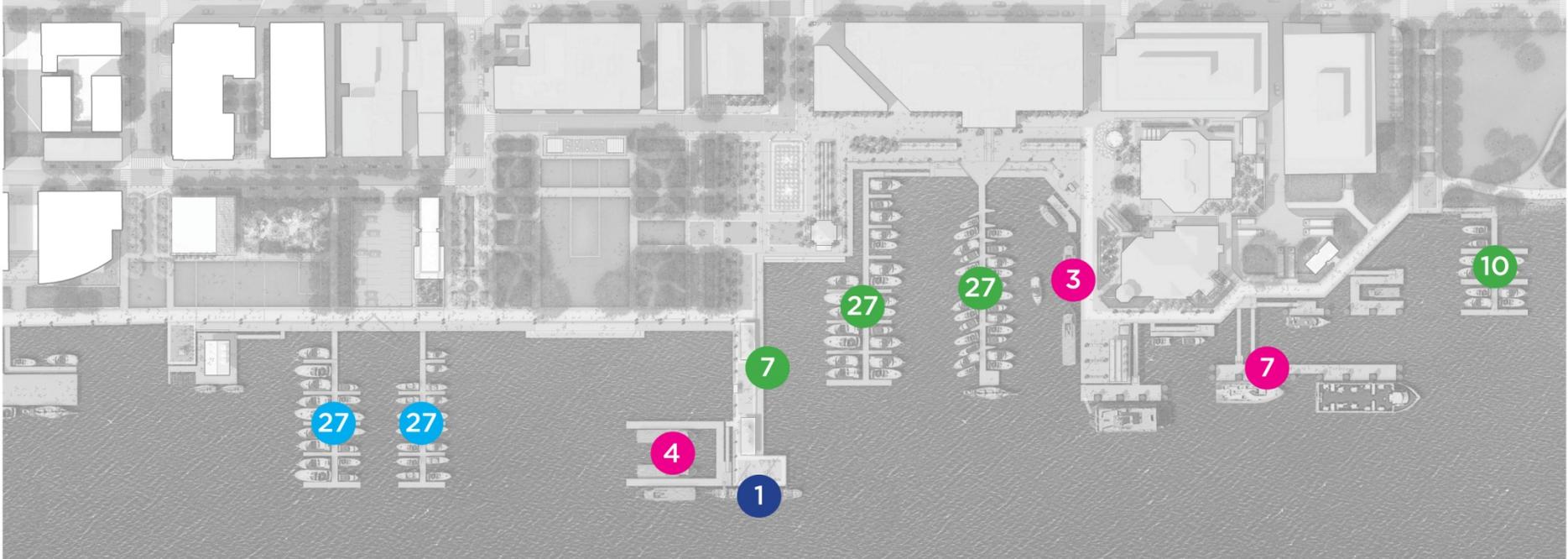
**PLEASURE BOATS (WITH HISTORIC SLIP) : 72 SLIPS**

**COMMERCIAL : 14 SLIPS**

**ODBC : 52-54 SLIPS**

- PLEASURE BOAT SLIPS\*
- COMMERCIAL SLIPS
- HISTORIC SHIP SLIP
- ODBC SLIPS

\*COULD BE COMMERCIAL AT QUEEN STREET



**SCENARIO 1 - ODBC BUILDS TWO PIERS**

**CITY MARINA - 32 TOTAL SLIPS**

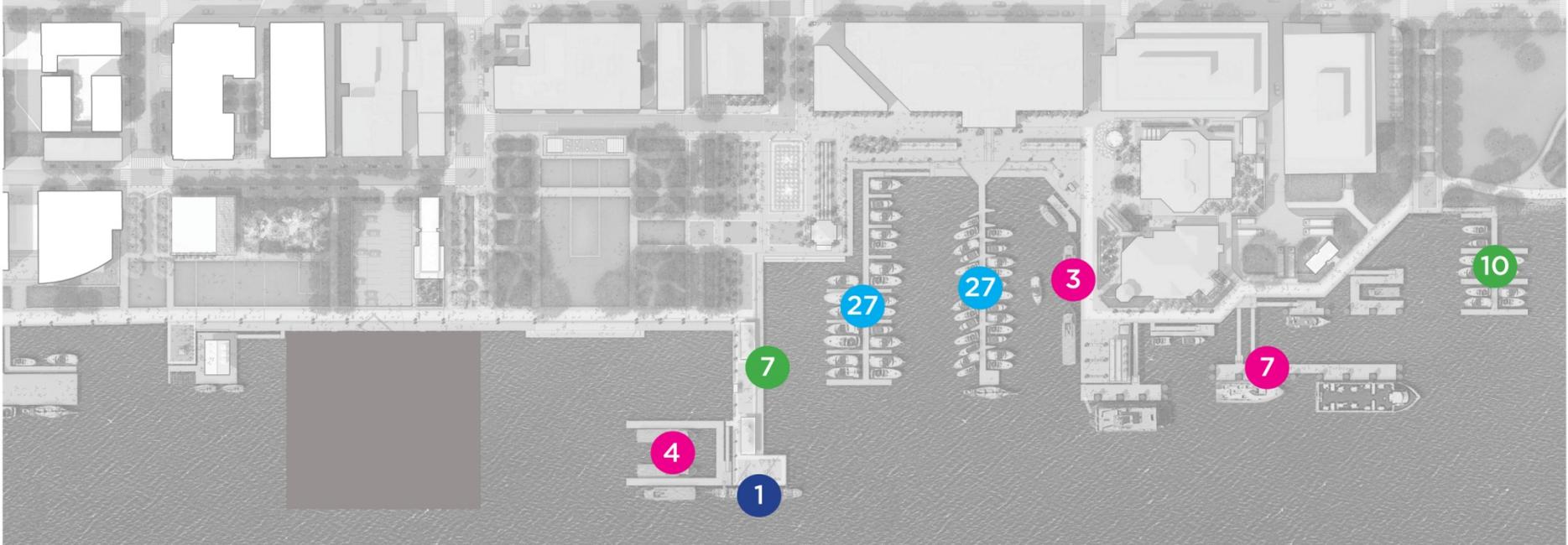
**PLEASURE BOATS (WITH HISTORIC SLIP) : 18 SLIPS**

**COMMERCIAL : 14 SLIPS**

**ODBC : 54 SLIPS**

- PLEASURE BOAT SLIPS\*
- COMMERCIAL SLIPS
- HISTORIC SHIP SLIP
- ODBC SLIPS

\*COULD BE COMMERCIAL AT QUEEN STREET

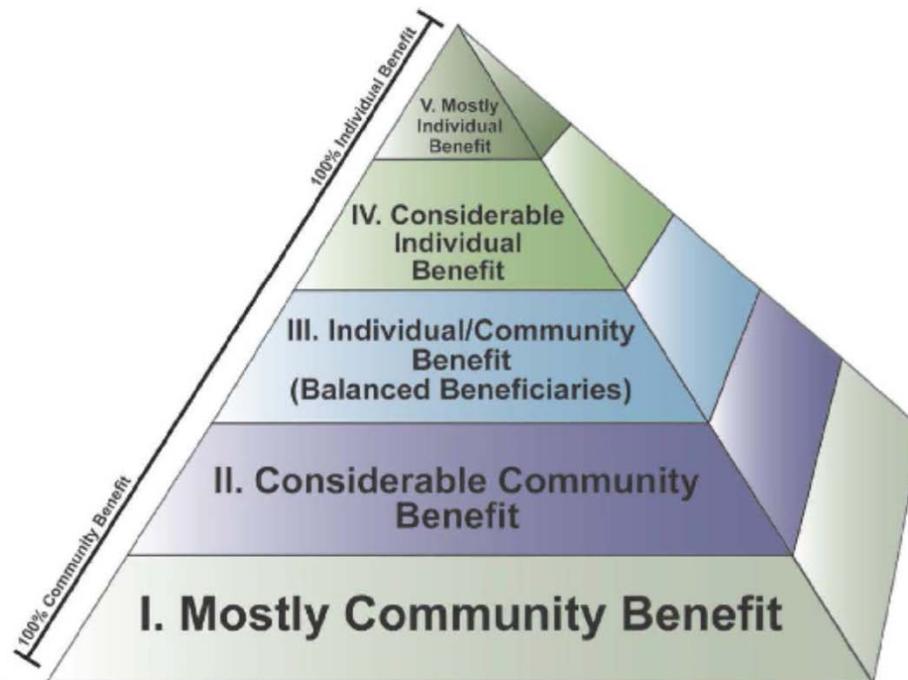


**SCENARIO 2 - ODBC BUILDS NO PIERS**

# Waterfront Implementation Cost Recovery



## Standard Pyramid Model



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# Waterfront Implementation



- Next Steps
  
- OLIN Design
  - Waterfront Commission: May 20, 2014, 7:30 AM
  - Planning Commission: June 3, 2014, 7:00 PM
  - City Council: June 14, 2014, 9:30 AM

# Waterfront Implementation



## CONCLUSION

[www.Alexandriava.gov/Waterfront](http://www.Alexandriava.gov/Waterfront)