

ALEXANDRIA WATERFRONT COMMISSION

Tuesday, April 15, 2014
City Hall Sister Cities Conference Room
301 King Street
7:30 a.m.

AGENDA
(updated April 11, 2014)

1. Welcome and Introductions
2. Approval of Minutes from March 13, 2014 & March 18, 2014
3. Alexandria Transit Company (DASH) – Trolley Service
4. Agency Reports (attached)
5. Marina Subcommittee
6. Report from Commissioners
7. Announcements / Public Comments

UPCOMING EVENTS

- **Community Meeting #5: Landscape Design & Flood Mitigation: Core Area Alternative D**
May 8, 6:30 p.m., Lee Center Exhibit Hall, 1108 Jefferson Street
- **Waterfront Commission Meeting**
May 20, 7:30 a.m., City Hall Sister Cities Conference Room, 301 King St.

Waterfront Activities, Events & Meetings: www.alexandriava.gov/Waterfront

**Joint Meeting
Alexandria Waterfront Commission &
Park and Recreation Commission
Thursday, March 13, 2014
Durant Center, 1605 Cameron St.
6 p.m.**

Waterfront Commission Members

Attended:

Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Howard Bergman, Founders Park Community Association (FPCA)
John Bordner, Citizen west of Washington St.
Shirley Downs, Alexandria Commission for the Arts
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Jacob Hoogland, Alexandria Archaeological Commission
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)-
Paul Smedberg, Member, Alexandria City Council
Townsend A. (Van) Van Fleet, Old Town Civic Association
Christa Watters, Citizen east of Washington St. and north of Pendleton St.

Unable to Attend:

Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Morgan Delaney, Historic Alexandria Foundation
Stewart Dunn, Alexandria Planning Commission
Arthur Fox, east of Washington St. and south of King St.
Doug Gosnell, Alexandria Marina Pleasure Boat Leaseholder
Stephen Mutty, Citizen Park Planning District I
David Speck, Citizen Park Planning District III
Stephen Thayer, Citizen east of Washington St. and north of King St.
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Park and Recreation Commission Members

Attended

Judy Guse-Noritake, Planning District I, Chair
Jennifer Atkins, Planning District II
Gina Baum, Planning District I
Rich Brune, Planning District III
William Cromley, Planning District I
Emma Schutzius, Youth representative

Unable to Attend:

Stephen Beggs, Planning District II
Judith Coleman, Planning District III
Ripley Forbes, Planning District II
Brian McPherson, Planning District III

City Staff

Emily Baker, Department of Project Implementation (DPI)
Jack Browand, Division Chief, Commission Staff Liaison, Recreation, Parks, and Cultural Activities (RPCA)
Tom Canfield, City Architect, Planning and Zoning (P&Z)
Faroll Hamer, Director, P&Z
James Hixon, Dockmaster, RPCA
Karl Moritz, Deputy Director, P&Z
Iris Portny, Commission Recording Secretary, RPCA
Diane Ruggiero, Office of the Arts, RPCA
James Spengler, Director, RPCA
Nancy Williams, Principal Planner, P&Z/DPI

Guests:

Stan Aldrich, URS
Yvonne Callahan, President, Old Town Civic Association (OTCA)
Dennis Carmichael, Parker-Rodriguez, Inc. (Olin Team)
Susan Cohen, Public Art Committee
Skip Graffam, The Olin Studio
Dan Straub, Alexandria Urban Design Advisory Committee, (UDAC)
Denise Tennant, Alexandria Beautification Commission

Welcome and Introductions

Hall, Waterfront Commission chair, called the meeting to order at 6:05 p.m. and Noritake, members of both commissions, staff and guests introduced themselves.

Purpose

Hamer introduced the briefers from the Olin Studio and URS Corporation, reviewed the process to date, the expected schedule for completing the Waterfront landscape design plan, and changes to the evolving design that were made in response to stakeholder inputs throughout the process. She said public responses at the public meetings held so far has been generally favorable and feedback from the evening's joint commission meeting would be shared with the Planning Commission and City Council.

Waterfront Small Area Plan Flood Mitigation & Landscape Concept Design Refinements - The Olin Studio and URS Corporation -Graffam (Olin)/Aldrich (URS)

Graffam reviewed the stakeholder feedback from the March 6, 2014 public meeting reviewing design Option C for the Core Area, covering flood mitigation, draft designs for parks outside the core area, and common elements to be incorporated along the Waterfront. He reported that the design team is scheduled for initial work sessions with the Planning Commission on April 1, 2014 and City Council on April 8, 2014 and final work sessions are scheduled for June 2014. Aldrich reviewed elements of the flood mitigation plan being integrated into the Waterfront landscape design. Auld asked how many times flooding has exceeded level 6, the level of nuisance flooding that the flood mitigation plan has been designed to avoid. Aldrich said he could provide that data.

Core Area

Graffam said the flood mitigation actions developed by URS are being integrated into the Waterfront design plan to minimize their visual impact and then reviewed highlights of community inputs, positive and negative, into the design concept that has evolved since it was first presented in February 2014. He said the initial proposal to remove the Marina gazebo, in one of the original alternatives, had triggered some pushback, and some questions had been raised about whether a skating rink would be appropriate in the Old and Historic District.

Old Dominion Boat Club area

Graffam said the design around the area around the Old Dominion Boat Club (ODBC) parking lot and Beachcomber would be modified as needed after the City concluded its negotiations with ODBC. Graffam said the design team had determined dimensions for the proposed civic building based on what could fit comfortably within Waterfront sites available for it and rather than determining the building dimensions needed to accommodate the various activities that might be located there. He said the City had not made any decisions about what activities might be located in the civic building.

Graffam reviewed the design's spaces that could accommodate outdoor activities such as Point Lumley croquet or bocce ball plus a performance area with a stage, and Waterfront Park market stalls plus an outdoor movie area able to fit blanket seating for 500. He said the Fitzgerald Square design could include a performance area plus an ice skating rink as that included within the Waterfront Small Area Plan (Waterfront Plan).

King Street to Queen Street area

Marina area

Graffam said the design of the Marina's commercial boat area reflected changes made in response to discussions the design team had with commercial boat owners. He said Thompson's Alley would be used to service Marina boats and the Charthouse and Blackwall Hitch restaurants and the alley size would be expanded to let trucks load and unload at the same time. He said the design includes recommendations from the Waterfront Plan such as extending the deck between Blackwall Hitch and the Charthouse and ensuring a view of the water. He said space to accommodate expanded park services is also being incorporated into the design.

Cromley said he does not like the diagonal path proposed for Waterfront Park because he considered it too regimented. Auld asked if the street level would need to be raised in addition to the permanent bulkhead that is planned. Hamer said raising the street level in some areas such as the foot of King Street and the Strand would lift as many buildings as possible out of the flood plain. Graffam said raising the street level in these areas would also mitigate the elevation differences between Waterfront sections.

Civic Building

Livingood said she thought the design's vision for how the proposed civic center would be used was less clear than it had been in the December 2013 concept version and, based on advice she had been given by architects, she thought the building size and design should not be finalized until it is first known what activities will be located there. She proposed that civic organizations interested in using the building, including the Seaport Foundation, be invited to discuss their potential needs for the building.

Hamer said that the building's design concept had not changed over time but the labeling of it

within the design had been modified. She said the City recognizes the support that has been voiced for keeping the Seaport Foundation and its activities on the Waterfront and the City supports this but there will need to be a process developed for determining who will be eligible to use the civic building that will consider factors such as programming, governance, funding, costs and criteria not yet set for who would be eligible to apply for using the civic building.

Downs asked that a list be developed of groups who have expressed interest in using the proposed civic building. Hamer said the City remains committed to finding a Waterfront location for the Seaport Foundation, but not necessarily to its being located in the proposed civic building. Graffam said the design's proposed size for the civic building would likely be in the 3,000 to 4,000 square foot range and would open up views of the river. Graffam said the landscape design team first determines a size that conceptually can fit within a particular location rather than designing a building to accommodate activities to be located there first. Van Fleet said a civic building should not be built before the City knows the activities to be located there.

Ice Rink

Van Fleet asked if consideration is being given to removing the ice rink should be dropped. Hamer said the Waterfront Plan as approved by Council included a rink in response to residents' interest in having one and staff does not have the authority to remove the rink. Noritake and Atkins said the Park and Recreation Commission had over the years heard many resident requests over the years asking for a City skating rink within Old Town. Schutzius, youth representative, said the ice rink and other ideas sounded "fantastic".

Watters asked if the design had identified a potential Waterfront location to accommodate the 7-8,000 square feet area the Seaport Foundation has said it needs for its boat-building activities. Graffam said there is an ongoing discussion about the minimum space size needed to accommodate Seaport Foundation activities. Moritz said that when the City had interviewed the Seaport Foundation as part of the process to determine Waterfront Plan elements such as a possible civic building, staff had been given a smaller space requirement in the range of 4500 square feet needed to accommodate Seaport Foundation activities.

Waterfront maintenance and public restrooms

Brune said the design should ensure that practical operational and maintenance needs can be addressed, such as providing sufficient visitor restrooms with proper maintenance. He said he was pleased the design has created spaces that will be as welcoming to Waterfront visitors as to Waterfront residents.

Manor asked if the planned bulkhead at the foot of King Street would impede the view of water. Aldrich said a full view of the water from King and Union Streets would be preserved. Atkins said she liked the large multiple-use open space and the multiple access points to the Waterfront that the design provides.

Giving parks primacy within the Waterfront design planning process

Noritake said the design fits the Alexandria community well and the design team's decision to fit the civic building's form and size to the available space is a welcome contrast to the habit of buildings being designed first so that park spaces are then determined by what is left over after the buildings' needs are addressed and parks and open space needs should be given primacy over

building needs within the Waterfront landscape design. She said that when the City decides whose activities should be located in the civic center it should be remembered that there are a number of good City organizations that should be candidates in addition to the Seaport Foundation and that although the Seaport Foundation should be accommodated at a Waterfront location the proposed location for the civic building might not be the best place. Noritake said that when wondering what type of impact the City's adding a sea wall for flood control might have it should be remembered the Georgetown sea wall is significantly higher. She said it will be important for the Waterfront design to accommodate practical operational needs such as having little kiosks at which staff can be located for functions such as providing information, first aid, security advice, and collecting event tickets. In response to Auld's question, Hamer said the civic building would be limited to two to three stories and have a footprint of about 40 by 90 feet.

Smedberg said the flexibility provided by the design is helpful and suggested consideration be given to flipping the Waterfront garden area currently planned for Waterfront Park to the part of the park where people enter it from the street. He said the design team should also consider how many trees can be included without creating the closed off pockets rather than an open feel. Graffam said that when the Waterfront is viewed from the water there should also be some sort of unique design (planting/ street print, etc.) that sets off each street. Graffam said that thinning or removing lower branches from the trees in Waterfront Park would add openness and a view of the river currently lacking.

Smedberg said parks and open space should drive the design rather than letting the possible space needs of the civic building drive the design. He said during the Waterfront Plan Work Group's discussions the civic building had not been identified as a site for a specific group but as a space to be available for civic groups. Smedberg said several organizations had expressed interest in having a space on the Waterfront.

Seaport Foundation references in the Waterfront Plan

Livingood read into the meeting's record the following excerpts from the Waterfront Small Area Plan (SAP) that references the Seaport Foundation:

Section 3, "Character and Theme areas", p. 72

"The Art League and the Seaport Foundation embody core attributes of the City's history and are important to the City's daily life. The continued operation of both institutions is a high priority of this Plan."; and

Section 3, "Character and Themes", p. 74:

Celebrating the City's shipbuilding industry is an ideal focus of the expanded Point Lumley Park because it is the location of historic wharfs and shipbuilding activities during the 18th and 19th century. Nearby Robinson Terminal is already the site of the contemporary educational boat building program of the Seaport Foundation, but the workshop is not accessible to the public. The Plan recommends continuing the Seaport Foundation's current activities in The Strand area, as well as exploring how the Seaport Foundation's boat building activities could be part of a multifaceted engagement with Alexandria's shipbuilding past, along with outdoor display of boats and boatbuilding, "living history" programs onboard historic ships, and other creative approaches to involve the public.

Area outside the Core Area

Graffam reviewed highlights of the design goals of the promenade outside the Core Area and how community feedback received at the November 2013 community meeting had informed the design team's concept.

Gateway North

He said in the Gateway North area Tidlock Park had been identified as a wonderful space that people want enhanced but not changed and its unique seating area preserved. He said people supported the proposed non-motorized boat launch and the goal of providing access to water via adding steps down there.

Madison Street to Canal Center

Graffam reviewed the concept for the Rivergate Park area, including adding seating along the water that provides Waterfront visitors a northward view of the Capital.

Oronoco Bay Park

Graffam reviewed design highlights such as the waterfront boardwalk to be added along Oronoco Bay Park, opening up the park's open area into a large single space that can accommodate events and smaller performances, providing a boardwalk that will protect plantings and other sensitive areas while facilitating Waterfront access for strollers. He said the design concept will also a vestibule area to help to minimize conflicts between pedestrians and bicyclists.

Founders Park

Graffam said the design's goal it to keep Founders Park in tact as much as possible reflecting public inputs at the November 2013 public meeting.

He said that because the Olin team had noticed Founders Park is being "loved to death" in places near the water the design provides access to the water and protects other areas of the park. He said the proposed design includes redoing the path, reworking it to access the increased elevation to be added as part of flood mitigation measures, and adding some stepping stones and perhaps boulders for seating.

Graffam reviewed highlights of community concerns that included: sustainability, not blocking views, ensuring adequate maintenance, addressing problems of debris and sludge, and finding a way to involve the community in Waterfront governance.

Discussion

Cromley said he supported the idea of preserving the knoll in Founders Park and should be kept primitive, not made a formal seating area. Bordner said designers should consider how to make Tidlock Park easier for people to find since a comment offered during a public meeting had noted one has to be either "born and raised here or lost" to end up in Tidlock Park.

Van Fleet said the City should consider dredging Oronoco Bay to make it usable. Hamer said the bay's buried contamination (creosote, etc.) keeps the City from dredging to avoid stirring it up. Baker said the City has a small project to dredge some of the contaminated material but the

outcome would not be to make the bay suitable for boating and other activities.

Watters asked if the boardwalk would encourage further silting. Graffam said shoreline planting would help to protect the shoreline but it would be a City decision whether to let the water level go down or be silted in. Hamer said the idea is to let the area be as natural as possible since it is better for the Potomac but there will have to be a decision on whether to let the area fill in with silt or dredge it somewhat.

Noritake suggested the design team consider the option of adding one or more floating platforms as venues for hosting small musical performances that are viewed from the shore, a practiced successfully used in front of the Spokane, Washington opera house. She said the design team should consider how to mitigate the visual impact of the transformer in front of the boathouse.

Common Elements and Art/History

Graffam said details of the Waterfront landscape design's common elements will be worked out during the next phase of developing the design. He said the design team has reviewed the Waterfront Plan's art and history elements, held several discussions with members of the art and history communities, and will next be addressing how these elements can be integrated into the design concept.

He said common elements to be incorporated will also include educational elements, how to embrace history; incorporate functional art elements, and integrate sustainable ecological systems and lighting into the design. He said care will be given to avoid evening lighting along the Waterfront promenade that would undercut views of the river.

Discussion

Auld said he might support reducing the amount of park space to accommodate a civic building that can accommodate a range of activities. Cromley said he hoped the City's contract with the Olin team is such that it will give the City continuing access to the Olin Team over time to ensure the clarity of the initial design concept can be preserved over the years as Waterfront redevelopment proceeds. Graffam said the current design contract includes development of a plan regarding how the different elements can be phased in and costs related to the options. Hamer said the City's initial contract with Olin was for a year, a second year has now been added to the contract and it the City can extend the contract further if it chooses to do so.

Noritake said it is reassuring the design will include ways to incorporate the often-conflicting needs of stormwater treatment and open space.

Next Steps

Hamer reviewed a number of questions to be addressed during the next phase of Waterfront planning, such as (i) creating a governance structure, (ii) updating cost estimates, (iii) identifying potential funding sources; (iv) sequencing implementation of the various design elements; (v) phasing in elements of the Art and History Plan, (vi) addressing the details of the civic building; and (vii) additional Marina details.

Closing Remarks

Hall thanked the meeting participants and Noritake suggested that in time a single park should be picked to implement its part of the concept design to provide an opportunity to see how the City

Waterfront will be evolving over time.

Adjournment

The meeting was adjourned at 8:12 p.m.

Summary Minutes
ALEXANDRIA WATERFRONT COMMISSION MEETING
Tuesday, March 18, 2014
City Hall
Sister Cities Conference Room

Commission Members

Present:

Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Howard Bergman, Founders Park Community Association (FPCA)
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
John Bordner, Citizen west of Washington St.
Morgan Delaney, Historic Alexandria Foundation
Shirley Downs, Alexandria Commission for the Arts
Stewart Dunn, Alexandria Planning Commission
Arthur Fox, east of Washington St. and south of King St.
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)-
Paul Smedberg, Member, Alexandria City Council
David Speck, Citizen Park Planning District III
Stephen Thayer, Citizen east of Washington St. and north of King St.
Townsend A. (Van) Van Fleet, Old Town Civic Association
Christa Watters, Citizen east of Washington St. and north of Pendleton St.

Excused:

Stephen Mutty, Citizen Park Planning District I

Absent:

Jacob Hoogland, Alexandria Archaeological Commission
Ryan Wojtanowski, Alexandria Environmental Policy Commission

City Staff:

Rich Baier, Director, Transportation & Environmental Services
Emily Baker, Director, Department of Project Implementation (DPI)
Fran Bromberg, Office of Historic Alexandria/Archeology
Jack Browand, Division Chief, Commission Staff Liaison, Recreation, Parks, and Cultural Activities (RPCA)
Tom Canfield, City Architect, Planning and Zoning (P&Z)
Al Cox, Architect, P&Z
Tony Gammon, DPI
Faroll Hamer, Director, Planning and Zoning (P&Z)
Lt. Don Hayes, Alexandria Police Department (APD)
James Hixon, Dockmaster, RPCA
Mark Jinks, Deputy City Manager

Karl Moritz, Deputy Director, Long Range & Strategic Planning, P&Z
Iris Portny, Commission Recording Secretary, RPCA
Nancy Williams, Principal Planner, Planning and Zoning (P&Z) & Department of
Project Implementation (DPI)
Rashad Young, City Manager

Guests:

Richard Banchoff, President, Old Dominion Boat Club
Lidia Bardhi, CityInterests
Christine Bernstein, resident
Ignacio Bunster, architect, WRT (CityInterests team)
Patrick Burkhardt, Shalom Baranes Architects
Jon Carr, CityInterests, LLC
Susie Cohen, Public Art Committee
Bert Ely, Friends of the Waterfront, Old Town Civic Association
Peter Farrell, CityInterests
Dene Garbow, Harborside
Mel Garbow, Harborside
Hal Hardaway, resident
Harry Harrington, Old Dominion Boat Club
Val Hawkins, Alexandria Economic Development Partnership
Adam Hayes, EYA
Mike Hickok, Hickok Cole
Alan Novak, CityInterests, LLC
Michael Pope, Connection Newspapers and WAMU
Dan Straub, Alexandria Urban Design Advisory Committee, (UDAC)
Jeanne Theismann, Alexandria Gazette-Packet
Ken Wire, CityInterests
Mike Young, 6 Prince St.
Robert Youngentob, President, EYA

Welcome and Introductions

Hall called the meeting to order at 7:30 a.m. Commissioners, staff and guests introduced themselves. Hall welcomed Commissioner Downs to her first meeting as the representative of the Alexandria Commission on the Arts.

Approval of Minutes from February 18, 2014

Moved by Dunn, seconded by Speck to approve the summary minutes of the February 18, 2014 meeting as corrected. Passed by voice vote with one abstention (Thayer).

Agency Reports

There were no agency reports. Hall requested an update on the status of the City fireboat's repairs.

Update on the City-ODBC Negotiations

Hall welcomed City Manager Rashad Young and Deputy City Manager Mark Jincks and Old

Dominion Boat Club President Richard Banchoff who were present to brief the Commission on the two negotiated options agreed upon during the recently concluded City-ODBC negotiations regarding the ODBC parking lot and adjacent areas.

Jinks reviewed the negotiations since December 2013, including the fact that a mediator had been used during the final meetings to help the negotiators produce an option acceptable to ODBC members so the City could avoid using eminent domain to resolve the dispute. He said both options would provide ODBC with the same or better functional use of other property, which is above and beyond the compensation required by law.

Jinks reviewed the two options: (a) the Stay-in-Place Option, allowing ODBC to stay in their current building, giving them additional parking in a City-owned parking garage nearby, providing the club with an equal number of better boat slips, and including a City payment of \$2.5 million to ODBC; and (b) the Move Option, allowing ODBC to build a new clubhouse on the Potomac in the former “Beachcombers” location at the foot of Prince Street a site with less flooding risk, better views and a large potential rooftop patio; providing ODBC 45 more usable surface parking spaces, the ability to build a new boat ramp, piers and slips, and including a City payment of \$5 million to ODBC. Banchoff said ODBC had given its members as much time as possible to consider the options in light of the City’s requirement that they be able to present the ODBC decision to Council at its next meeting, on March 25, 2014. He said a special membership meeting was set for March 22, 2014 to discuss the options and members would vote their preferred option on March 22, 23 and 24, 2014. Banchoff said he hoped ODBC members would approve one of the two negotiated options but could not predict how the eventual outcome. He said members would be choosing from among three options: the two negotiated options plus a third option rejecting both negotiated options.

Discussion

Jinks said if the ODBC membership chooses one of the negotiated options the next step would be to draft a detailed agreement but if ODBC members vote not to accept either the Move or Stay-in-Place Option the City would move ahead to implement Council’s decision to use eminent domain to resolve the disputed ODBC parking lot. He said the ODBC clubhouse property and ODBC north pier would be unaffected by the planned eminent domain action.

Auld asked if an environmental analysis had been done to identify problems needing remediation on the property. Banchoff said ODBC had been given the City’s analysis of the Beachcombers property, but had not had time to do its own due diligence evaluation. He said the studies ODBC had reviewed did not identify any serious problems that could not be remediated.

In response to Van Fleet’s question, Jinks said the value used to calculate the value of the ODBC property was about \$200 per square foot. In response to Dunn’s question, Banchoff said the ODBC Board will not recommend a preferred option to the ODBC membership although individual Board members may make their preferences known.

In response to Dunn’s question, Banchoff said ODBC members would be choosing from the three options on their ballot and the option receiving the highest vote tally would win.

Commissioners said they were concerned the design of the ODBC ballot, offering voters a single vote choosing among the two negotiated options plus a third option rejecting both options, created the possibility that a minority of ODBC members could block ODBC's acceptance of a City-agreed option that would avoid eminent domain. Banchoff said it was too late for ODBC to redesign the ballot in light of the City's deadline that the ODBC decision be presented at the March 25, 2014 Council meeting.

In response to Manor's question, Hamer said that if ODBC members chose to accept the Move Option, relocating to the Beachcombers property, the City's current intention is to tear down the ODBC building. Manor said that, because Commissioners would like the City to avoid using eminent domain if at all possible, the City should give ODBC additional time for its membership vote if the initial vote failed to produce an option that garnered a majority vote.

City Manager Young said a second ODBC vote could be scheduled if needed without the City extending the timeline for its actions because the administrative process required before a jurisdiction can take property by eminent domain takes enough time for ODBC to schedule a second vote if it wishes.

In response to Downs question as to who would pay for the boathouse to be torn down if ODBC moves, Jinks said the City would.

Non-Commission questions

Bernstein thanked the negotiators for their commitment to producing negotiated options for ODBC members to choose from but urged the ODBC leadership to change the ballot to avoid the possibility of a minority vote prevailing. In response to Ely's question, Young said there had not yet been a formal Council vote authorizing the City to initiate an eminent domain action.

In response to Theismann's question about who would be responsible for the costs of studies to identify any environmental remediation that is needed, Jinks said the City had already conducted a number of due diligence studies of the Beachcombers building, including a hazardous materials survey, and the City had agreed to assume the risk regarding any remediation that might be needed regarding the ODBC building if the ODBC membership chooses the Move Option. Jinks said the Move Option gives ODBC five years to move is that it recognizes there are many variables, including mixed jurisdictional authority that will need to be addressed before ODBC could relocate to the Beachcombers property.

Theismann asked why the City was committed to having a quick ODBC vote on the negotiated options when it seemed a number of variables related to the Move Option, ODBC moving to the Beachcombers property, would likely delay such a move at least several years. Hamer said the City had developed backup options to be available if problems are encountered relative to two variables affecting the Move Option: one affects the piers and the second relates to ownership of the Mann and Sweeney properties on The Strand that might affect its availability to ODBC.

Kathryn Papp said she thought the ODBC membership should be given additional time to vote on the proposals.

Commissioner Responsibilities: Jackie Henderson, City Clerk

Henderson reviewed the Commissioners responsibilities as they serve, including those governing the conduct of all public City meetings, including those of Commissions. She said the City adheres to the state Freedom of Information Act guidelines and any time more than two Commissioners meet to discuss Commission business it is considered a public meeting.

She said when Commissioners represent an entity on the Commission it is expected that their comments reflect the constituencies they represent.

Speck reported his term on the Commission as Park Planning District III representative will expire in May 2014 and he will also be moving from the West End. He said he plans to continue to follow the Commission’s activities and if a Commission vacancy occurs to represent an entity which he is eligible to represent he plans to apply to fill that vacancy.

Robinson Terminals (North & South)

Note: The full briefings are posted to the Waterfront Commission website.

Moritz introduced the presentations by CityInterests, contract purchaser for Robinson Terminal North (RTN) and EYA, contract purchaser for Robinson Terminal South (RTS) and reviewed the goals and themes set out by the Waterfront Plan for private development on these two historic City sites. He said they focus on the sites’ public spaces, on facilitating the public nature of the RTN and RTS piers, and on encouraging ground floor uses that will activate the area and create a welcoming environment for visitors to the Waterfront. He said the Olin design team had offered City staff some ideas for how to make private spaces feel publicly accessible through uses such as ground floor retail and building design strategies such as locating bedrooms away from the public spaces, and legal governance that ensured the ground floor retail is not controlled by the owners above the ground floor.

Robinson Terminal North

Wire said CityInterests is under contract to purchase the RTN site once the project has been approved by the City. He said they plan to submit their architecture plans to the Urban Design Advisory Commission (UDAC) and the Board of Architectural Review (BAR) in April 2014 and what had been developed to date was a basic design concept without any architectural details. He said their goal is to have a more detailed concept plan by the end of summer 2014 and hope to have the development special use permit (DSUP) approved by the end of 2014. He said they are working with UDAC and the BAR to develop ideas for the design concept. Wire said CityInterests plans two different design concepts for the RTN site because the western RTN building’s location ties it into the City’s urban grid but the eastern building, between Union Street and the river and highly visible from all four sides, will require a different design concept.

RTN Loading dock

Wire said CityInterests has proposed relocating the building’s loading dock from Oronoco Street, as proposed in the Master Plan, to Pendleton Street, since the Oronoco side’s frontage onto Founders Park makes this side a good location for activities that will generate activity. He said

CityInterests has submitted the proposed relocation to the City and is awaiting City comments. Commissioners differed on where they thought the loading dock should be located, but agreed the site's designers should find a way to minimize the impact of loading dock activities on the neighbors.

RTN Open space

Wire said the RTN site's 2.5 acres of public open space takes up 60 percent of the site's and they will be especially interested in public inputs on the design of the public pier, the open space plaza being considered for Union Street, and the public space easement for the promenade.

Bunster, CityInterests' landscape architect for the site, said they want to create a ground floor openness and permeability that welcomes visitors and to use interpretative design and signage to showcase the RTN site's historic areas such as West's Point. He said they will look for ways to showcase the passage of people from Founders Park to Oronoco Bay Park and to find ways to make the vistas publicly accessible. Moritz said the Olin design team is working on ideas for the site's promenade and expects it to be about 22 feet wide. Baum asked if the sidewalks would reflect the Union Street Corridor's proposal to widen the sidewalks at this point. Wire said right now on the western side this area is being viewed as open space and the designers are thinking how to widen the vistas open to the public.

RTN Retail uses

In response to Bethel's question about how much retail space would be available on the both sides Bunster said it would be about 15,000 square feet on both the western and eastern sides of the property.

Wire said CityInterests plans to locate the hotel on the western side of the property. Bernstein said she thought the City had envisioned a hotel on the east side of Union Street rather than the west as now proposed. Moritz said the City's main concern has been to avoid having the placement and design of residential housing create a de facto privatizing of the RTN site. He said staff will be closely following how the design includes active open spaces that is welcoming to the community. Wire said community inputs on this question will be actively sought in coming months.

RTN: An open space performance venue?

Cohen asked if the popular Art and History Plan proposal to use the public space to host a small black box theater and/or auditorium is being considered. Wire said CityInterests has not yet addressed specific open space uses and is open to the idea.

Wire said CityInterests' next steps will be to address UDAC and the BAR in April 2014 and return to the Commission in May 2014.

Robinson Terminal South (RTS)

Moritz said the RTS site, larger than the RTN site, will face extra design challenges on how to avoid the feel of de facto privatization because a hotel will not be able to be included among the site's multi-use mix. He said one possibility is ground floor retail but the traditional option of

including office space is ruled out by two factors: the current market and the lack of nearby parking to support office space. Moritz said staff has been discussing ideas for avoiding de facto privatization with the Olin design team and townhouses are a possibility.

Moritz said the Waterfront Plan's goals and guidelines for the RTS site are the similar to those for RTN with the additional factors that improved connections need to be added through the site since the site lacks streets, historic preservation needs to be factored into plans for 2 Duke Street, and the Waterfront landscape design plan includes repurposing the current marine supply building as a civic building.

Youngentob said EYA is under contract to purchase the property once its development plan has been approved by the City. He said they plan to develop about 3 of the site's 3.8 acres with a density of about 75 percent of the density allowed. He said EYA is purchasing parcels G, H, N, and E and the riparian rights for the pier from Graham Holdings and the City had previously acquired the I, J, K and F parcels. Youngentob said EYA's goal to find a balance between residential and retail space that protects long-term active use of the Waterfront.

Youngentob reviewed a number of constraints affecting the design concept, including: overall density, types of uses, the 50-foot height limit throughout the site, the Waterfront promenade, the need to determine how to extend the Strand into the site, and preservation of 2 Duke Street. He compared the EYA concept plan (at its still very general level) with the Waterfront Plan and reviewed a number of ideas EYA is considering to avoid the feel of a walled-off development. Among these features will be using Wolff Street to provide pedestrian access to the Waterfront promenade, including passive and active open spaces, active retail spaces, using public art to incorporate historic features, and including outdoor seating and terraces at a Waterfront restaurant. Youngentob said EYA considers the idea of outdoor concerts along the Waterfront promenade to be consistent with EYA's design concept.

RTS: EYA's next steps

Youngentob reviewed EYA's planned next steps currently planned, a spring 2014 appearances before the BAR in spring 2014, filing for a DSUP in summer 2014, appearing before the Planning Commission in fall and winter 2014 and before City council in late 2014/early 2015. He said he expects demolition and the archeological process to begin in spring 2015 and construction not to begin before spring 2016. He said the building demolition planned for 2015 would be done all at once because after the demolition the site needs to be raised and remapped before excavation can begin.

RTS Discussion

Smedberg asked if a multi-family building is being planned for Wolff and Union Streets rather than the City's recommendation that townhouses be put there. Youngentob said they are using the Waterfront Plan's recommendations to inspire their design concept and plan to use architectural design to create similar impacts. He said during EYA's preliminary discussions with the Harborside and Waterford Homeowners Associations their members were open to this modification and he understands their concerns about traffic, density and loading areas.

In response to Bordner's question, Youngentob said EYA is committed to creating a landscape design that fits seamlessly with the Olin team's design for the public spaces and will coordinate with the Olin team on many key issues. In response to Van Fleet's question about environmental issues needing to be addressed, Youngentob said the soil itself will have to be removed during site excavation. He said EYA does not plan to build a pier extending out into the channel. He said choices about where to add day slips to encourage visitors will have little environmental impact.

In response to Livingood's question about lots E and M, Youngentob said EYA's current plan is to repurpose these sites rather than construct new buildings and to transfer these sites to the City to be incorporated into Point Lumley Park even though EYA's purchase of these lots will give EYA development rights.

Baum said EYA has done a great job addressing the neighborhood's concerns and coordinating with the Olin team's design for public spaces. In response to her question about how the impact of construction-related truck traffic on the neighborhood can be mitigated, Youngentob said EYA has a history of successfully working with neighborhoods to devise ways to minimize disruption from construction.

RTS Parking

In response to Bordner's question about parking, Youngentob said the entrances to street grade parking for the townhouses is expected to be off either the Strand or Duke Street, and commercial and multifamily units would have below-grade parking expected to be located off the Strand as extended.

RTS – Additional questions

In response to Ely's question about who would own the dock and be responsible for its maintenance, Youngentob said EYA's master association would own it and the homeowners association be responsible for maintaining it. In response to Ely's question about the expected mix of retail tenants, Youngentob said they are thinking 2 Duke Street, as a historic space, would be suitable for uses such as an art gallery, restaurant, architecture or legal offices, and passive retail offices.

Hardaway, a Waterford resident, said he enthusiastically supports the EYA team's plan since being briefed by EYA at the Waterford Homeowners Association.

Papp asked how who would be responsible for the costs of pumping stations that might be needed to manage runoff that collects along the Strand. Youngentob said it is EYA's responsibility as the developer to solve any flood mitigation problems but at this point it was not his understanding that pumping stations would be required. He said the eventual owners of the 92 residences would contribute to a master fund that would cover maintenance and operating expenses.

Recommendation on Flood Mitigation & Landscape Design

Williams reported the City has now concluded, as part of the public engagement process, four

public meetings and two briefings of joint meetings of Waterfront and Park and Recreation Commissions. She said the design is now 30 percent complete.

Williams said a Waterfront Commission recommendation on these plans would be a useful reference for the Planning Commission and Council work sessions set for April 2014. Hall appointed Watters to chair a special committee to compare the proposed flood mitigation and landscape designs to those envisioned in the Waterfront Plan and to then recommend a Commission position on the proposed plans that can be considered by the full Commission at its April 15, 2014 meeting. Commissioners Bergman, Baum, Bordner, Auld, Van Fleet volunteered to serve on the committee and its meeting will be open to all Commission members.

Civic building.

Downs asked if the question of who would use the proposed civic center included in the design would be resolved in time for the June 2014 Planning and Council work sessions. Hamer said this question will be considered in the next phase of planning. Van Fleet said he thought priority for using the civic building should be given to those civic organization currently located on the Waterfront.

Deferral of remaining agenda items

Hall announced that due to the length of the meeting, action on the remaining agenda items would be deferred. This included:

- FY 2015 Proposed Budget
- Project Updates (Windmill Park Bulkhead RFP, City Marina Dredging RFP, King & Strand Street Backflow Preventer, Lower King Street Multi-modal Feasibility Study,
- Alexandria Transit Company (DASH) – Trolley Service – Sandy Modell
- Waterfront Plan Implementation Project Status Matrix
- Marina Subcommittee
- Report from Commissioners
- Announcements / Public Comments

Adjournment

The meeting was adjourned at 10:15 a.m.

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 15, 2014
TO: CHAIR AND MEMBERS OF THE WATERFRONT COMMISSION
FROM: CITY STAFF
SUBJECT: MONTHLY AGENCY REPORT: CONSOLIDATED SUMMARY

ALEXANDRIA CONVENTION & VISITORS ASSOCIATION

The Alexandria Convention & Visitors Association (ACVA) announced the launch of the new water taxi to the National Mall with a press event and press release, positioning Alexandria as the ideal choice for a hassle-free DC vacation and using this timely hook to highlight exciting changes happening at the waterfront. The story has been picked up by USA Today, local TV, WTOP, the Washington Post and more. ACVA also promoted the Cherry Blossom Boat Cruise as part of a Cherry Blossom Festival press release and pitching, which has been picked up by Fodor's Travel, the Philadelphia Sun and more. The new water taxi and the Cherry Blossom cruise have been featured on ACVA's social media channels and website. Working with City staff, ACVA is also developing a new online visitor-friendly guide to Alexandria parks with waterfront parks as the first feature.

PLANNING & ZONING

Bike & Roll

Jasen Rides, LLC d/b/a Bike and Roll received zoning approval for its application for a business license to operate out of commercial space in the ground floor of the Chart House Restaurant building (1 Cameron Street) that is accessed from the alley between the old Food Court building and the Chart House. This location is in the "Commercial Downtown" zoning district, which permits bike rental and sales operations by-right. Signage is not proposed at this time, and if signage were to be added, it would need Board of Architectural Review approval. Bike and Roll proposes that the Chart House space would be used to store bikes and to provide bikes to customers with advanced reservations. Customers would make reservations to rent bikes from the company via the Internet. Staff would meet customers in the alley near the entrance to its facility and provide bikes and helmets and have customers sign applicable forms there. Staff would then guide the customers to Union Street, which is part of the Mt. Vernon Trail, having them walk their bikes through the marina area. The company's

most popular reservation package involves a bike ride to Mt. Vernon and ride a ferry back to Alexandria. Customers deposit their bikes at Mt. Vernon, and staff trucks these bikes back to the 1 Cameron Street location in the afternoon. The hours of operation are 10 am to noon for customer bike pickup, and 1:30 pm to 3:30 pm for bike return at Mt. Vernon.

Robinson Terminals Monthly Update

Robinson Terminals Update Overview

Both terminal projects are in the early Concept review phase of developing a site plan. City staff has identified a number of overarching issues that we will be evaluating throughout the review process to ensure consistency with the approved Waterfront Plan along with other City Codes and Regulations. Issues identified thus far include protection of the environment, flood plain mitigation, creation of active amenity spaces along the waterfront, appropriate site planning, superior building design and incorporating the history of the waterfront into these projects.

Project Review Status

- **February 18:** Robinson Terminal South (**RTS**) and on **February 20** Robinson Terminal North (**RTN**) were submitted to the City for a Development Site Plan – Concept, Stage 1 Review. Concept Site plans are a voluntary submission and include a basic site layout with approximate building footprints. No building design is submitted at this time.
- **March 21:** City staff issued comments on both projects addressing global themes such as environmental protection, site planning, parking, traffic and other issues in addition to standard technical comments.
- **April 3:** The applicants for both **RTS** and **RTN** attended the weekly Interdepartmental Review (IDR) meetings to discuss the City comments.
- Both development teams are working towards additional Concept reviews with the goal of working towards a Concept, Stage 2 submission in late June for both projects. Concept, Stage 2 includes basic building design in addition to a more detailed site plan. Following this review a formal application of a Development Site Plan with Special Use Permit (DSUP) is expected in the early Fall.

Outreach

- **April 16:** **RTN:** Urban Design Advisory Committee (UDAC) meeting – 9:00am
- **April 30:** **RTS:** Board of Architectural Review Work Session
- **May 7:** **RTN:** Board of Architectural Review Work Session.

Anticipated Public Hearing Dates

- **RTS:** March 2015
- **RTN:** Early 2015

PROJECT IMPLEMENTATION

- **City Marina Dredging** – *See Waterfront SAP Implementation Project Matrix*
- **Windmill Park Bulkhead** - *See Waterfront SAP Implementation Project Matrix*
- **Flood Mitigation (Backflow Valve Project)** - *See Waterfront SAP Implementation Project Matrix*

RECREATION, PARKS & CULTURAL ACTIVITIES

City Marina – Annual Licenses

RPCA forwarded 54 license agreements to new and returning boaters for the 2014 boating season. As of this report, 53 licenses have been returned. No City of Alexandria residents remain on the wait list.

First Annual Boating Festival – May 2014

Event organizers notified RPCA in late March that plans to hold the first annual Alexandria Boating festival in 2014 were cancelled. Event organizers continue to work with community groups and plan to resubmit an application for consideration in 2015.

Marina Conditions Assessment - *See Waterfront SAP Implementation Project Matrix*

TRANSPORTATION & ENVIRONMENTAL SERVICES

Lower King Street Multi-Modal Feasibility Study (100 block of King Street)

In response to the Waterfront Commission recommendation on the Union Street Corridor Study, the City began the Lower King Street Multimodal Feasibility Study in January 2014. The purpose of the study is to analyze and identify impacts associated with various shared street concepts for the 100 block (Union to Lee Streets) of King Street, including limited vehicular access, and improved pedestrian access. The study will identify traffic and circulation improvements, operational and maintenance needs, an implementation timetable and process, and budgetary requirements to convert the 100 block of King Street into a shared street to allow the public to enjoy as a meeting and gathering place, and for dining, shopping, and a range of programmed activities. The study will be coordinated with the other projects in the vicinity including the Unit block of King Street. The estimated duration of the design project is six (6) months for completion. The study will include an analysis of circulation (vehicular, pedestrian, bicycle), trolley access, bus (including tour bus) circulation and pick up/drop off, loading access, parking (on-street, garage access, valet, passenger drop off/pick-up areas), and emergency vehicle access.

Civic engagement is a key component of the study. Meetings to date have been held with the Transportation Commission, Waterfront Commission, and Bicycle and Pedestrian Advisory Group. In March 2014, the project team conducted a walking audit with

business representatives of the vicinity of the 100 block of King Street to discuss potential project concepts, and receive input on the concepts and issues. In addition, three focus group meetings were held on March 10, 2014 to discuss potential concepts, and receive input and identify issues important to various stakeholder groups focused on the business community, citizens and City staff. A public meeting was held on March 20, 2014 to provide information to the general public about the project, present concepts, and receive input on issues and needs. The next steps will be the development of concepts and evaluation criteria. Staff and the consultant will bring the evaluated concepts to the Waterfront Commission at its May 20 meeting. A public meeting is also anticipated in May 2014 after concepts have been developed and an initial evaluation has been conducted. Additional project information is available at www.alexandriava.gov/76226

King Street Plaza Update (Unit Block of King Street)

VA American Water is scheduling the fire hydrant relocation for some time within the next six weeks. Staff has been gathering cost estimates to determine plaza amenities. The tables, chairs and umbrellas will be similar to the one placed at Market Square. Discussions are still underway with businesses regarding a maintenance partnership. Staff will present any updates to the Waterfront Commission in May. Implementation of the plaza will hopefully occur this summer.

WATERFRONT SMALL AREA PLAN IMPLEMENTATION UPDATES

- See Waterfront SAP Implementation Project Matrix
- Visit www.alexandriava.gov/Waterfront

CITY OF ALEXANDRIA, VA - WATERFRONT SAP IMPLEMENTATION PROJECT STATUS MATRIX

CITY PROJECTS STATUS APRIL 2014 (FINAL)

Project/Location	Lead Agency	Status	Status
<p>Lower King Street Multi-Modal Feasibility Study - 100 Block of King Street Multi-modal circulation feasibility analysis study to determine the potential pedestrianization of the 100 Block of King Street.</p>	T&ES	<p>April 2014 – Initial community participation activities completed in February and March 2014. Development analysis and cost analysis to occur in April 2014.</p>	<ul style="list-style-type: none"> • April 2014 – The consultants (Toole Design) held the following outreach meetings in February and March: <ul style="list-style-type: none"> • BPAC (February 18, 2014) • Transportation Commission (March 5, 2014) • Walking Audit and Focus Groups (March 10, 2014) • Public Meeting (March 20, 2014) • A Future Development analysis and cost analysis will occur in April 2014 and the consultants will return to the Waterfront Commission in May 2014.
<p>Union Street Corridor Study In December 2012, the CC approved this study. Currently, the City is focusing on design options to pedestrianize the unit block of King Street, per a recommendation in the Study.</p>	T&ES/P&Z/DPI	<p>April 2014 – Staff will report in April 2014 on outreach to businesses relative possible maintenance partnerships, furniture for the plaza, and staff’s efforts relative the relocation of the fire hydrant.</p>	<ul style="list-style-type: none"> • April 2014 – Staff will report in April 2014 to the Waterfront Commission on outreach to businesses relative possible maintenance partnerships, furniture for the plaza, and it will report on efforts relating to the relocation of the fire hydrant. The Traffic and Parking Board has approved the relocation of the police parking spaces to The Strand.
<p>Marina Dredging</p>	RPCA/DPI	<p>April 2014 – Design Consultant hired and process underway.</p>	<ul style="list-style-type: none"> • April 2014 - The design consultant, URS Corporation, was selected and a project kick-off meeting was held in mid-March 2014. The design and permitting processes have begun and the bathymetric survey work is underway. The permit pre-application documents have been sent to appropriate reviewing agencies, and the joint permit application is being prepared.
<p>Windmill Hill Bulkhead Replacement This RFP is for planning and permitting services for the design of the Windmill Hill Bulkhead replacement.</p>	T&ES/RPCA/DPI	<p>April 2014 – RFP is to be reissued in April 2014.</p>	<ul style="list-style-type: none"> • April 2014 – The RFP is in final review and is anticipated to be issued in April. • The previous RFP, for these services, was issued November 22, 2013 and proposals were due December 27, 2013; only one response was received. Thus, the City is reissuing it.
<p>Phase II of the City’s Wayfinding Program will include pedestrian signs in Old Town with 24 on King Street and 3 on Union Street. Three large Kiosks are also planned for Phase II along King Street.</p>	T&ES/P&Z/OHA	<p>April 2014 - The City has compiled all historic data for the pedestrian wayfinding signs to be installed along King Street under Phase II of the City’s Wayfinding Program.</p>	<ul style="list-style-type: none"> • April 2014 – The City has compiled the historic information for the pedestrian signs to be installed along King Street. The data has been provided to Gamble Design, the firm that will complete the design in spring 2014. • Fabrication and implementation are expected to be completed fall/winter 2014.
<p>Landscape Architectural and Flood Mitigation Design Project Achieve 30% landscape design of the Waterfront Core Area and 15% design of the wider plan area, including common elements. Coordination with Flood Mitigation will occur. Project completion anticipated at the end of June 2014 for 15-30% design phase.</p>	P&Z/DPI	<p>April 2014 – Community Meeting #4 was held on March 6, 2014 and a joint meeting of the Waterfront Commission and Parks and Recreation Commission was held on March 13, 2014. Both meetings focused on Alternative C for the Core Area and designs for the public space outside the Core Area.</p>	<ul style="list-style-type: none"> • April 2014 – The City, with The Olin Studio and URS, presented Alternative C for the Core Area to the Community on March 6, 2014 and to a joint meeting of the Waterfront Commission and Park Commission on March 13, 2014. It, along with information on designs for public areas outside the Core Area and also initial ideas on common elements and art and history, were well received. • ODBC Agreement – At the March Waterfront Commission meeting, the City and ODBC presented the outcomes from the City-ODBC negotiations. Following that, the ODBC accepted the offer to move to the city-owned Beachcombers property. OLIN is working on a modified design to Alternative C to incorporate that decision and to also begin planning for ODBC’s current site which will be transferred to the City. Another Community Meeting will occur May 8th 6:30–8:30PM, Lee Center(Community Meeting #5) to review a modified design of Alternative C (Alternative D).

CITY PROJECTS STATUS APRIL 2014 (FINAL)

Project	Lead Agency	Status	Status
Flood Mitigation (Backflow Valve Project) for King Street/The Strand	T&ES/DPI	April 2014 – This project is awaiting parts.	<ul style="list-style-type: none"> • April 2014 – The project is waiting parts; staff will continue to keep the Waterfront Commission and public informed of the status.
Utility Master Plan Develop a Master Plan for undergrounding Utilities in collaboration with DVP and other utilities.	DPI	April 2014 – This is a master plan to identify a process for undergrounding utilities in the Core Area of the Waterfront Planning Area.	<ul style="list-style-type: none"> • April 2014 – These services will be folded into Phase II of the Landscape and Flood Mitigation in Design Project per an interdepartmental decision in early April 2014. • This master plan is for the Core Area of the Waterfront Planning Area where overhead lines exist. The plan will divide the Core Area into 3 phases (Duke to Prince, Wolf to Duke, and Prince to King) as part of the undergrounding plan.
Marina Conditions Assessment - A Marina Dock and Marina Maintenance Assessment Study completed by consultants, Michael Baker, for RPCA in 2013	RPCA/GS	April 2014 – The City is issuing a RFP for cross bracings to shore up Torpedo Factory Plaza per the Marina Conditions Assessment Study of 2013.	<ul style="list-style-type: none"> • April 2014 - Based on the inspection report, multiple piles in the Torpedo Factory Plaza had showed significant section loss up to 90%. RPCA performed a Load Rating test in March 2013 to determine whether the Wharf area could still sustain a uniform live load of at least 100psf, given the deterioration. In five locations, the calculated allowable live load was less than 100psf. RPCA and General Services have prepared an RFP for solicitation in April 2014 to provide cross bracing to strengthen the Wharf. Anticipated completion is late May 2014.
The Beachcombers Restaurant RFP 0 Prince Street - Solicitation of proposals to restore the building as a restaurant	GS	April 2014 <ul style="list-style-type: none"> • RFP issued on February 28, 2013 • RFP closed on June 15, 2013 • Project Cancelled – April 2014 	<ul style="list-style-type: none"> • April 2014 – This project is cancelled due to ODBC accepting the City's offer to move to the Beachcombers site as part of the COA-ODBC Negotiations. The RFP applicants were notified in early April 2014.

PRIVATE PROPERTIES STATUS APRIL 2014 (FINAL)

Property/ Location	Project Status	Project Details/Status
Brandt Warehouse Buildings 204 – 206 South Union Street	Construction Completed <i>Preservation and adaptive reuse of 2 historic warehouse buildings for office use has occurred.</i>	<ul style="list-style-type: none"> • A second Waterfront Commission tour of the finished buildings is expected in April/ May 2014. • Waterfront Commission 1st tour of buildings, hosted by the Brandts, held in Jan. 2013. • Construction is complete with occupancy of Columbia Capital on July 1, 2013.
The Oronoco (Sheet Metal Workers Building), 601 N. Fairfax Street	Under Construction – Adaptive reuse of an <i>office building into 60 luxury condominiums</i>	<ul style="list-style-type: none"> • The Waterfront Commission toured the building on February 27, 2014. As of then, 48 of the 60 units were sold with delivery of units anticipated in May 2014.
Robinson Terminals North/South <i>(Owned by the Washington Post)</i>	April 2014 – Updates to the Waterfront Commission occurred in March 2014.	<ul style="list-style-type: none"> • April 2014 – The purchasers of RTN and RTS filed concept plans in February with the City and the Waterfront Commission was updated on both projects in March 2014. The Waterfront Commission will be updated periodically throughout the review process. • <i>Successful bidders announced as EYA (RTS) and City Interests (RTN) in Sept 2013.</i>
Carr Hospitality Boutique Hotel 220 South Union Street	April 2014 – A Certificate of Appropriateness for this project was approved by the BAR in March 2014, but an appeal has been filed and will be heard in May 2014 by the City Council.	<ul style="list-style-type: none"> • April 2014 – BAR approved a Certificate of Appropriateness for this project in March 2014. • An appeal of the approval by the BAR has been filed and will be heard at the May 17th City Council Public Hearing. • Planning Commission and City Council approved the project in January 2014; the Waterfront Commission voted to support the project relative consistency with the SAP in November 2013.
Food Court – Blackwall Hitch Alexandria	April 2014 – A Certificate of Appropriateness for this project was approved by the BAR in March 2014. The SUP was approved by the PC and CC in December 2013.	<ul style="list-style-type: none"> • April 2014 – BAR approved a Certificate of Appropriateness for this project in March 2014. SUP was approved by the PC and CC in December 2013 and includes public restrooms. Interior demolition of the building began late March 2014 and will continue into early/mid April 2014. Restaurant to open in fall 2014. Waterfront Commission voted to support the project in November 2013 and received a presentation from the applicant in October 2013 and an updated presentation in February 2014.