

ALEXANDRIA WATERFRONT COMMISSION

Tuesday, October 20, 2015
Sister Cities Conference Room
City Hall, 301 King St
7:30 a.m.

AGENDA

1. Welcome and Introductions
2. Approval of Minutes from September 15, 2015
Approval of Minutes from September 24, 2015
3. Jones Point Park Activity Study
Alex Romero, National Park Service
4. Waterfront Plan Commons Elements Update
Skip Graffam, Olin Studio
5. Commission Liaison Reports
 - a. Ad Hoc Monitoring Group on Waterfront Construction
 - b. Old Town Area Parking Study Work Group
 - c. Waterfront Governance Subcommittee
6. Marina Subcommittee
7. Agency Reports
 - a. 500 & 501 N. Union St. (RTN) – P & Z
 - b. Flood Mitigation – DPI/RPCA
 - c. City Marina – RPCA
8. Anacostia Waterfront Boat Tour – Saturday, November 7 at 8:30 a.m.
9. Reports from Commissioners
10. Announcements / Public Comments

UPCOMING EVENTS

- **Waterfront Governance Subcommittee**
November 2, 8 a.m., Sister Cities, City Hall, 301 King St.
- **Ad Hoc Monitoring Group on Waterfront Construction**
November 2, 5:30 p.m., Sister Cities, City Hall, 301 King St.
- **Anacostia Waterfront Boat Tour**
November 7, 8:30 am-10:30 am, City Marina
- **Marina Subcommittee – Marina Feasibility Stakeholder Meeting**
November 12, 5 p.m., Conference Room 2000, City Hall, 301 King St.
- **Waterfront Commission Meeting**
November 17, 7:30 a.m., Sister Cities Conference Room, City Hall, 301 King St.

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

Summary Minutes
ALEXANDRIA WATERFRONT COMMISSION
Tuesday, September 15, 2015
City Hall
Sister Cities Conference Room
7:30 a.m.

Commission Members

Present:

Charles Ablard, Historic Alexandria
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)\
Shirley Downs, Alexandria Commission for the Arts
Stewart Dunn, Alexandria Planning Commission
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Kathryn Kolbe, Citizen, Park Planning District III
Jody Manor, Visit Alexandria (formerly Alexandria Convention and Visitors Association)
Stephen Mutty, Citizen Park Planning District I
Edward (Ted) Pulliam, Alexandria Archaeology Commission
Kathy Seifert, Alexandria Seaport Foundation
Paul Smedberg, Member, Alexandria City Council
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.

Absent:

Jerry Bennis, Alexandria Marina Pleasure Boat Leaseholders
John Bordner, Citizen west of Washington St.
Sally Masterson, East of Washington St. and south of King St.
Ryan Wojtanowski, Environmental Policy Commission

City Staff

Jack Browand, Commission Staff Liaison and Division Chief, Public Relations, Special Events & Waterfront Operations, Recreation, Parks, and Cultural Activities (RPCA)
Al Cox, Planning and Zoning (P&Z)
Maya Contreras, P&Z
Jim Hixon, Dockmaster, RPCA
Capt. Shirl Mammarella, Alexandria Police Department (APD), Traffic Division
Iris Portny, Commission Recording Secretary, RPCA
Carrie Sanders, Transportation and Environmental Services (T&ES)
James Spengler, Director, RPCA

Guests:

Engin Artemel, Harborside
Ron Bennis, resident

Christine Bernstein, resident
Yuri Blazar, City Interests
Brian Buzzell, resident
Hal Hardaway, Waterford Place
Joan Huffer, resident
Daniel Straub Urban Design Advisory Committee
Ken Wire, Robinson Terminal North (McGuire Woods)

Welcome and Introductions

Hall called the meeting to order at 7:30 a.m. Commissioners and staff introduced themselves.

Approval of Minutes from June 16, 2015

Dunn moved and Muttly seconded that the June 16, 2015 minutes be approved. They were approved by unanimous voice vote.

Commission Liaison Reports

Old Town Area Parking Study Work Group (OTAPS Work Group)

Note: OTAPS Work Group recommendations posted to:

<http://www.alexandriava.gov/uploadedFiles/recreation/info/OTAPSFinalReccommendations31Aug2015.pdf>

Carrie Sanders (T&ES) reviewed highlights of recommendations developed by the OTAPS Work Group during its eight meetings held since June 2015. She noted that Commissioners Bergman, Dunn, Manners, and Hall were Work Group members.

Sanders said the Work Group had used as its reference data collected by T&ES in fall 2014 and 2008 that showed on-street metered and parking had increased and garage occupancy had decreased.

Sander reviewed the major OTAPS Work Group goals:

- Encourage short-term visitors to use on-street meters in commercial areas rather than on residential streets
- Encourage long-term visitors to use transit and garage parking.
- Implement measures to discourage visitor parking on residential streets and leave it for residents and their guests.
- Encourage better compliance at meters and on residential streets.

Sanders highlighted some of the staff recommendations that had resonated with Work Group members: (a) use way finding technology to provide real-time occupancy information to encourage garage use; (b) improve options for employee parking in Old Town; (c) apply the City's pay-by-phone app in residential areas adjacent to commercial areas to encourage visitors to use garages by charging visitors, not residents, for street parking; and (d) adjust garage and on-street metered parking rates so that garage parking would stop being more expensive than metered on-street parking.

Commission discussion

Encouraging garage parking

Baum said that when the City considers ways to encourage Old Town employees to use garage parking they should address the disincentive created by a garage policy such as Colonial's that does not let Old Town businesses rent a bloc of spaces for any of their employees to use but instead requires each employee to have an garage parking permit. She said her Old Town business has about 100 employees who rent 17 parking spots in the nearby Colonial garage and most of those spots are vacant on any given day since employees do not work from the office every day.

Mutty said the City's parking app should have real-time garage occupancy information for commercial and City garages to encourage drivers to use them. He asked if private garages such Colonial is interested in working with the City to develop policies that would encourage Old Town employees to use garages. Sanders said the City recognizes the importance of working with commercial garages to address this problem. She said a representative of Colonial Parking was on the OTAPS Work Group and had invited staff to discuss the employee parking issue further with him. Dunn, a Work Group member, said the OTAPS Work Group had, because of time limitations, focused on City garages, not commercial garages.

Sanders said staff is discussing the idea of adding sensors to City garage parking spaces but this would require additional City funding and need to be considered during the budget process.

Residential parking policies

Baum said block that have free residential parking on one side and commercial metered parking on the other need to be addressed. She said her own residential block, the 200 block of Fairfax Street, might be interested in participating in a pay-by-phone residential parking pilot for the City.

Using transit options to encourage Old Town employees to commute this way

Manor -suggested the City address the parking problem by policies that encourage transit use. Sanders said staff is considering options such as starting the King Street Trolley at 8 a.m. rather than 11 a.m. and creating a fare-free time zone for DASH routes running on King Street during rush hour. Manor said the King Street Trolley has been very popular and expanding its hours would make the City more transit-friendly for employers and is largely paid for by a BID-related hotel tax.

Bergman commended staff for the ideas and data that had been compiled on the issues that were handled but was disappointed the OTAPS Work Group had not also considered future parking challenges that will created by Waterfront redevelopment.

Next Steps

Sanders said staff would prepare a draft executive summary of the Work Group recommendations that will be provided to City Council and made available to the public via the City website. Sanders said she was to brief the Transportation Commission the following evening on the Work Group recommendations.

Public Comments

The Chair invited public comments. There were none.

Waterfront Governance Subcommittee

Note: 2015 BAE study on governance models is posted to

<http://www.alexandriava.gov/uploadedFiles/recreation/info/GovernanceReport9March2015.pdf>

Kolbe, chair of the Governance Subcommittee, said the Governance Subcommittee had met three times so far and began its work by receiving a presentation from BAE Urban Economics about its 2015 study for Planning and Zoning that identified potential waterfront governance models and revenue generation options and was briefed to the Commission at its March 2015 meeting. She said they next heard from practitioners who discussed the specific governance models they worked with, including the executive director of Fairfax County Park Authority and a representative of Arlington County's three Business Improvement Districts (BIDS).

Kolbe said the next options that will be reviewed by the Governance Subcommittee include options for using foundation grants and options for using the existing City governance structures. Kolbe said the Subcommittee will also be receiving data being developed by BAE on options for Waterfront revenue generation and expenses and will then be considering the pros and cons of each approach that has been presented.

Timeline

Kolbe said the Subcommittee hopes to have its governance recommendations ready to present to the Commission by the end of 2015.

Public comments

The Chair invited public comments. There were none.

Ad Hoc Monitoring Group on Waterfront Construction.

Note: Frequently Asked Questions are posted to:

<https://alexandriava.gov/uploadedFiles/special/WaterfrontPlan/info/AdHocFAQSheet.pdf>

Browand reviewed highlights of the activities being reviewed by the Ad Hoc Monitoring Group on Waterfront Construction (Construction Monitoring Group). He said demolition on Carr's Indigo Hotel site is about two-thirds complete. He reported that construction-related hauling has begun and some concerns have been raised about the limited one-way access via Strand Street during construction times. He said discussions are ongoing about how to mitigate the impacts of demolition and construction on neighboring properties. Browand said concerns have also been raised about potential safety issues that may arise when trucking traffic using South Union Street near Windmill Hill Park becomes heavier.

Applying lessons learned

Hall said it is important that lessons being learned during the Carr demolition and construction be used to lessen the neighborhood impacts of future Waterfront construction projects such as the Old Dominion Boat Club, Robinson Terminal South (RTS) and Robinson Terminal North (RTN). She said the Construction Monitoring Group has emphasized the importance of timely

and effective communication as well as the need to minimize construction-related disruptions to nearby businesses.

Dunn asked how the City's plan to use a single staff person as an ombudsman between the neighbors and construction team is working out. Browand said Emilio Pundavela of Transportation and Environmental Services (T&ES) is the City's central contact person and his contact information is posted online under the Construction Monitoring Group's Frequently Asked Questions. He said calls are also being forwarded through the City's Call Click Connect system but people should report time-sensitive problems to the police not Call-Click-Connect.

In response to Pulliam's question, Browand said Carr had hired Thunderbird Archaeology as a consultant and their representative is on-site during the work. Hall said the Construction Monitoring Group had received an excellent report from City Archaeologist Fran Bromberg regarding issues that have been raised and handled during the construction.

Public Comments

Bert Ely, a member of the Ad Hoc Monitoring Group, said construction-related complaints that he has received include those about a truck that used Prince Street to haul debris and concerns about damage from construction-related vibrations such as those created by the recent breakup of the site's concrete slab and those that will be generated by the upcoming pile-driving. Ely said some residents have complained to him about problems getting timely responses to requests submitted via Call-Click-Connect. Hal Hardaway said some of the answers he had received to questions submitted via Call-Click-Connect were not responsive to the question asked.

Call-Click-Connect

Hall said Call Click Connect should not be used for emergencies. Browand said emergencies such as hauling and other traffic violations should be reported to the police since responses to Call-Click-Connect queries are provided within five business days so that staff has time to investigate an issue.

Vibration-related damages

Hall said the Monitoring Group follows up immediately on problems reported to them. She said Carr Hospitality President Austin Flasjer is, for example, meeting with a business owner in the 200 block of South Union Street who has had the work of his specialized photographic equipment disrupted by construction-related vibrations.

Monitoring hauling violations

Ely said neighbors would like the City to improve its monitoring of the hauling routes used by construction trucks. He said a neighborhood meeting was scheduled with the APD for the next day to discuss how to improve monitoring. Browand said there are consequences if a hauler repeatedly violates the terms of their permit by using unauthorized hauling routes. Hall said the Monitoring Group has urged the APD to increase patrols of hauling. Browand said staff would be regularly updating the Monitoring Group's online Frequently Asked Questions on its web page so that it reflects problems and questions being reported to the City.

Bernstein said the City should consider what additional incentives might be used to discourage hauling violations on the project. Downs suggested the City consider imposing fines for

individual hauling violations. Brian Buzzell said the mechanisms put in place by the City to assist the neighborhoods during Waterfront construction are significant improvements over those used during prior construction projects such as the Wilson Bridge.

Browand said he would invite a representative from the permitting office to answer Commission questions about how the City responds when a construction permit's conditions are violated.

Marina Subcommittee

Marina feasibility study and stakeholder meetings

Thayer reported that the Marina Subcommittee meeting held the previous week had discussed the planned reconfiguration of the City Marina and Council's direction to staff that a feasibility study be done to examine options for the City maintaining a recreational boat marina along the Waterfront. He said the Marina Subcommittee would hold a Marina Feasibility Stakeholder Meeting on October 8, 2015 at 5 pm. to receive public inputs for the feasibility study. Browand said the October 8 meeting would be the first of two stakeholder meetings planned for the Marina feasibility study.

Thayer said the Marina Subcommittee was also briefed on utility and security upgrades at the Marina, including its newly upgraded camera system. He said the new public restrooms for the Marina, at the west side of Blackwall Hitch restaurant, are open and are being maintained by City staff. Hall said Marina slip holders' comments at the meeting were welcome and enhanced the Subcommittee's discussion. She said slip holders were encouraged meeting to report any Marina security problems they may see to APD.

Browand reported that the Marina's north seawall had failed. He said the City's flood mitigation project would include a replacement for the sea wall.

Public comment

Hal Hardaway said he was meeting with the Deputy Police Chief the next morning at a public meeting where security concerns, including those affecting the Waterfront, were expected to be addressed.

Agency Reports

500/501 N. Union Street (Robinson Terminal North development)

Note: <http://www.alexandriava.gov/uploadedFiles/recreation/info/RTNPresentation.pdf>

Contreras said staff worked with the CityInterests team over the summer on modifications that primarily affect parcel A and the pier. She said the plan is now to remove the portion of the pier over the wood pilings because of its limited life expectancy. She said the 500/501 N. Union Street architecture is unchanged from the last version. She said the small shed at the foot of Oronoco Street related to remediation efforts will remain above ground and CityInterests has offered to provide funding to upgrade and improve it. Contreras said CityInterests still plans to place panels related to the site's archaeology and history along the foot of Oronoco Street.

Wire said work done this summer on the proposed design modifications included time needed for the City to conduct due diligence on the maintenance and upkeep requirements for the open space parcel of about one acre that CityInterests plans to donate to the City. He said staff has

requested, for example, that the proposed shade structure for the pier be modified to ensure that the pier's open space will be available for a variety of programming throughout the year. Wire said the CityInterests team met a couple times with the Olin team over the summer to ensure the 500/501 design elements for open space are consistent with those in the Olin plan's Waterfront design.

Next step

Wire said the next step is for the Planning Commission to review the plan as modified at its October 8, 2015 meeting.

Commission discussion

Pavilion uses

Auld asked how the far east side of 501 N. Union Street would be used. Wire said the DSUP request would state that this 8,000 square foot space will be open to the public and will not be used for a residential purpose. He said the DSUP request would, for planning parking to accommodate the space's eventual use, presume the tenant for this space would be a restaurant since a restaurant would be the use requiring the most parking. Wire said CityInterests has always liked the idea of a combined restaurant and exhibit space but has received no letters of intent from a tenant regarding this space.

Site history

Pulliam asked if the 500/501 presentation to the Planning Commission will include how the site's history will be incorporated into the design. Wire said history will be a key element of the design plan.

Waterfront debris

Mutty suggested the plan for where to dock boats at the pier should take into account the locations where debris becomes trapped along the Waterfront.

On-line reference information

In response to Bergman's question, Browand said he will send the Commission a link to where the Olin landscape design for the Waterfront is posted on-line. Browand said staff continues to consider how best to consolidate references to the Olin design on the City website as work proceeds.

Downs asked that the art and history elements of the RTN design be posted online. Wire said the history report will be posted online and he deferred to the City to post details of the public art elements since CityInterests will, at the City's request, pay the City \$78,000 to the City to be used to commission public art for the site.

Timeline

In response to Manor's question about when construction will begin, Wire said the phases are known but precise dates cannot yet be set. He said that if the Development Special Use Permit (DSUP) is approved in October 2015 the developer plans to buy the land during fall 2015 work with T&ES on permitting during winter-spring and then begin work on the site. He said the rough sequence will be to demolish the existing structures, re-grade the site, and then pause for FEMA to review and approve the design's proposed change to the flood plain. He said a FEMA

review might take between four and nine months and construction, once it begins, is expected to take about 18 months.

Watters said it is important for the plan to include low maintenance shade trees to provide shade for the pier that will make it usable during summer heat. Wire said CityInterests plans to include a large shade structure for the pier, will work with the City on any shade trees the City might like planted, and will then turn that area over to the City to maintain.

Public comments

Bernstein suggested fencing related to the RTN construction be used to publicize where to find online information about the site development and its construction timeline.

Hal Hardaway asked how CityInterests is coordinating its work with an archeologist. Yuri Blazar said Thunderbird Archeology is working with CityInterests as advisors during site work. Blazar said that after the site's existing structures have been demolished CityInterests plans to trench the site as part of an archaeological investigation and then thoroughly follow up when any items of interest are uncovered.

Flood Mitigation

Browand reported that several proposals have been received and staff hopes to make a decision by the end of year. He said the Commission will be updated as actions move forward. Browand noted that when public comments were received on how the City should prioritize implementing the Waterfront Plan's elements, flood mitigation was ranked as the top public priority.

Reports from Commissioners

Seifert announced that the Seaport Foundation will hold Seaport Day on September 26 in Waterfront Park. She invited people to publicize the fact that the Seaport Foundation continues to be 'alive and thriving' as it works out of temporary offices since it leaving 2 Duke Street.

Bethel announced the Art League would have a tent at King/Fairfax at the City's King Street Art Festival September 19.

Announcements

Hall announced a special Commission meeting would be held September 24 to receive a briefing from EYA on the history elements of the Robinson Terminal South plan for public and private spaces.

Hall announced that the Commission's October 2015 meeting will hear from a National Park Service representative about activities being proposed to activate the area under Wilson Bridge. She said the Commission is invited to offer additional ideas for NPS to consider.

Hall announced that a Commission trip by boat is being planned for this fall, on a Saturday, to review the Anacostia waterfront development.

Adjournment

Hall adjourned the meeting at 9 a.m.

**Special Meeting
Robinson Terminal South Historical Interpretation**

**Summary Minutes
ALEXANDRIA WATERFRONT COMMISSION
Thursday, September 24, 2015
City Hall
Room 2200
5 p.m.**

Commission Members

Present

Charles Ablard, Historic Alexandria
Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
John Bordner, Citizen west of Washington St.
Howard Bergman, Founders Park Community Association (FPCA)
Shirley Downs, Alexandria Commission for the Arts
Stewart Dunn, Alexandria Planning Commission
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Jody Manor, Visit Alexandria (formerly Alexandria Convention and Visitors Association)
Stephen Mutty, Citizen Park Planning District I
Edward (Ted) Pulliam, Alexandria Archaeology Commission
Stephen Thayer, Citizen east of Washington St. and north of King St.
Townsend A. (Van) Van Fleet, Old Town Civic Association

Absent:

Jerry Bennis, Alexandria Marina Pleasure Boat Leaseholders
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Kathryn Kolbe, Citizen, Park Planning District III
Sally Masterson, East of Washington St. and south of King St.
Kathy Seifert, Alexandria Seaport Foundation
Paul Smedberg, Member, Alexandria City Council
Christa Watters, Citizen east of Washington St. and north of Pendleton St.
Ryan Wojtanowski, Environmental Policy Commission

City Staff

Francine Bromberg, City Archaeologist
Jack Browand, Commission Staff Liaison and Division Chief, Public Relations, Special Events & Waterfront Operations, Recreation, Parks, and Cultural Activities (RPCA)
Al Cox, Planning and Zoning (P&Z)
Tony Gammon, Acting DPI Director
Jim Hixon, Dockmaster, RPCA
Iris Portny, Commission Recording Secretary, RPCA

Guests:

Dene & Mel Garbo, Harborside
Lynn Hampton
Tom Hulfish
A. J. Jackson, senior vice president, EYA
Edna Johnston, History Matters
Pat Miller
Rick Parisi, MPFP

Welcome and Introductions

Hall called the meeting to order at 5 p.m. and introduced City Archaeologist Bromberg to discuss the City's role in handling items of archeological significance found as excavation proceeds on Waterfront redevelopment sites.

City of Alexandria's Cultural Resources Protection Protocol

City Archaeologist Francine Bromberg reviewed the responsibilities of her office regarding Waterfront construction sites. She said the Archaeological Protection Code requires that Office of Historic Alexandria and the City Archaeologist be fully integrated into the site plan process. They review all site plans from the concept stage onward. They conduct site inspections, monitor sites, review artifacts discovered during excavation and work with archaeological consultants on a project's development team when the City has required developer to hire an archaeological consultant to conduct a full-scale archaeological investigation on its site.

She said archaeological evidence that ties into early residences and industries will likely be uncovered at all the Waterfront sites. She said likely finds could include ship hulls that were used as landfill in the cove, information about the cove's early banking out and landfill process and grading down the bluffs.

Indigo Hotel site

Bromberg reported that items of archaeological significance have already been uncovered at Carr's Indigo Hotel site. She said the City Archaeologist and Office of Historic Alexandria are working with Thunderbird Archeology, consultants on the Indigo Hotel project and archaeological site work is being done in concert with the excavation and construction. Bromberg said archaeological test trenches are being dug to a depth of four feet and everything found within that four feet is recorded archaeologically. She said that as digging proceeds for the foundation and basement an on-site archaeologist monitors all work for areas between the trenches and can stop work as needed.

Bromberg said items that have been uncovered include a warehouse floor and foundation and rail lines that went into the Bryant Fertilizer Company building. She said some of the rails have been saved to be available for future use as a potential interpretative feature. She said all dirt being dug up has been monitored. She said evidence of the early shorelines has not yet been found.

"Waterfront Discoveries" website

Bromberg said the Office of Historic Alexandria will be putting up a new website, "Waterfront Discoveries", that will include photographs and archaeological information about finds being

uncovered as work on the Waterfront redevelopment sites moves ahead. She emphasized that archaeological interpretations of items that are found during excavation should be expected to evolve over time as information about them is found.

Bromberg said she will present a talk at Gadsby's Tavern Museum on how the City's Archaeological Protection Code works on Saturday, October 17.

Update: Robinson Terminal South Historical Interpretation.

Note: EYA's presentation is posted to:

<http://www.robinsonterminalsouth.com/wp-content/uploads/2015/09/RTS-Historic-Interpretation-and-Site-Finishes-Waterfront-Commission-9-24-15-final.pdf>

A. J. Jackson, senior vice president of EYA, introduced Rick Parisi, of the landscape architecture firm MPFP, and Edna Johnston, of History Matters, to update the Commission on the Robinson Terminal South (RTS) historical interpretation plan. Jackson reported that the EYA plan had been submitted to the Board of Architectural Review for consideration at its October 7, 2015 meeting. He said EYA will be making final decisions on historical details, such as text for the site's historical markers and events to include on the site's historical timeline, in consultation with the Office of Historic Alexandria and the City Archaeologist. Jackson said the historical plan will be updated if needed as archaeological artifacts are uncovered on the site.

Rick Parisi reviewed highlights of the plan, including new street names that will reflect the site's historical events and personages, a linear promenade, upper gardens, active and passive activity areas, and commercial zones.

Johnston said she and her History Matters colleague Julia Claypool, former curator of Carlyle House, developed the documentary history of the RTS site used by the EYA team to develop the RTS historical interpretation plan. She said among the important reference sources used for their work were the Alexandria Library's Special Collections, the Office of Historic Alexandria, the City Archaeologist, and the comprehensive work study by Ted Pulliam and the Alexandria Waterfront History Committee.

Johnston said the historical interpretation plan's goal is to create in the RTS site design a sense of the City's historical working and entrepreneurial seaport and to convey the how the nature of its activities at this location have changed over the past 250 years. She said street names are used to recognize some of the major individuals who established some of the varied businesses at this location. She said Fleming Alley, for example, represents Thomas Fleming who, in 1751, leased land at Point Lumley for a shipbuilding operation. Johnston said Annie Moore Place is named for Annie L. Moore who purchased the parcel on Duke Street in 1892, and ran with her husband William S. Moore the machine shop and iron foundry located there. Annie Moore later established W. S. Moore & Sons after her husband died and also hired an architect to design 2 Duke Street, a building that still stands today. Parisi said historical street names are used to reflect the foundries, warehouses and shipbuilding activities located on the site over time before the site was bought for Robinson Terminal in the 1940s.

Parisi reviewed how the changing shoreline between 1749 and 2014 is integrated into the site's design, beginning with the original 1749 shoreline at Point Lumley, and including the 1845 and 1877 piers. He noted the Olin design plan incorporates the 1849 shoreline throughout the length of the Waterfront but the 1945 and 1877 pier line will only be represented on the RTS site.

Among highlights pointed out by Parisi were

- The *Progression of Industrial Use* timeline, an interactive signage piece to be included in the design.
- A metal element running along the site's Union Street sidewalk where an old rail line was once located.
- 2 Duke Street being rebuilt in its current location with an historical plaque to be added.
- Furniture designed using shipwright technology using a mix of iron and wood to reflect shipbuilding activities at the site during the mid-18th century.
- Furniture styles and materials designed and constructed to reflect the maritime and aeronautical construction carried out on the site at the different times.

Commission Discussion

There was a Commission consensus that the design as presented was excellent although Van Fleet said the design could not correct what he considers to be RTS site architecture that is too massive and dense.

Auld asked if any archaeological work will be done for the water area. Jackson said no archaeology work is being done for the water area because no construction work is being done in the water.

Downs asked if the colors of granite will vary. Parisi said no final decisions have been made about the final design but the granite colors along the RTS shoreline will match those to be used along the full length of the Waterfront and will differ from those used for the timeline.

Pulliam said it was a good plan, especially for having so much of it completed at this stage in the site's development process. He suggested it might be useful to consider the RTS historical elements in the context of how the Waterfront Small Area Plan's Art and History Plan integrates history throughout the Waterfront landscape design. For example, Pulliam said that since the Waterfront History Plan lays out thematic areas along different Waterfront sites it might be helpful to incorporate the Waterfront industrial development theme at this location in the same way that the Torpedo Factory site will have a war manufacturing theme in its historical interpretation elements.

Pulliam suggested it might only be necessary to represent two, rather than three, of the historic shorelines at this location. He said including the 1749 (Point Lumley) and 1845 shoreline or pier line would be enough to show how the shoreline has evolved over time. Parisi said the design team has not yet made a decision about how many historic shorelines should be portrayed in the design.

Historical Signage

Ablard said he thought History Matters had done a superb job. In response to Ablard's question about the eventual design of the historical signage, Parisi said the RTS design will incorporate the Olin team's eventual designs for Waterfront elements common to the public and private spaces.

Cost implications of using custom-designed elements

Bordner and Bergman said they were concerned about how using custom-designed furniture will affect the cost and availability of replacement items over the long term. Parisi said his firm has used custom-designed furniture in many of their projects and they work with a single manufacturer for these items. He said the company that manufactures their pieces keeps the original molds and finishes in stock for future needs. Bergman said managers at D.C.'s Yards Park had warned Commissioners against the City using customized design elements - as they had done - because they eventually discovered it made it difficult and very expensive to replace some of those pieces.

Public Comments

Recognizing Clarence Robinson

Tom Hulfish said a prominent 20th century personage such as Clarence Robinson, founder of the Robinson Terminal Corporation, builder of the Robinson Terminal warehouses, and a prominent member of the Alexandria community, should also be recognized within the site's historic design. Johnston said the historic concept as it exists focuses on historic themes rather than individual personages other than naming streets after them. She said historians are usually reluctant to include more recent personages when recognizing in historical reviews but History Matters has gathered a variety of information about Robinson that could be incorporated into a place on the site if a decision were made to do so.

Hall said there seemed to be a consensus that recognizing Robinson in some way on the site would be appropriate. Johnston said it would also be helpful to record Hulfish's personal recollections of how the Waterfront has evolved over time.

Maintenance

Bert Ely said he is concerned that maintenance along the Waterfront may be insufficient over the long term and asked which areas will be maintained by the City and which by the homeowners association. Jackson said the City will be responsible for maintaining the promenade and areas east of the promenade. Browand said the RTS condominium association will pay the City \$75,000 annually per the DSUP condition.

Auld said the Commission's Governance Subcommittee is very focused on the need for the City to have a Waterfront governance model that will ensure proper maintenance of the redeveloped Waterfront .

Design

Pat Miller, a member of the Waterfront Art History Committee, said she is very impressed with how EYA's design has incorporated the site's history and ties the site into the full Waterfront design .

Announcements and Upcoming Events

Bergman announced that the Founders Park Community Association (FPCA) is donating \$1,000 to the City to be used for Founders Park. Bergman handed Browand a letter to the City from the FPCA Board of Directors that stated "We appreciate all the work and upkeep the City provides Founders Park.... "

Hall announced the next meeting of the Ad Hoc Waterfront Construction Monitoring Group will be on October 5, 2015.

Browand announced the Marina Subcommittee will hold an October 8 Marina stakeholders meeting as part of the City's Marina Feasibility Study being conducted to review options for keeping recreational boating slips along the Waterfront. He said the study will include an updated market analysis of demand for slips and the area being reviewed for potential sites is that between Wolfe Street and Montgomery Street. He said the study will identify what amenities and other factors need to be addressed to make new marina slips attractive to boat owners. Hall noted that some stakeholders can be expected to encourage the City to also look north of Madison Street for potential sites.

Adjournment

Hall adjourned the meeting at 6:10 p.m.