

ALEXANDRIA WATERFRONT COMMISSION

Tuesday, December 16, 2014
City Hall Sister Cities Conference Room
301 King Street
7:30 a.m.

AGENDA

1. Welcome and Introductions
2. Approval of Minutes from November 18, 2014
3. FY 2014 Annual Report
4. Le Hermione Tall Ship
5. Waterfront Plan Phasing Priorities for Public Improvements
6. Robinson Terminal South
7. 100 Block King Street – Status Report
8. Ad Hoc Monitoring Group on Waterfront Construction
9. Agency Reports
10. Marina Subcommittee
11. Report from Commissioners
12. Announcements / Public Comments

UPCOMING EVENTS

- **** Waterski Santa**
December 24, 1 p.m., Waterfront between King & Oronoco Streets
- **** 20th First Night Alexandria Fireworks**
December 31, Midnight, Unit Block King St.
- **Marina Subcommittee Meeting**
January 8, 5 p.m., City Hall, Room 2000, 301 King St.
- **Waterfront Commission Meeting**
January 20, 7:30 a.m., Sister Cities Conference Room, City Hall, 301 King St.

** Special Event

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

Summary Minutes - DRAFT
ALEXANDRIA WATERFRONT COMMISSION MEETING
Tuesday, November 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.
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)
Stephen Mutty, Citizen Park Planning District I
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.

Vacancies:

Alexandria Archeological Commission representative
Alexandria Environmental Policy Commission representative
Alexandria Marina Pleasure Boat Leaseholders representative
Citizen, Park Planning District III
Historic Alexandria Foundation representative

City Staff:

Jack Browand, Commission Staff Liaison and Division Chief, Public Relations, Special Events & Waterfront Operations, Recreation, Parks, and Cultural Activities (RPCA)
Tom Canfield, City Architect, Planning and Zoning (P&Z)
Al Cox, Historic Preservation Manager, Architect, P&Z
Matthew Harwood, Public Art Manager, Office of the Arts, RPCA
Lt. Don Hayes, Alexandria Police Department (APD)
Yon Lambert, Acting Director, Department of Transportation and Environmental Services (T&ES)
Jessica McVary, P&Z
Pete Mensinger, Special Projects Manager, Code Administration
Iris Portny, Commission Recording Secretary, RPCA
Diane Ruggiero, Deputy Director, RPCA, Office of the Arts
Nancy Williams, DPI, and Principal Planner, P&Z

Guests:

Christine Bernstein, resident

Susan Cohen, Public Art Committee;
Bill Gard, Parade of Lights
John Gosling, resident
Doug Gosnell, resident
Dene Garbow, Harborside HOA
Mel Garbow, Harborside HOA
Doug Gosnell, resident
Val Hawkins, Alexandria Economic Development Partnership (AEDP)
Jerry McAndrews, resident
Kathryn Papp, resident
Ted Pulliam, Alexandria Archaeology Commission
Dan Straub, Urban Design Advisory Committee (UDAC)
Asif Verani, General Services (GS)
Eric Wallner, Torpedo Factory Arts Center
Ken Wire, McGuire Woods (counsel, 500/501 North Union Street project)
Ryan Wojtanowski, Environmental Policy Commission

Welcome and Introductions

Hall called the Commission to order at 7:30 a.m. She reminded Commissioners of the City requirement that they attend 75 per cent of the Commission's meetings. She said Commissioners' responsibilities as two-way liaisons between the Commission and their respective constituencies is even more important now, as the Commission oversees implementation of the Waterfront Small Area Plan's components.

Approval of Minutes from October 21, 2014

Thayer moved and Bergman seconded that the October 21, 2014 minutes be approved with two corrections: that the comment attributed to Dan Bernstein was made by Dan Straub; and, on page 3, that the statement boats would not be brought in by the Strand be deleted. The motion passed by voice vote.

Public Art Implementation Plan - Ruggiero

Note: Briefing posted

to: <http://alexandriava.gov/uploadedFiles/recreation/info/WCPublicArt18Nov2014.pdf>

Ruggiero reviewed the City's Public Art Implementation Plan (Implementation Plan) overseen by the Arts Commission and its Public Art Committee and developed during a year-long review of public art begun in summer 2014. She reviewed the variety of community outreach events used to gather public inputs as part of the process. Ruggiero said the Arts Commission would finalize the draft Implementation Plan at its meeting that evening and staff expects the Implementation Plan to be reviewed by the Planning Commission and presented to Council in December 2014. She said an ordinance combining the Public Art Committee with the Arts Commission, one of the Implementation Plan's recommendations, will be presented to Council in January 2015.

Ruggiero said the Implementation Plan, covering public art in both public spaces and on future private development sites, represents the first time the City has developed overall goals and a vision mission for public art throughout the City. She said the Implementation Plan creates a process to ensure opportunities for public engagement in the public art program and four task

forces will be set up to oversee the plan's implementation, including a Public Art on the Waterfront Task Force. She said task force memberships would likely be finalized within four to five months.

Ruggiero said information about the Implementation Plan could be found by clicking "public art plan" at <http://www.alexandriava.gov/PublicArt>.

Commission Discussion

Commission questions included those about funding sources for maintenance and the process by which an existing work of public art can be deaccessioned. Ruggiero said public art on private property is maintained by the developer and, to aid the City in developing a maintenance plan for art in public spaces the City had brought in a conservation consultant the previous year to assess the condition of Citywide public art, including about a dozen pieces on private spaces.

Dunn asked if, when the City considers how to improve the condition of the City's first work of public art, King Street Gardens, consideration would also be given to deaccessioning it. Smedberg said many people consider this space unwelcoming and asked whether staff considers whether there is a point at which spending additional money to restore a public art piece becomes a case of spending new money on work of public art that has not worked out as hoped. Ruggiero said staff is talking with the artist about how King Street Gardens might be restored to its original artistic vision.

Task force coordination on public art in private spaces with Waterfront public art

Manor asked how the planned Waterfront Task Force on Public Art would coordinate with the Public Art in Private Development Task Force. Ruggiero said staff participation will be one of the constants supporting both task forces' work and there will be some overlap in stakeholder representation on the tasks forces.

King Street Gardens Park discussion

Motion. Dunn moved and Bergman seconded that the Waterfront Commission recommend to the Arts Commission and City Council that, before they precede further with the revisitation and reconstruction of King Street Gardens Park they first consider removing it or replacing it with an alternative work of art.

Smedberg applauded Dunn for raising the issue since this public art space had been discussed by Council for years as additional funding was requested to maintain it. Auld and Bordner said they thought the motion exceeded the Commission's geographic authority. Bethel asked how the task force would consider the potential economic impact of the City's public art. Ruggiero said that the Office of the Arts factors economic considerations into its decisions about public art and recognizes that some works of public art have become effective tourist destinations but the Implementation Plan does not recommend a task force focused on public art and economic development.

Smedberg said that when appointments are made to the City's public art task forces they should include City residents active in the arts on a national level. He offered to suggest some potential appointees.

Vote on the Dunn/Bergman motion: The motion failed on a voice vote with seven "yes" votes and nine "no" votes.

Baum said she would raise the Commission's concerns about King Street Gardens Park with the Park and Recreation Commission since it oversees cultural affairs.

Public Discussion:

Dan Straub said then when considering a case such as King Street Gardens Park, it is important to work with an artist familiar with the site's issues.

Public art chosen for Hotel Indigo at 220 S. Union Street

In response to Hall's question about the public art piece chosen for Carr Hospitality's Hotel Indigo courtyard, Ruggiero said the Directors of Planning and Zoning and of Recreation, Parks and Cultural Affairs had recommended to Carr Hospitality the bronze sculpture recommended by the Waterfront Commission at its joint meeting with the Arts Commission, held on October 9, 2014 to review the public art works being considered.

Citywide Parking Work Plan

Note: Memo included in Meeting Materials posted to:

<http://www.alexandriava.gov/uploadedFiles/recreation/info/WCMeetingInfo18Nov2014.pdf>

Lambert reviewed the October 22, 2014 memo from the City Manager to Council regarding the Citywide Parking Work Plan. He said staff has proposed the City reconstitute the Old Town Area Parking Study (OTAPS) Work Group used in 2010 and 2012 to address parking concerns raised by residents and businesses. He said the upcoming OTAPS review would develop parking management recommendations and includes residential-, business- and construction-related parking needs, as well as motor coach parking in Old Town. He said OTAPS' review of Waterfront parking will build upon issues identified during discussions when the Waterfront Small Area Plan was developed. Lambert noted the Alexandria Chamber of Commerce has included parking among its 2015 Legislative Agenda items.

Lambert said updating the City's parking data for the OTAPS Work Group was begun during September and October 2014 when on-street and off-street parking usage data was collected for weekday and weekend times and covered approximately 8500 spaces. Lambert said the OTAPS Work Group is expected to begin meeting in early 2015 and data related to motor coach and tour bus traffic will be collected in Spring 2015, a peak time for City tourism. He said T&ES will brief the Commission on the data and issues being considered by OTAPS after OTAPS have been reconstituted.

Commission Discussion

Encouraging parkers to use off-street parking

In response to Bergman's question about how City traffic and parking plans will accommodate the new developments' parking needs, Lambert said it's difficult to predict routes drivers will use to access new developments but the Waterfront Plan requires all developments to include on their sites the parking needed for activities on those sites. Bergman asked if the City could encourage drivers to use garages by providing real-time information about parking availability

and rates for nearby garages. Lambert said expanding the City's Wayfinding program has helped publicize garage locations and communication will be key. He said the Pango parking app currently used in the City tells drivers the location and rates for nearby garages.

Van Fleet asked how the City will replace the more than 150 parking spaces to be lost when Chadwick's parking lot is closed and parking spaces near the Robinson Terminal South site and the Carr's Hotel Indigo (220 South Union Street) are lost. Lambert said the plan is to develop strategies to maximize availability, use of parking garage spaces in these areas, and encourage short-term parkers to use garages.

Motor coach parking

In response to Bordner's question, Lambert said motor coach parking is a continuing challenge. He said motor coach parking spaces on North Union Street will be lost but over the past three years, motor coach drivers have become more willing to use the City's permitting process and to use designated parking spaces outside Old Town.

Auld said that as near-term construction timelines for Waterfront development projects such as the former RTN and RTS sites are finalized, the Commission needs to start receiving specific information from the City about how plans for managing Old Town parking will correspond to these Waterfront construction timelines. Lambert said collecting current data will be important and the City will continue to work with the Commission on this. He noted OTAPS will include Commission representatives.

Motor coach travel routes through the Old and Historic District

Smedberg said he hears complaints about the routes motor coaches travel through the Old and Historic District and along the Waterfront, not only about where to park them. Lambert said the City lacks the authority to designate routes through the City for motor coaches. He said enforcing the City's rules and regulations that govern how coaches use the streets continues to be important. Smedberg asked that T&ES review whether there is a legal distinction between how the City can regulate motor coaches on arterial versus local routes. Van Fleet said motor coaches should be required to park outside the Old and Historic District and provisions of the City Charter do let the City regulate motor coaches. He said he will send these provisions to Lambert.

Public Discussion

Christine Bernstein asked why staff did not prioritize the planned Motor Coach study, scheduled to start in the first quarter of 2016, ahead of updating Old Town parking availability and usage data since no new parking garages were built since the 2012 OTAPS study. Lambert said the 2012 OTAPS study recommended usage data be updated every two years to track increases in a timely manner. He said motor coach parking will be included within the OTAPS Work Group study that begins in early 2015 but funding for the detailed Citywide motor coach study will not be available until 2016.

Kathryn Papp said that when considering the impact of availability and usage of more than 8,000 spaces in Old Town, the City should also consider that traffic congestion is made worse when cars need to drive around looking for an available space.

Carr Hotel Schedule & Status

Browand reported that the Virginia Supreme Court had recently decided to hear an appeal of an Alexandria Circuit Court decision that dismissed a lawsuit challenging the process by which

Council had approved Waterfront zoning changes using a text amendment. He said the City expects the Supreme Court to hear the case and issue a decision within six to nine months. Browand said s Carr had not advised the City of changes to its plan to begin site construction work after the first of the year.

500/501 North Union Street Subcommittee Report (former Robinson Terminal North site)

Ken Wire discussed the four issues highlighted in the Commission's draft letter as needing more detail before the Commission can reach a final judgment about how well the proposed design meets the Waterfront Plan's goals and guidelines: building architecture; West's Point; programmatic uses of the East building's 8,000 square foot pavilion to be used as an active public space; and public art.

Upcoming presentation to the BAR

Wire said he hoped the Board of Architectural Review (BAR), at its meeting November 19, 2014 meeting, would offer specific design guidance on several principles. He said the BAR's role is advisory since the site borders the Old and Historic District but the developer's goal is for the design to receive a positive review from the BAR.

Draft Commission Letter

Watters thanked Wire for the additional information presented at the meeting and reiterated the Commission views its letter to Council as an interim report to be updated when additional information is received. She said the Subcommittee's concern remains that the available information on some issues, especially the East building's architecture and its 8,000 square foot pavilion, is still too preliminary for a final Commission decision.

A design to incorporate historic and contemporary architectural elements for a site bordering, but outside, the Old and Historic District

Watters said subcommittee members recognized the Waterfront Plan's design goals are conflicting: either incorporate architecture that looks like the City's 18th century warehouses or develop "risk-taking, beautiful, modern architecture". She said members' opinions were split between the two approaches but the majority agreed the effort to address both goals produced a disappointingly mediocre design. She said she was among the member who favored a striking contemporary design to mark this capstone location for the Small Area Plan's core area. Baum said the BAR should not be able to determine architecture outside the Old and Historic District (O&HD). Bergman and Van Fleet said a major development located at the edge of Old Town should reflect the O&HD architecture even though it falls outside the O&HD border. Wire said the challenge is to create a design that respects the past while looking forward without creating a muddled design.

Commissioners accepted Auld's edit of the draft letter's wording in the first sentence to read "While the Committee found that goals and guidelines have been addressed by the current proposal in a broad sense there is a need for specificity."

Specific information needed for activities to be located on the East building's pavilion.

Commissioners were concerned there are few details about the eventual use of the East building's pavilion since use of its public space will be key to activating the area during regular business hours. Manor cited Canal Center as an example of a dead space begun with great hopes for

bringing activity and vibrancy to its neighborhood. Wire said the current idea for the pavilion's use is to marry a cultural use that attracts visitors throughout the week, such as an art gallery or museum. He said the tenants for the space will have to be rent-paying in light of the substantial costs to build the public pier and related area.

Manor said this key Waterfront site should have a stunning piece of architecture that can act as a beacon drawing attention to the City as one approaches from the river and by plane, in the manner of the new Foundation Louis Vuitton's contemporary arts center in Paris, designed with a ship-like exterior of billowing glass sails. Dunn said he thought a striking contemporary design would enhance Old Town.

Motion. Dunn moved and Thayer seconded that the Commission approve the letter with the proposed modifications. The motion passed by unanimous voice vote.

Commissioners agreed that they will be briefed again after the development team has updated its design details after the BAR meeting. Watters said continuing updates as the design evolves would be appreciated.

City Project Updates

Marina Dredging

Gammon reviewed details of the dredging, a regular maintenance activity done every five or six years that will start in early December 2014, finish not later than January 31, 2015, and be scheduled to avoid any conflicts with the Festival of Lights or other events, including the water taxi whose operation ends for the winter on December 31, 2014. He said testing shows the material to be dredged is not contaminated and it will be hauled by barge down to an area near Richmond to be used as landfill for agricultural areas.

Windmill Hill Park Bulkhead

Browand reported the contract was awarded, staff has met with the design team and public meetings are planned for early 2015. Hall asked Commissioners to call their constituencies' attention to the fact that activities regarding the Windmill Hill Park bulkhead replacement are beginning and encourage their participation.

Wharf strengthening

Browand reported the contract had been awarded and details of the repair schedule would be provided once they have been finalized.

Unit Block of King Street

Browand reported the City is still looking for a funding source to cover operation and maintenance costs for this pilot project.

Commissioners recommend creating a public-private partnership to cover operating costs for planned Waterfront parks and public spaces.

Manor said the City needs to have a public-private partnership to fund operation of the Waterfront's new public parks and spaces. He said he and resident Christine Bernstein had begun discussing ideas with other community members about how to create a foundation that could collaborate with the City to cover operating costs for the Waterfront's planned new parks and public spaces, a process used by other cities with great park areas. He said that funding for the

foot of King Street project's operation and maintenance costs could be the first use of this approach.

Manor said creating a public-private partnership to cover Waterfront public spaces' operating costs would help address the current problem that lack of funds is keeping the City from implementing the Waterfront Plan's public space improvements as quickly as private Waterfront development is moving ahead. Bergman asked when the Commission will see a projected budget for operation and maintenance costs related to the Olin landscape design. Hall said this will be among the issues discussed at a special Commission meeting in December 2014.

Need to increase public awareness of planned Waterfront public space improvements

Manor said he had been shocked to discover that most local residents are basically unfamiliar with details of the City's plan to create a world class Waterfront with a great variety of new public spaces. He said he had been talking with Marina visitors outside the Waterfront Cafe who had stopped to view renderings he'd installed of the Olin Waterfront landscape design and most were surprised and delighted to learn of the plans. Manor said most people know about the reported controversies related to the Waterfront Plan, such as City efforts to gain the Old Dominion Boat Club parking lot, but only a small proportion of residents attended the City's Waterfront Plan public meetings.

Specific new outreach actions are needed

Manor said the City needs to consider how to broaden public awareness of the dramatic improvements coming to public spaces along the Waterfront. Auld said ways to increase public awareness could include making it easier for City website visitors to quickly access links to the detailed Waterfront implementation briefings being presented at Commission meetings. He also proposed that a monthly Commission notice be sent to news outlets after Commission meetings that announce Waterfront Plan implementation briefings posted to the City website. Hall asked Commissioners to regularly brief the community groups they represent about Waterfront-related developments.

e. Robinson Terminal South

http://www.washingtonpost.com/local/developer-proposes-upscale-housing-restaurant-on-alexandria-warehouse-site/2014/03/17/262868d8-ab99-11e3-adbc-888c8010c799_story.html

McVary reviewed the timeline for EYA's proposed design for development of the former Robinson Terminal South (RTS) site. She said it should be considered by the Board of Architectural Review (BAR) at its second meeting in December 2014 and the Planning Commission and Council will likely hold public hearings in March 2015. McVary presented a staff proposal that the Commission reverse the process it followed for developing its recommendations to Council on how well the designs for Carr's Hotel Indigo (220 South Union Street) and City Interests' 500/501 North Union Street development (former Robinson Terminal North site) meet Waterfront Plan guidelines. She proposed the Commission form a subcommittee to review EYA's design for the RTS site before, rather than after, EYA briefs the full Commission so the Commission could have the subcommittee's evaluation as a reference during the briefing.

McVary said the goal is for EYA to submit its request for a DSUP to Council in March 2015 and this revised Commission review process would help Commissioners' develop their recommendation to Council on a timeline that reflects people's holiday schedules.

Commission discussion

Hall asked the Watters-chaired subcommittee that reviewed the 500/501 North Union Street project (RTN) to also evaluate EYA's design for the former RTS site with its schedule to be determined. McVary said staff would like to have the Commission's recommendation by early February 2015 since the staff report is due by mid-February for the Planning Commission and Council public hearings in March 2015.

f. Internal/External Ad Hoc Monitoring Group on Waterfront Construction Mensinger reported the City had created an Ad Hoc Monitoring Group on Waterfront Construction (Waterfront Construction Monitoring Group) that will meet monthly to anticipate and proactively address impacts such as noise, hauling, dust and other potential impacts as development along the Waterfront begins. Mensinger said the group was created to carry out Council's tasking to have a forum to monitor construction on the various Waterfront projects in a way that minimizes their impacts. He said he will chair the Waterfront Construction Monitoring Group and it will include staff representatives from the five departments and six public representatives, one from each of the following organizations: the Waterfront Commission, Friends of the Alexandria Waterfront, Waterford Homeowners Association, Alexandria Chamber of Commerce, Old Town Civic Association, and the development community. He said the development representative and neighborhood association representative will change to reflect the Waterfront construction project being monitored by the group.

He said the first meeting is tentatively set for December 4, 6 PM at City Hall.

Discussion

Van Fleet said that Old Town Civic Association (OTCA) members voiced their concern at their meeting that additional issues such as Carr Hospitality's decision not to haul site materials by barge were not included in the memo setting out the process and scope. Lambert said issues regarding the Carr hotel construction, such as how to haul materials, were made when the Development Special Use Permit (DSUP) was approved but the City plans to take full advantage of measures available to mitigate the impact of hauling construction materials through the City by truck. He said he understood the depth of OTCA concerns voiced at their meeting and the Waterfront Construction Monitoring Group will consider these questions for upcoming Waterfront development projects such as the former Robinson Terminal North (RTN) and Robinson Terminal South (RTS) sites. Lambert said the current RTS pier is apparently not now structurally capable of handling barges hauling materials in and out of the site.

Hall appointed Bordner as the Commission's representative to the Waterfront Construction Phasing Workgroup.

Blackwall Hitch City Maintenance Activities

Browand said the City is taking care of its own site responsibilities, including the public restroom facilities that will be there, as restaurant construction proceeds. Williams said

Blackwall Hitch plans to install banners along the fencing around the construction site that will include images reflecting themes from the Olin landscape design.

Draft Commission FY 2014 Annual Report

Discussion deferred to the December 2014 meeting.

Agency Reports - None.

Marina Committee

Thayer reported that activities reviewed by the Marina Committee this month included the City's upcoming Marina dredging. He said the Committee had been assured by staff that the dredging would not affect the City's Parade of Lights or other upcoming activities. He said the next meeting's tentative date is December 11, 2014.

Report from Commissioners - none

Announcements / Public Comments

December 3, 2014 City Public Meeting:

Browand said a community Open House will be held December 3 at the Lee Center to review all upcoming Waterfront-related activities, private and public, and to receive community inputs on how to prioritize phasing options for the Olin landscape design. He asked Commissioners to publicize the Open House to their constituencies.

December 11, 2014: Joint Public Hearing of the Waterfront and Park Recreation Commissions

Browand announced that the Waterfront Commission and Park and Recreation Commission will hold a joint public hearing on December 11, 2014 at 6 PM to discuss phasing options for elements of the Olin design plan. He said each commission will then make a recommendation to Council about how to prioritize phasing in Olin design elements before staff presents phasing options to Council in late January 2015.

Adjournment

Hall adjourned the meeting at 9:45 AM.



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

FISCAL YEAR (FY) 2014 SUMMARY ANNUAL REPORT JULY 1, 2013 - JUNE 30, 2014

Adopted _____, 2014

INTRODUCTION

The purpose of the Alexandria Waterfront Commission is to advise the City Council, City Manager, and City staff on matters pertaining to public, private, and commercial uses of Alexandria's historic Potomac River Waterfront and on implementation of the Waterfront Plan. The Commission is composed of 21 members, each representing a particular neighborhood, community organization, or City committee. The Waterfront Commission established, by City Council on April 14, 2012, replaced the Waterfront Committee founded in 1989.

This report covers the activities of the Alexandria Waterfront Commission for the period July 1, 2013 through June 30, 2014, City of Alexandria Fiscal Year 2014. It begins with a listing of FY14 membership, followed by a statement of its mission and functions. Next are summaries of the Commission's principal activities in FY14. Finally, the report concludes with discussion of the Commission's recruitment and leadership plans and community outreach activities.

FY14 MEMBERSHIP

Dennis Auld – Citizen, Park Planning District II
Gina Baum – Park and Recreation Commission Representative
Howard Bergman - Founders Park Community Association Representative (Appointed 12/2013)
Christine Bernstein – Founders Park Community Association Representative (Term Expired 12/2013)
Suzanne Bethel – Old Town Business and Professional Association
John Bordner – Citizen, At-Large (Appointed 3/2013)
Morgan Delaney – Historic Alexandria Foundation Representative
Shirley Downs - Commission on the Arts Representative (Appointed 3/2014)
Stewart Dunn – Planning Commission Representative
Art Fox – Citizen east of Washington St. and south of King St.
Douglas Gosnell – Pleasure Boat Lease Holder Representative
Charlotte Hall, Chair – Alexandria Chamber of Commerce Representative
Jacob Hoogland – Alexandria Archaeological Commission Representative
Mari Lou Livingood – Alexandria Seaport Foundation Representative
Jody Manor – Alexandria Convention and Visitors Association Representative
Stephen Mutty – Citizen, Park Planning District I
Allison Nance - Commission on the Arts Representative (Appointed 10/13 & Resigned 2/14)
Paul Smedberg, Councilman - City Council Representative

David Speck, Citizen, Park Planning District III (Term Expired 5/2013)
Stephen Thayer, Vice Chair – Citizen east of Washington St. and north of King St.
Townsend Van Fleet – Old Town Civic Association Representative
Christa Watters, Citizen east of Washington St. and north of Pendleton St.
Ryan Wojtanowski – Environmental Policy Commission Representative

CITY STAFF

James Spengler, Director – Department of Recreation, Parks and Cultural Activities (RPCA)
Jack Browand, Division Chief (Commission Staff Liaison), Public Relations, Special Events & Waterfront Operations – RPCA
Nancy Williams, Principal Planner, Department of Project Implementation/Planning & Zoning

MISSION AND FUNCTIONS

The mission of the Waterfront Commission is to advocate for a vibrant Waterfront for Alexandria citizens and visitors that promotes Alexandria's maritime heritage. Its objectives are to advise City Council and staff on matters pertaining to public, private, and commercial uses of the Waterfront and implementation of the Waterfront Plan, including:

- Public improvements, including flood mitigation, new parks and improvements to existing parks, utilities, piers and the Marina, and shoreline improvements;
- Design guidelines or standards for new buildings and for the public realm (including parks, plazas, and other public spaces);
- Recommendations related to implementation of the public art and history plans;
- Proposals for commerce, private redevelopment, and public-private partnerships;
- Studies and recommendations related to transportation, parking, and circulation, including vehicular, bicycle, pedestrian, and marine travel;
- City management, maintenance, operations and programming of new and existing Waterfront facilities, including the Alexandria City Marina;
- Operating budgets, capital improvement programs, and funding for new and existing infrastructure, including phasing of planned improvements;
- Public safety and security issues;
- Environmental quality of the Potomac River, along its shores, and on adjacent land in Alexandria; and
- Governance and/or fundraising organizations or activities, such as they affect the Waterfront.

FY 2014 PRINCIPAL ACTIVITIES

This section summarizes the principal activities of the Alexandria Waterfront Commission during FY 2014. Detailed meeting information is available by visiting <http://www.alexandriava.gov/25562>.

- The Commission was instrumental in community outreach and provided staff with recommendations leading to the June 14, 2014 City Council adopted Phase I Schematic Landscape and Flood Mitigation Design. Principal activities included, but were not limited to:
 - Hosted four community meetings with The Olin Studio to review and make recommendations on Alternatives A, B, C & D concept plans. Hosted two joint meetings with the Park and Recreation Commission to review and make recommendations on design alternatives.
 - Established a Committee of the Waterfront Commission to assess the community preferred Alternative D design relative to the Waterfront Plan recommendations. The Committee's analysis showed substantial alignment between Alternative D and the Waterfront Plan recommendations, recognizing that the design at 30% does not yet address all the Plan recommendations. Based on the Committee's recommendation, the Commission sent a letter to the Planning Commission and to the Mayor and City Council in support of Alternative D. Ultimately, City Council adopted Alternative D that includes the relocation of the Old Dominion Boat Club.
 - Continued to monitor City Council approved recommendations on the Union Street Corridor Circulation Study to ensure their incorporation in the Phase I Schematic Landscape and Flood Mitigation Design, including review of the design for a temporary pedestrian plaza for the unit block of King Street.
 - Began providing input to on a multi-modal feasibility analysis to determine the potential pedestrianization of the 100 block of King Street.
 - Continued to review and advise on Waterfront-area development proposals, including, 220 South Union Street (Carr Hospitality), Robinson Terminal North and Robinson Terminal South to ensure development plans met Waterfront Plan Development Goals and Guidelines.
 - Reviewed the Special Use Permit for the Blackwall Hitch Restaurant Project and voted to support it relative consistency with the Waterfront Plan in November 2013, with a letter to the Mayor and City Council.
- The Commission appointed a Committee to review the Carr hotel development concept for the 220 South Union Street site and to make a determination if the Development Goals and Guidelines approved in the Waterfront Plan had been sufficiently addressed. The Committee's findings, forwarded to City Council on November 19, 2013, through a letter from the Waterfront Commission, were as follows:
 - The Committee reviewed the six Development Goals within the Alexandria Waterfront Plan and believed that the hotel proposal presented for a portion of the Cummings/Turner block was in line with the Goals and were satisfactorily met.
 - The Committee reviewed each of the 14 Guidelines at length, in conjunction with the development proposal and found that the proposal was in substantial conformance with the Guidelines.

However, , the Commission also added language encouraging the developer to provide more detail in the confirmation of public alleys; to make sure redevelopment of the block fits in with the “Olin concept”; and that the developer should contribute significantly to the public amenities in the new park – stating that attention needs to be focused on the redevelopment and care of properties across The Strand.

- On November 7, 2013, the Commission hosted a public discussion between the City of Alexandria (the City) and Old Dominion Boat Club (ODBC) on the topic of the execution of the Waterfront Plan as it relates to the proposed Fitzgerald Square and ODBC property and claimed lands at or near the foot of King Street. By majority vote, the Commission recommended to City Council the following to expedite the road to a constructive solution:
 - That mediated, confidential and documented negotiations toward a mutually agreeable resolution between the City and ODBC happen, facilitated by an independent mediator selected by the City and ODBC.
 - That a member of the Olin team be made available in an advisory position during discussions to address accessibility, integration, and design flow of any proposed agreement into the Waterfront Plan concept/design.
 - That any agreement is holistic in nature; addressing not just the parking lot, but King Street Park, The Strand, and any current easements and rights-of-way as well.
 - That a time limit of 90 days after commencement be placed on these discussions, with monthly status reports to the Waterfront Commission during their normally scheduled meetings (morning of the 3rd Tuesday of each month).
 - After expiration of the 90 days, and if no agreement is in place, all records of negotiations between the two parties will become a matter of public record.

In March 2014, the City announced a landmark agreement with ODBC providing the City with the opportunity to fulfill design elements approved in the Waterfront Plan and settle multiple land ownership disagreements.

- The Commission hosted a D.C. Waterfront Tour for Commission members, City staff and community members on August 13, 2013. Site visits included guided tours of the Capitol Riverfront BID (Canal Park, Diamond Teague Park, and Piers, and The Yards Park and Riverfront Trail).

The tours provided participants with information on the development processes including community outreach, public/private partnerships, maintenance and design considerations for the City to consider as it begins the implementation of its Waterfront Plan.

- The Commission provided recommendations to staff on the City’s FY15 Operating Budget and Capital Improvement Program (CIP) as they pertain to the implementation of the Waterfront Plan.
- On February 27, 2014, the Commission took a tour, hosted by EYA, of The Oronoco, a building at 601 N. Fairfax Street that has been converted from office to residential on the Waterfront.

- The Commission, through its Marina Committee, monitored and advised the Commission on Marina operations and design features in coordination with Phase I Schematic Landscape and Flood Mitigation Design. Principal activities included, but were not limited to, debris mitigation; maintaining recreational boating opportunities; safety and security; and functional slip design to ensure coordinated and efficient commercial and recreational boating activities.

The Committee coordinated and monitored activities resulting from recommendations presented in the 2013 Waterfront Dock & Marina Maintenance & Repair Assessment.

- Monitored and advised on Waterfront park maintenance and operations resulting from follow-up items from the June 2013 Waterfront Walk.
- Monitored and advised on Waterfront area safety and security issues with RPCA, APD and Fire.

RECRUITMENT AND LEADERSHIP PLANS

Constituent member groups such as the Chamber of Commerce, the Park and Recreation Commission, Old Town Civic Association, Founders Park Community Association represent the majority of Commission members (see complete list on page 1 of this report). These groups are active participants on the Commission and quickly replace their membership when vacancies arise. Citizen members who do not represent a constituent organization hold seven seats, with numerous applications submitted to the City Clerk's office when terms expire.

The Waterfront Commission leadership includes Charlotte Hall, Chair and Stephen Thayer, Vice Chair. Mr. Thayer Chairs the Commission's Marina Committee. Member Christa Watters chaired the Committee which analyzed the Alternative D Waterfront design relative the Waterfront Plan recommendations and Vice-Chair Thayer chaired the Committee which analyzed the Carr Hotel relative Waterfront Plan Goals and Guidelines.

COMMUNITY OUTREACH

In response to citizen concerns, on September 20, 2011 the Waterfront Committee adopted a formal policy regarding public participation at its meetings. The policy states that the Waterfront Commission welcomes public participation during meetings. Individuals may speak on any Waterfront Commission agenda item for a period of up to three minutes. The Chair will invite members of the public to comment following Commission member and City staff discussion, but prior to Commission action on any motion as appropriate. It is the Commission's policy to limit public discussion on any single agenda item to a total of 15 minutes. The Commission may allow additional time for public discussion by a majority vote.

Members of the public may provide comments on any issue not included on the Commission's agenda during the Announcements / Public Discussion item at the end of each agenda. Individuals may speak for a period of up to three minutes.

The Commission holds its regular monthly meetings at 7:30 a.m. on the third Tuesday of the month at City Hall, 301 King Street. All Commission meetings are public, and notification of meetings is consistent with City protocol.

The Waterfront Commission will continue to sponsor annual Waterfront Walk as its major outreach effort each June.

DRAFT

December 10, 2014

Board of Architectural Review
City Hall
301 King Street
Alexandria, VA 22314

Dear Board Members,

We are writing as a group of concerned residents from Harborside and the neighboring blocks that will experience the greatest impact of the EYA development proposed for Robinson Terminal South (RTS).

Many of us have supported the city's plans for the waterfront believing development is preferable to the old warehouse and that a vibrant, accessible waterfront is good for everyone. However, the vision articulated by the Alexandria Waterfront Small Area Plan and that of the EYA proposal differ considerably. In the Plan adopted by City Council on February 25, 2012, one of the goals for development of the Robinson Terminal South property was that it "Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street." The renderings in that plan and reiterated in the March 18, 2014 Waterfront Commission Update show a pleasing arrangement and style of buildings bearing no resemblance to the current proposal.

While opinions vary on architectural styles of the project, we are united in our view that the mass and scale of the current concept design of Building #3 are not compatible with the surrounding neighborhood. The latest proposal is a modest improvement from the one presented at the October BAR meeting with some additional setbacks at the top and visual elements that help break up the boxy nature of the design. However, it is still a large imposing building. Specifically:

- **Height.** The RTS warehouse has graduated heights and its highest point is not easily seen from the street level. In stark contrast, the proposed Building #3 has a façade that rises 50 feet straight up from the sidewalk to a flat roof, with only minimal setback on the upper two levels. This design lacks visual relief from its overwhelming scale, especially as it would face residential homes. The attached photos illustrate the discrepancy in height from the corner of Wolfe and South Union (where there is a significant setback) and Wolfe Street (where there is a more gradual increase in height).

At the same time, the BAR guidelines for the Old and Historic District state "The traditional width of buildings along the waterfront varies widely, but generally ranges from 35 to 100 feet. New buildings should generally reflect this traditional size." Building #3 as proposed is 190 feet in width along Wolfe Street, which far exceeds the published guidelines.

BAR

December 10, 2014

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- **Roofline.** The relatively flat façade and roofline contribute to the sense that the building is out of proportion to the surrounding neighborhood. In addition, the boxy nature of the RTS buildings, in fact, is remarkably similar to other recent EYA developments and is not reflective of the unique history that EYA states was used to inform the design of Robinson Terminal South.

We urge you to require a modified structure that more closely reflects the diversity of the heights of the current warehouse and adheres to the BAR guidelines regarding width. A greater variation in height, width and depth would de-emphasize its mass and better complement the neighboring buildings. In order to maintain what is so special about Old Town, the BAR should ensure the plan for RTS is consistent with both the Alexandria Waterfront Small Area Plan and BAR guidelines.

We suggest that there be an additional 10 feet or more of successive setbacks on both the 4th and 5th floors from that of the latest proposal to de-emphasize the height from the street level.

- **Street Setback.** The other factor contributing to the overwhelming nature of Building #3 is its proximity to the street. Across Wolfe Street, there is a sidewalk, as well as landscaping and patios that provide a substantial setback for the townhomes of Harborside.

We request at least 10 feet of additional setback from Wolfe Street than currently proposed to be more visually compatible with, and to better complement, the surrounding buildings.

We have additional concerns beyond the building itself, which are part of the overall process that we want to state for the record, including:

- **Parking.** The newly released parking study indicates RTS has, yet again, significantly reduced the amount of commercial parking spaces in its development and continues to make no provision for residential visitors, including home health aides and cleaning and maintenance service workers. The inadequate parking proposed by EYA, together with the planned reduction of parking in the general vicinity, will only exacerbate current parking challenges and negatively impact the local neighborhood.
- **Wolfe Street End Garden.** The end garden planned for Wolfe Street would remove an area that is currently used as a turnaround for vehicles that have parked or are looking for parking on the street. Such a design would result in potentially dangerous situation with vehicles using the only access road to Harborside as a turnaround point.

BAR

December 10, 2014

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- **Barge Access.** Given the size of this project, we urge the city to require barges be used rather than trucks to remove the considerable amount of debris from the construction site as well as supply materials to the site.

Finally, although we appreciate EYA's surveying the larger Alexandria community with regard to the public spaces created in this development, the residents signing this letter are the people whose quality of life and property values are most impacted and we hope there will be significant weight given to our concerns.

We look forward to working with you to create the best possible development for the Robinson Terminal South site and we would like to be partners in its success.

Sincerely,

Residents of Harborside and surrounding neighborhood
Please see attached signature pages

Submitted by Susan Askew
34 Wolfe Street
Harborside
susanwaskew@gmail.com
703-966-6058

cc:

Karl Moritz, Acting City Planner
Dick Geratz, Principal Planner
Nancy Williams, Principal Planner
Catherine Miliaras, Urban Planner, BAR
Jessica McVary Urban Planner
Al Cox, Historic Preservation Manager
Charlotte Hall, Chair, Waterfront Commission
Mayor William Euille
Vice Mayor Allison Silberberg
Councilman John Chapman
Councilman Timothy Lovain
Councilwoman Redella "Del" Pepper
Councilman Paul Smedberg
Councilman Justin Wilson
Brian (AJ) Jackson, EYA
Sloane Whelan, Fontaine & Company

Supporting Material

Attachment 1: Photos of street view of current warehouse with proposed building #3 superimposed.

Attachment 2: The Alexandria Waterfront Small Area Plan adopted by City Council on February 25, 2012, Page 95 with rendering and development goal #6: “Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.”

Attachment 3: The Alexandria Waterfront Small Area Plan adopted by City Council on February 25, 2012, page 79, showing a pleasing arrangement and scale of buildings increasing in width as they proceed from South Union St. toward the river.

Attachment 4: The Alexandria Waterfront Small Area Plan adopted by City Council on February 25, 2012, Page 78: “...history should inform every decision about uses, activities, *structures...*and programming” (Italics added).

Attachment 5: The Alexandria Waterfront Small Area Plan adopted by City Council on February 25, 2012, Page 96, Design Guideline 8: the design of the buildings should maintain “compatibility with nearby residential neighborhoods...”

Attachment 6: The Waterfront Commission Update of March 18, 2014, page 13, reiterates the general design and layout of buildings along Wolfe Street as shown in earlier Waterfront Plan.

Attachments 7 and 8: Waterfront Building Guidelines, Chapter 8 of the BAR Guidelines for the Old and Historic District published May 25, 1993, as well as Chapter 6 of the Zoning Ordinance, the “Potomac River Vicinity Height District” contain guidelines governing height and width that are relevant to Building #3 along Wolfe Street.

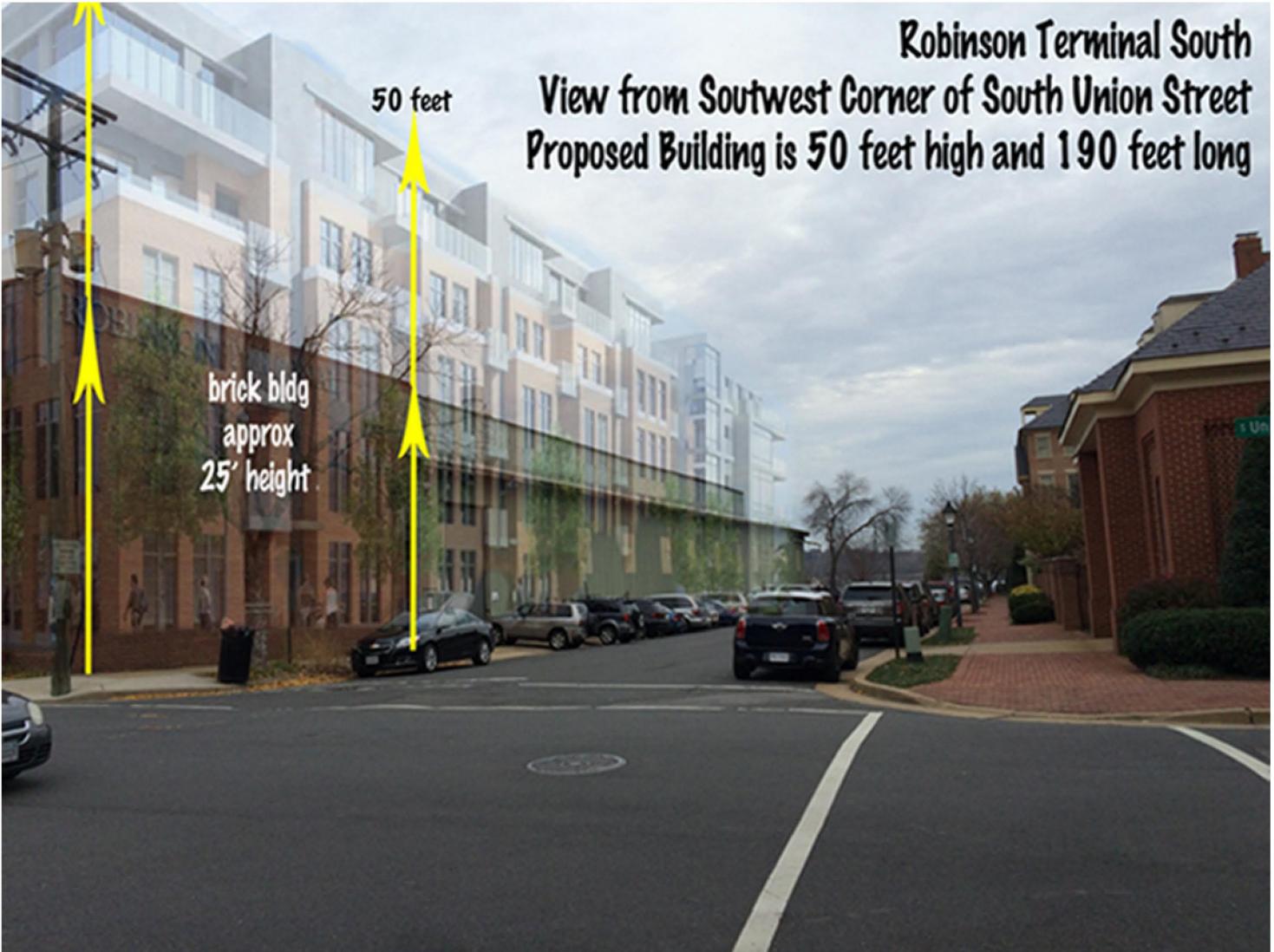
Height. The Potomac River Height guidelines, as noted on page 11 of the October 15, 2014 BAR Memorandum, require a basic 30-foot height. “To provide a transition, building heights over this basic height should be set back from the street faces and waterfront faces”.

Width. The BAR Guidelines for the Old and Historic District, Chapter 8, page 6 state “The traditional width of buildings along the waterfront varies widely, but generally ranges from 35 to 100 feet. New buildings should generally reflect this traditional size”.

Attachment 9: Renderings of similar EYA properties

Attachment 1

Current View and Composite Illustration of EYA's RTS South Proposed Building 3 *



* For illustration purposes. Not to scale.

DEVELOPMENT GOALS:

1. Employ a land use mix and design which invites the public and encourages activity within the proposed development and in the adjacent public spaces.
2. Provide extensive public amenities and free access to and along the water's edge.
3. Improve access by extending neighboring streets and creating new east-west alleys.
4. Create improved pedestrian connections to an improved and expanded public pier.
5. Pay homage to historic Point Lumley through public space design and interpretive features.
6. **Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.**
7. Maximize water views from buildings, streets and rooftop open spaces.
8. Redevelopment that includes a new pleasure boat marina is encouraged.

Figure 33: Robinson Terminal South Conceptual Massing Model



In recommending uses for the redeveloped Robinson Terminal South, the Plan applies the same approach as it does for Robinson Terminal North. New structures with water frontage should have uses which are welcoming to the public, do not restrict public access or create a perceived privatization of the waterfront. The Robinson Terminal federal government settlement agreement requires future public access on this property. This goal is accomplished through public-welcoming uses such as boutique hotels and active ground floor uses in strategic locations and by orienting privacy-seeking uses, such as residential, away from the water and the new park. The Plan envisions a well-developed public space along the waterfront, as well as a private marina for pleasure boats adjacent to the development.

The Plan's conceptual design envisions The Strand continuing south through the block with the option of connecting with Wolfe Street, and a connection from The Strand extension to Union Street to allow public access and views of the water. Other configurations that meet the Plan's goals are possible and will be evaluated during the development review process, but this configuration serves to facilitate public access while still allowing flexibility among block segments to serve market acceptable floor plates for a variety of use types.

Model depicting Robinson Terminal South redevelopment potential under the Plan



Model looking North along The Strand from Wolfe Street



Robinson Terminal South

The block between Duke and Wolfe Street is now occupied by Robinson Terminal South and consists of two parcels totaling approximately 130,000 square feet of lot area. Currently the site contains warehouses (including a historic and very attractive historic brick building at 2 Duke Street) and an approximately 15,000 square foot pier with deep water access. As with the Robinson Terminal North site, the eventual redevelopment has been planned by its owner, the Washington Post, for several decades.

This property is located on one of the most historically significant sites in the City, and redevelopment proposals must make a special effort to find opportunities to recall or interpret the site's history in the design and function of the project and its surroundings. The southern point of the City's original shoreline can be found on this property at Duke Street and the water's edge with the northern point at the West's Point site at Oronoco Street and the water's edge. **History should inform every decision about uses, activities, structures, plantings, architecture and design, names, and programming.** Robinson Terminal South's location in relation to the northern-adjacent sites, including the expanded Point Lumley Park and potential Cummings/Turner redevelopment area creates a unique opportunity to implement a coordinated design strategy which illustrates the significance of Point Lumley and which is compatible in nature with the scale and character of the surrounding Old Town neighborhood.

Figure 24: Illustrative Plan of Robinson Terminal South showing Conceptual Marina



Robinson Terminal South

DEVELOPMENT GUIDELINES:

1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34), and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses. There shall be adequate and reasonable buffering of the existing residential uses facing the site on Wolfe Street and South Union from the active uses in the new development.
2. The preferred use on the site is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel). In particular, facilitate the vision for The Strand and its uses.
3. Residential use and design should be compatible with a high level of public activity and located away from the water.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.
5. The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and design should enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways.
6. A new east west connection north of Wolfe Street between South Union Street and the pier is strongly encouraged.
7. An extension of The Strand from Duke Street is strongly encouraged, with a pedestrian-only connection at the The Strand/Wolfe Street intersection to buffer the Harborside community.
8. Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, including recognition of the southern point of the original shoreline.
 - Buildings and open space should reflect Alexandria's maritime history.
 - The Plan encourages modern design inspired by historic precedent (such as 18th century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations.
 - Architecture should reflect historic east-west orientation of buildings, alleys and wharves.
 - The historic 2 Duke Street warehouse shall be preserved and adaptively reused.
9. Curb cuts should not be located on any building and/or block frontages facing the water or South Union Street, and should be minimized if facing residences along Wolfe Street.



Recommendations:

- Continue to explore the two-bay scheme for adaptive reuse.
- Provide additional information about the treatment of alley on west side of 2 Duke Street and explore widening the alley.

Potomac River Vicinity Height District:

All of the buildings in the project are located in this height district but only the buildings located on the perimeter of the block—street-facing or waterfront-facing—must meet the basic 30 feet height stated below. As a reminder, Chapter 6 of the Zoning Ordinance requires the following for buildings located in the Potomac River Vicinity Height District:

(a) The degree to which imaginative and creative architectural solutions advance recreational access to and enjoyment of the historic waterfront from public streets and other public areas. Buildings should be in harmony with existing buildings of genuine architectural merit, to be found in the historic district.

(b) The degree to which the basic 30 feet height is maintained at the street faces and the waterfront face of the proposed building or buildings. To provide a transition, building heights over this basic height level should be set back from the street faces and waterfront faces.

(c) The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic district.

(d) The degree to which imaginative and creative architectural solutions enhance views and vistas from public streets and other public-access areas along the historic waterfront. The waterfront faces of the buildings, in particular, should be designed and integrated so as to enhance pedestrian enjoyment of the waterfront, and the quality and character of the historic waterfront, as a totality, when viewed from passing vessels.

(e) The degree to which the use or uses of the proposed building or buildings are compatible with historical waterfront-related uses in the City of Alexandria

This section places an emphasis on the contextual nature that the new construction must have in order to “be in harmony with existing buildings of genuine architectural merit.” Therefore, although new, contemporary design is encouraged, it must be designed within the greater context of the Alexandria waterfront and its range of buildings of genuine architectural merit spanning almost three centuries. Staff believes that the current design direction is contextual and harmonious with buildings of genuine architectural merit.

The proposed townhouses indicate that there will be a pronounced cornice above the third story and a change in the projecting bay at this level, suggesting that there will be a clear transition at 30 feet. The basic 30 feet height differentiation is more subtle on the multifamily buildings. While a less pronounced transition around 30 feet may be appropriate for the multifamily buildings due to the contemporary design, this warrants further study and staff notes that the 30

• General Zoning Requirements, W-1 Zone:

Single-Family Residential Buildings:

Rear, side and front yard:

The Zoning Ordinance requires that in certain instances townhouses must be a minimum distance from a property line.

Open space:

A minimum of 300 square feet of open space is required.

Cluster developments:

Cluster developments are permitted with the approval of a Special Use Permit. The applicable yard requirements can be waived or modified.

Multi-Family Residential Uses:

There are no setback requirements for such structures in the W-1 Zone. A minimum of 300 square feet of open space is required.

Commercial Uses:

There are no set back requirements for new construction unless the property abuts a residential zone. In such an instance, a zone transition setback is required. This setback requirement is set forth in the Zoning Ordinance (§7-900).

• Each project in the W-1 Zone must provide an open space walkway or bikeway adjacent to the Potomac River (See §5-508 of the Zoning Ordinance).

• No office or residential use is permitted on the ground floor of a building in the W-1 Zone. However, restaurant or retail use is permitted on the ground floor. This requirement is not applicable to projects which have an approved Site Plan (See §5-509 of the Zoning Ordinance).

• New construction on lots which involve land disturbance of 2,500 square feet or more of land area must comply with the requirements of the Chesapeake Bay Protection Ordinance.

GUIDELINES

• Applicants should consult Chapter 2, Building Alterations, regarding guidelines for specific elements of a proposed new building. For example, the chapter provides information on compatible window treatments and building materials.

• Development Form.

The Board strongly discourages mews type residential projects which are inward looking and do not contribute to street life.

• Style

No single architectural style is mandated. However, there is strong preference on the part of the Board for buildings which reflect the traditional architectural styles found in the historic district. Designs generally should complement and reflect the architectural heritage of the City. For example, abstraction of historic design elements is preferred to a building design which introduces elements that have no historical basis in the districts. However, direct copying of buildings is discouraged.

• Required Bay Width

The expression of the required bay width may be made by changes in materials, articulation of the wall surfaces, changes in fenestration, varying roof heights and/or physical breaks within the building mass. For example, window patterns and changes in materials can be used to delineate the expression of a bay.

• Height

The historical height of waterfront structures is 40 to 45 feet. New buildings in the waterfront area should reflect this historical relationship. The height of the first floor should be approximately 12-15 feet to reflect the traditional configuration of waterfront buildings.

• Width

The traditional width of buildings along the waterfront varies widely, but generally ranges from 35 to 100 feet. New buildings should generally reflect this traditional size.

Recent EYA Developments (www.eya.com)



Mosaic District, Dunn Loring, VA



Grosvenor Heights, Bethesda, MD



Westside at Shady Grove Metro, MD



Montgomery Row at Rock Spring, MD

Supporters (as of December 10, 2014)

Harborside:

Susan and Rob Askew
34 Wolfe Street

Aileen Athy
11 Wilkes Street

Graeme and Polly Bannerman
3 Wilkes Street

Nancy Carlson
18 Wolfe Street

Kent and Ann Chadwick
23 Wilkes Street

Lisa DeGrandi and Brian Flippo
16 Wolfe Street

Windsor and Maryam Demaine
8 Wolfe Street

Karen and Jim Devlin
20 Wolfe Street

Angela and Tom Eady
466 S. Union Street

Gerry and Liz Egan
25 Wilkes Street

Linda and Edwin Feulner
470 S. Union Street

David Ford and Darlene Freeman
64 Wolfe Street

Charles and Alicia Foster
458 S. Union Street

Dene and Mel Garbow
19 Wilkes Street

Barbara Given
452 S. Union Street

Robert Haddick
1 Wilkes Street

JoAnn Herr
5 Wilkes Street

Regina Hopper
48 Wolfe Street

Joan Huffer and Rob Dugger
10 Wolfe Street

Anita Jones
28 Wolfe Street

Martin and Eva Kamm
456 S. Union Street

Holley and Peter Kilcullen
464 S. Union Street

Jay and Kim Kitchen
468 S. Union Street

Paula and Phil Lantz
4 Wolfe Street

Rita and Alex Larzalere
36 Wolfe Street

Hugh and Martha Little
44 Wolfe Street

Jack and Helen Lynch
42 Wolfe Street

Laura and B.R. McConnon
450 S. Union Street

Mary Murphy and Bill Lynn
6 Wolfe Street

Anton and Donna Nikodemus
22 Wolfe Street

Lydia and Robert Odle
476 S. Union Street

Dick and Karen Platt
68 Wolfe Street

Audrey Rasmussen
66 Wolfe Street

Gayla and Rick Reed
54 Wolfe Street

Phil Rogers and Joan Horbiak
2 Wolfe Street

Louise Roseman and Jerry McAndrews
12 Wolfe Street

Dan and Theresa Rowe
9 Wilkes Street

David and Robin Rudy
46 Wolfe Street

Stephen and Cynthia Sandherr
58 Wolfe Street

Townsend A. "Van" Van Fleet
26 Wolfe Street

Nancy Van Gulick
17 Wilkes Street

Eric and Nancy Visser
38 Wolfe Street

Matt and Traci Vitek
60 Wolfe Street

Kathleen Waugh
27 Wilkes Street

John and Linda Werner
462 S. Union Street

Mike and Karen Wooster
32 Wolfe Street

Sissy Zimmerman
40 Wolfe Street

Waterford:

James T. Brown
102 Waterford Place

Clara Cammack
313 S. Union Street

Peter and Betsy Ciuffetti
304 Waterford Place

Kyle and Amy Colton
126 Waterford Place

Lauren Freeman
102 Duke Street

James H. Hardaway
311 S. Union Street

Don Kiefer
307 S. Union Street

Ann and Pete Loomis
132 Waterford Place

Tim and Ruth Morgan
319 S. Union Street

Bob and Diane Riker
118 Waterford Place

Barbara and Stephen Saperstone
100 ½ Duke Street

Susan Savitch, Hank Savitch
128 Waterford Place

Bob and G.M. Steventon
103 Wolfe Street

Kremena and Stoyan Tenev
105 Wolfe Street

Kenneth Timmer
110 Waterford Place

Additional RTS Neighbors:

Deb Buch
401 S. Union Street

Karen Buck and Nick Kunesh
108 Wolfe Street

Brooke and Geof Caldwell
405 S. Union Street

Mayu and C. Wallace DeWitt
403 S. Union Street

Greiff, Ron and Donna Krembs-Greiff
407 S. Union Street

Clayton and Ann Hurt
409 S. Union Street

Tina Lamoreaux
116 Wolfe Street

Mr. and Mrs. Anthony D. Pinson
119 Wolfe Street

Albert and Monica Rocchio
106 Wolfe Street

Phyllis Sidorska
111 Prince Streer

Matt, Jamie and Graham Smith
400 S. Fairfax Street

Additional Old Town Residents

Trey and Anita Carson
1174 N. Pitt Street

Michelle Siren
736 S. Lee Street

Suazo, Vicky
911 Cameron Street

Supporters by Address (as of December 10, 2014)

Wolfe Street

2 (Rogers/Horbiak)
4 (Lantz)
6 (Murphy/Lynn)
8 (Demaine)
10 (Huffer/Dugger)
12 (Roseman/McAndrews)
16 (DeGrandi/Flipppo)
18 (Carlson)
20 (Devlin)
22 (Nikodemus)
26 (Van Fleet)
28 (Jones)
32 (Wooster)
34 (Askew)
36 (Larzalere)
38 (Visser)
40 (Zimmerman)
42 (Lynch)
44 (Little)
46 (Rudy)
48 (Hopper)
54 (Reed)
58 (Sandherr)
60 (Vitek)
64 (Ford/Freeman)
66 (Rasmussen)
68 (Platt)
103 (Steventon)
105 (Tenev)
106 (Rocchio)
108 (Buck/Kunesh)
116 (Lamoreaux)
119 (Pinson)

Waterford Place

102 (Brown)
110 (Timmer)
118 (Riker)
126 (Colton)
128 (Savitch)
132 (Loomis)
304 (Ciuffetti)

Wilkes Street

1 (Haddick)
3 (Bannerman)
5 (Herr)
9 (Rowe)
11 (Athy)
17 (Van Gulick)
19 (Garbow)
23 (Chadwick)
25 (Egan)
27 (Waugh)

South Union Street

307 (Kiefer)
311 (Hardaway)
313 (Cammack)
319 (Morgan)
401 (Buch)
403 (DeWitt)
405 (Caldwell)
407 (Greiff/Krembs-Greiff)
409 (Hurt)
450 (McConnon)
452 (Given)
456 (Kamm)
458 (Foster)
462 (Werner)
464 (Kilcullen)
466 (Eady)
468 (Kitchen)
470 (Feulner)
476 (Odle)

Duke Street

100 ½ (Saperstone)
102 (Freeman)

Other

111 Prince (Sidorska)
400 S. Fairfax (Smith)
736 S. Lee (Siren)
911 Cameron (Suazo)
1174 N. Pitt (Carson)

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 16, 2014

TO: WATERFRONT COMMISSION MEMBERS

FROM: STEVE SINDIONG, AICP, PRINCIPAL TRANSPORTATION PLANNER
TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: LOWER KING STREET MULTIMODAL FEASIBILITY STUDY

ISSUE: Update on Lower King Street Multimodal Feasibility Study

RECOMMENDATION: That the Waterfront Commission (Commission) receive the update.

BACKGROUND: 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 identified 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 is being coordinated with the other projects in the vicinity including the Unit block of King Street. The study includes 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. In addition to the meetings that were described above, other 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. Additional project information is available at www.alexandriava.gov/76226

DISCUSSION: The project team held a public meeting on May 29, 2014, to provide an overview of preliminary operational concepts and receive input from the community. Following the public meeting, the project team refined the operational options to address comments received, including the issue of removing on-street parking. A fifth option was added to address the key concerns heard from the public, especially related to the need to retain on-street parking. With the exception of the existing configuration, all of the options were refined to assume a flush roadway. The options are described below:

- **Option 1 – Existing Configuration:** Street functions as it does today, open to cars, trolleys, bicycles and emergency vehicles. On-street parking remains, and sidewalks remain at 14' each side.
- **Option 2 – Widen Sidewalk / No Parking:** The street is open to cars, trolley, bicycles and emergency vehicles. The sidewalk is widened to 22' each side to provide additional space for pedestrians and dining, and all on-street parking (25 spaces) is removed.
- **Option 3 – Pedestrian Only:** The street is open to pedestrians and emergency vehicles only. Other vehicles would not be allowed on the 100 block. Bicyclists would walk their bicycles. The trolley would need to be rerouted or terminate at City Hall. All on-street parking is removed. Additional space is provided for outdoor dining within the sidewalk zone.
- **Option 4 – Pedestrian Only with Trolley Access:** The street is open to pedestrians, the trolley and emergency vehicles only. Other vehicles would not be allowed on the 100 block. Bicyclists would walk their bicycles. All on-street parking is removed. Additional space is provided for outdoor dining within the sidewalk zone.
- **Option 5 – Widen Sidewalk / Some Parking Maintained:** The street is open to cars, trolley, bicycles and emergency vehicles. Trees and other vertical elements such as parking meters are moved to the parking zone in between parking spaces. About half of the on-street parking is removed. Additional outdoor dining could be provided in parking zone when the street is closed during events.

All of the options would have a capital cost (planning level cost estimate) of approximately \$2 million for design and construction of improvements to the 100 block of King Street. A number of comments heard during the civic engagement process suggested consideration of improvements to the 200 block of King Street, which would increase the cost to approximately \$4 million. More refined costs would be developed during the design stage. The project would need to be considered in a future Capital Improvement Program (CIP) budget for potential implementation. See **Attachment 1** for a more detailed description of all of the refined options within the Executive Summary.

Because potential parking impacts was an issue that was raised during the civic engagement process, the City is recommending that any recommendation for the 100 block of King Street be made after the City has had more time to comprehensively examine parking within Old Town.

The City has developed a work plan to include five parking initiatives over the next few years to comprehensively address parking management. These initiatives build upon successes of the parking program over the last few years, and will initiate a number of studies and work groups to review and recommend parking policies and practices. These studies and work groups will pick up on the work of previous work groups, such as the Old Town Area Parking Study (OTAPS) work group. The proposed work program includes the following:

No.	Project	Estimated Start	Estimated Completion	Deliverable
1	Parking Standards for new development (Phase I - Residential)	Underway	Winter 2014	Recommendation to Boards and Commission s and City Council for Text Amendment
2	Old Town Parking data collection and Old Town parking policy updates	Underway	3rd Quarter 2015	Report on Old Town parking utilization. Reconvene OTAPS Work group in late 2014
3	Del Ray Parkign Study Implementation	4th Quarter 2015	2nd Quarter 2016	Report on Del Ray parking study to City Council
4	Motorcoach Study	1st Quarter 2016	3rd Quarter 2016	Recommendations on loading and parking spaces for motorcoaches
5	Parking Standards for new development (Phase II - Commercial and Office)	3rd Quarter 2016	2017	Recommendation to Boards and Commission s and City Council for Text Amendment

Since the development of the refined options, staff has conducted the following additional outreach to provide an overview of the options and receive input:

- Meeting with representatives of the Old Town Civic Association - August 11, 2014
- Meeting with business owners within vicinity of 100 block and other business representatives from the Old Town Business and Professional Association (OTBPA), Chamber of Commerce, and Alexandria Economic Development Partnership (AEDP) - October 1, 2014
- Meeting with OTBPA – October 21
- Meeting with the Old Town Civic Association - November 12

Periodic written updates have been provided to the Waterfront Commission providing information of the refined options and the feedback that has been provided.

ATTACHMENTS:

Attachment 1: Lower King Street Multimodal Feasibility Study – Executive Summary

EXECUTIVE SUMMARY

As a significant connection between the Alexandria Waterfront, the surrounding Old Town neighborhood and beyond, the 100 block of King Street, with Union Street on the east and Lee Street on the west, is a destination for local residents, employees, visitors and tourists. It is active with vehicles, bicyclists, pedestrians, transit, motorcycles, motorcoaches, and deliveries. The purpose of this study is to develop and examine the feasibility of design options to transform the 100 block of King Street into a gateway between Old Town and the revitalized Alexandria waterfront, and analyze how the street can address the needs of all users. The study included an assessment of existing conditions, robust public engagement, an analysis of existing and future transportation impacts and the development of conceptual designs and functional alternatives. The options described will be used for consideration in a future capital improvement program budget.

BACKGROUND

This Lower King Street Multimodal Feasibility Study examines options to enhance multimodal circulation along the Alexandria Waterfront in Old Town, which was identified as a goal in the Waterfront Small Area Plan. Adopted in 2012, this plan identified King Street as the gateway to the City and specifically noted the block of King Street between Union and Lee Streets as one of the busiest during tourist season. The Plan also recommended a pedestrian plaza at the unit block of King Street (i.e. King Street between Union Street and the waterfront) and the Strand with easy access to the free King Street Trolley.

The 2012 Union Street Corridor Study, which evaluated multimodal circulation and safety along the length of Union Street, culminated in a long-term vision for a shared street on Union Street between Prince Street and Cameron Street. During this study, the Waterfront Commission recommended a study of the 100 block of King Street to explore the feasibility of different pedestrian improvements or the need to pursue other design options on King Street. Several other previous studies and on-going projects all aim to improve the multimodal environment in Old Town and particularly the Waterfront area (e.g.

2005 King Street Retail Strategy, 2010 Old Town Area Parking Study, Waterfront Landscape Design Project, Waterfront Flood Mitigation Project).

KING STREET TODAY

A benefit of the Old Town neighborhood is the intact gridded street network and short, walkable blocks. The Waterfront is a major destination where residents and visitors alike travel by various modes. Those who drive a personal vehicle can park on or off street and walk to many different shops, restaurants and businesses without moving their car. The ability to accomplish these short trips on foot encourages people to park once for multiple destinations in the area, allowing King Street to function as a vibrant commercial district, rather than a through street for cars.



King Street on a busy weekend afternoon

Lower King Street experiences varying demands from different users throughout the day, week, and year. At times of peak activity, such as the summer season and on weekends, pedestrians significantly outnumber all other users; however, pedestrians must operate in a constrained space (approximately 5 to 9 feet of available sidewalk width). Further, during busy times, some of the intersections in the study area become congested and there are conflicts between motorists and pedestrians, making it challenging for motorists and uncomfortable for pedestrians to cross the intersection. Crosswalks also become crowded, pedestrians sometimes cross outside of the crosswalk, and motorists often encroach on crosswalks. There is also on-street parking on both sides of the street, and the free King Street Trolley runs along King Street between the Metro and the Waterfront. There is also bicycle activity in the study area; Union Street, which runs

perpendicular to King Street serves as an on-road connection for the Mt. Vernon Trail. Further, Capital Bikeshare was introduced in 2012 with bikeshare stations within blocks of the 100 block of King Street.

EARLY PUBLIC ENGAGEMENT

A walking tour, focus group meetings and a public meeting were held in March 2014 to gather concerns and interests from business owners, visitor and tourism associations, residents and City departments (e.g. fire, transportation, maintenance and transit). During the walking tour, attendees provided input on issues and opportunities for pedestrian, bicycle, automobile, delivery and transit improvements, as well as integration with previous plans and on-going projects. The tour was also an opportunity for the business owners to describe the typical day-by-day function of the street and for the participants to witness some of them (e.g. deliveries, trash pickup, and parking) firsthand.



Participants at March 10 Walking Tour

Three focus group meetings were held the same day as the walking tour and included a resident focus group, a business focus group, and a City staff focus group. These groups participated in roundtable discussions of the issues and opportunities for the 100 block of King Street.

Feedback from the walking tour and focus group meetings suggested that this project should support:

- A more walkable and pedestrian-friendly King Street;
- Attractive and functional design with good programming;
- Good wayfinding for all users;
- A plan for management and maintenance;
- Flexibility in design to meet the needs of different users at different times;
- Management of deliveries, motorcoaches, the King Street Trolley, and parking;

- Improved safety and congestion relief, particularly at the intersection of King and Union Streets;
- Improved knowledge of case studies of shared streets or pedestrian malls.



Popular photos from visual preference surveys regarding street character, function and design at March 20 public meeting

The City hosted a public meeting which included two interactive exercises: one to collect attendees’ visual preferences of streetscape designs and another asked about their likes and dislikes of King Street today. Generally, attendees:

- Expressed interest in a shared street and/or pedestrian-only street, though some preferred the existing design of King Street;
- Emphasized the importance of a high-quality, attractive streetscape with seating and outdoor dining;
- Shared concerns about conflicts between modes today and in the future;
- Expressed concerns about loss of on-street parking.

ESSENTIAL ELEMENTS AND VALUES

Based on feedback expressed by the public, the following were established as essential elements for all options, and values for evaluating options for the 100 block of King Street.

Essential elements for all options:

- Maintain **access for emergency vehicles**
- Allow on-street **delivery access** during designated times and improve management of alleys for deliveries
- Design must be **flexible** enough to allow closure when needed
- Design must be **attractive and functional**
- Coordinate with Waterfront Plan to have joint governance to **share maintenance**
- Continued **management of parking resources** in Old Town.

Values for evaluating options:

- Increase walking space
- Increase outdoor dining and retail
- Provide direct and efficient trolley service
- Minimize impacts to residential streets
- Improve user comfort at intersections (safety)

DESIGN OPTIONS AVAILABLE FOR POTENTIAL FUTURE IMPLEMENTATION

Several options were developed for the 100 block of King Street to reprioritize the street to address the needs of all users – pedestrians, bicyclists, transit riders and motorists. The following table provides each of the options and indicates which users have access to the street and whether the option achieves the established project values. With the exception of “Option 1 – Existing Configuration”, all options show a flush street, meaning that there is no vertical curb and the street is at a similar elevation (with necessary grades for proper drainage) from building face to building face. This flush condition allows the street to become a truly flexible space, and not be “hard wired” to allocate distinct spaces for different modes. When the street is closed to vehicular traffic, the entire space can be easily accessible for people with mobility issues, pushing strollers and carts, movable chairs and furniture, setting up stages, etc.

OPTIONS		VALUES				
Title	Who has access?	Increase Walking Space	Increase Outdoor Dining and Retail	Provide Direct and Efficient Trolley Service	Minimize Impacts to Residential Streets	Improve User Comfort at Intersections
1 Existing Configuration*				✓	✓	
2 Widen Sidewalk/ No Parking*		✓	✓	✓		✓
3 Pedestrian Only		✓	✓			✓
4 Pedestrian/ Trolley Only		✓	✓	✓		✓
5 Widen Sidewalk/ Parking Maintained*		✓		✓	✓	✓

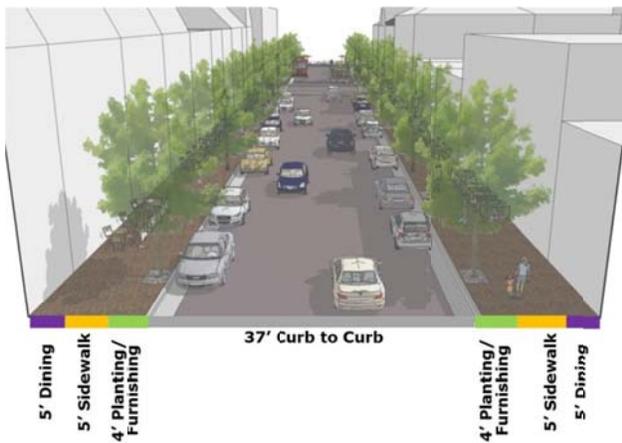
* Can be closed for pedestrians only seasonally, on weekends or during specific times of day

ANALYSIS OF OPTIONS

See the descriptions of each option, below. All options can be designed and implemented to satisfy the essential elements described above. Emergency vehicle access will always have access to the street. For options where the street is closed to cars, bollards at each end of the block can be lowered for emergency vehicles. The design of any option will be attractive and functional and will allow for closure to cars seasonally, during special events or on the weekend. Regarding parking, the City is continually working to improve management of both on- and off-street parking in Old Town including a comprehensive update to the parking inventory completed in Fall 2014. In Options 2, 3

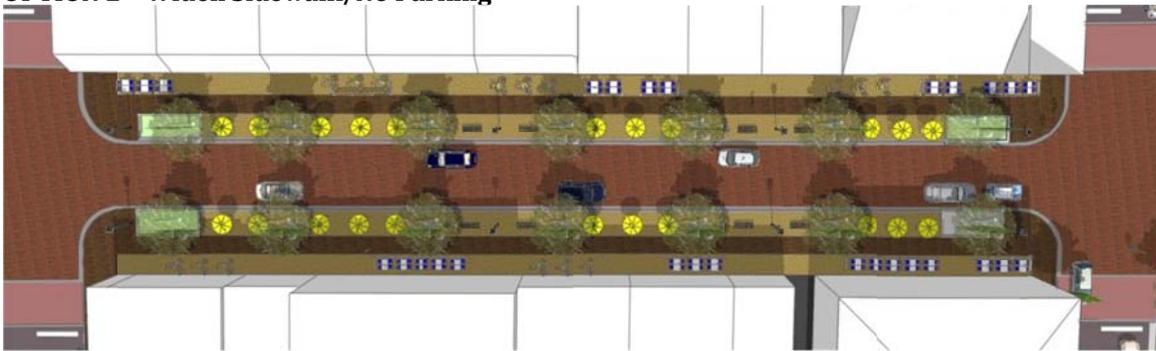
and 4, on-street parking will be removed, eliminating approximately 25 on-street spaces. However, within a ¼ mile of the 100 block of King Street, there are over 2,500 on- and off-street parking spaces. In all options, on-street delivery will be allowed during designated times and combined with improved management of existing alleys (e.g. parking restrictions in Fayette Alley to allow for trucks to access business). Since Options 2, 3, 4 and 5 all require the street to be reconstructed as a flush street, the cost of construction is similar. Planning-level construction cost estimates indicate that these options would cost approximately \$2 million to construct.

OPTION 1 - Existing Configuration



- Street design includes curb and gutter with street lower than sidewalk.
- Sidewalks are constrained, particularly during peak pedestrian periods.
- Limited space for outdoor dining and retail.
- Continuous Trolley routing to Waterfront on King Street.
- Street is open to cars, trolley, bicycles, and emergency vehicles. On-street parking (25 spaces).
- Constrained sidewalks and crosswalks without curb extensions reduce user comfort at intersections.

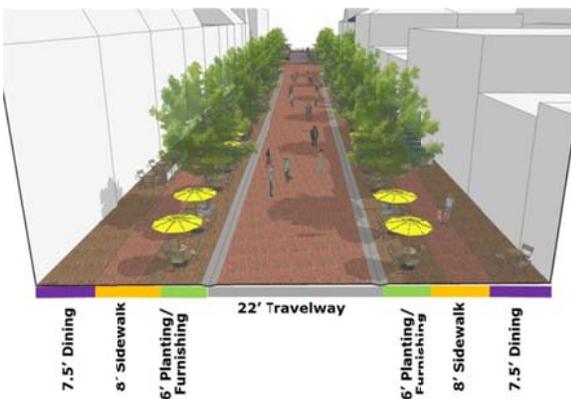
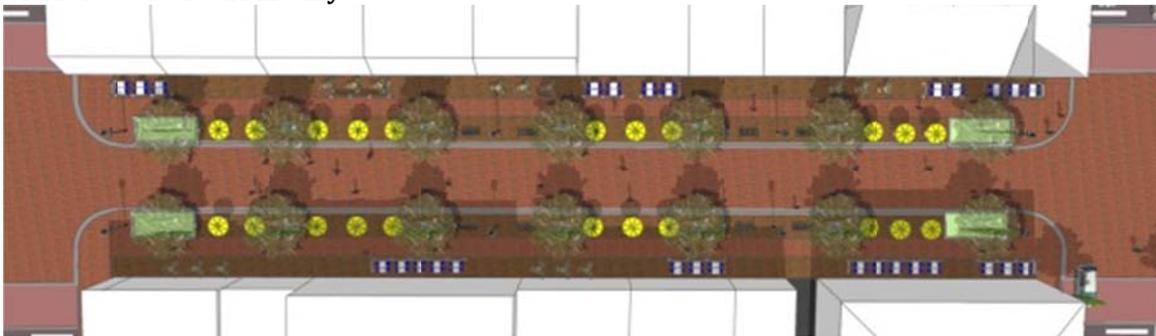
OPTION 2 - Widen Sidewalk/No Parking



7.5' Dining
8' Sidewalk
6' Planting/
Furnishing
22' Travelway
6' Planting/
Furnishing
8' Sidewalk
7.5' Dining

- Flush street design.
- Wider sidewalks on both sides of the street. Street can be closed for pedestrians only during seasonal, weekends, or specific time of day, further increasing walking space.
- Additional outdoor dining and retail.
- No change to Trolley routing.
- Street would be open to cars, Trolley, bicycles, and emergency vehicles. Parking (25 spaces) would be eliminated.
- Wider sidewalks would allow pedestrians to cross in larger groups and curb extensions reduce crossing distance.
- Preliminary construction cost estimate: \$2,000,000

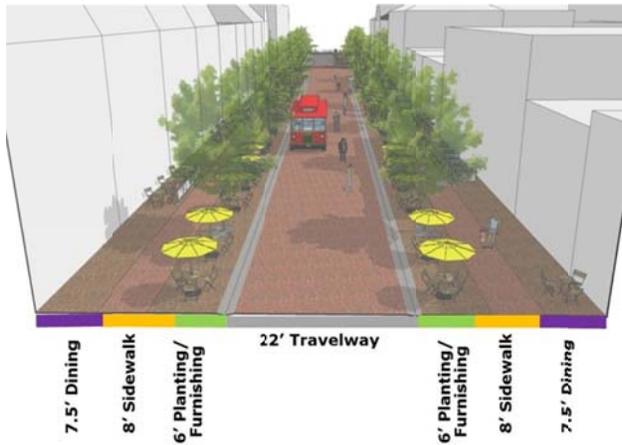
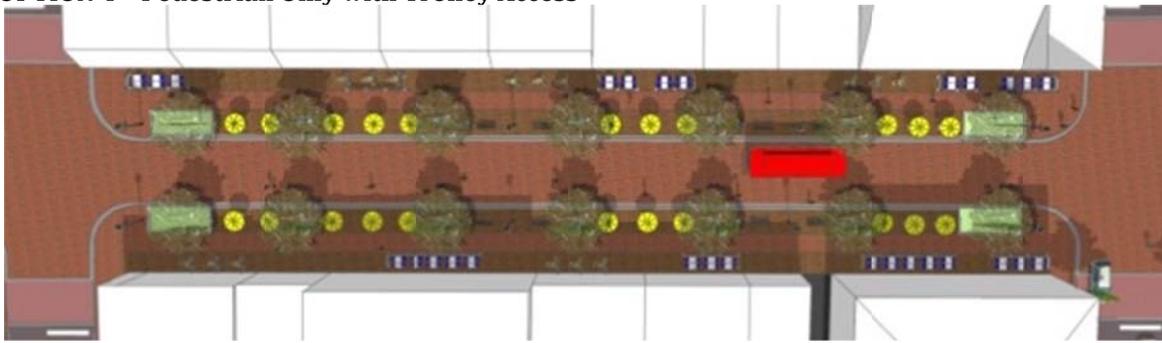
OPTION 3 - Pedestrian Only



7.5' Dining
8' Sidewalk
6' Planting/
Furnishing
22' Travelway
6' Planting/
Furnishing
8' Sidewalk
7.5' Dining

- Flush street design.
- Wider sidewalks and increased walking space in the street.
- Additional outdoor dining and retail.
- Trolley would be rerouted or terminated at Lee Street.
- Street would be open to pedestrians and emergency vehicles. Private vehicles would be diverted to surrounding streets. Parking (25 spaces) eliminated. Deliveries would occur during restricted periods and in alleys.
- Wider sidewalks would allow pedestrians to cross in larger groups and curb extensions reduce crossing distance. Reduced conflict potential at intersections.
- Preliminary construction cost estimate: \$2,000,000

OPTION 4 – Pedestrian Only with Trolley Access



- Flush street design.
- Wider sidewalks and increased walking space in the street, except when Trolley is present.
- Additional outdoor dining and retail.
- No change to Trolley routing.
- Street would be open to pedestrians, trolley and emergency vehicles. Private vehicles would be diverted to surrounding streets. Parking (25 spaces) eliminated. Deliveries would occur during restricted periods and in alleys.
- Wider sidewalks would allow pedestrians to cross in larger groups and curb extensions reduce crossing distance. Reduced conflict potential at intersections.
- Preliminary construction cost estimate: \$2,000,000

OPTION 5 – Widen Sidewalk / Some Parking Maintained



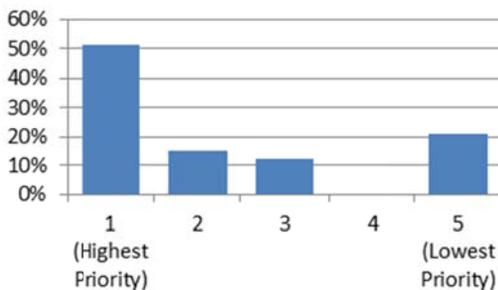
- Flush street design.
- Wider sidewalks on both sides of the street. Street can be closed for pedestrians only during seasonal, weekends, or specific time of day, further increasing walking space.
- Potential for some additional outdoor dining and retail during street closures.
- No change to Trolley routing.
- Street would be open to cars, Trolley, bicycles, and emergency vehicles. Would maintain approximately half of the existing 25 spaces.
- Wider sidewalks would allow pedestrians to cross in larger groups. Curb extensions reduce crossing distance.
- Preliminary construction cost estimate: \$2,000,000

FEEDBACK ON OPTIONS

At a public meeting held in May 2014, attendees were asked to provide feedback through a survey on the project values, state their preference on design options and indicate their comfort level with various closure types. Most survey respondents were Alexandria residents with many living in Old Town.

Attendees ranked the project values in the following order:

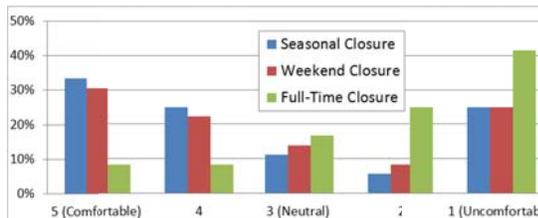
1. Minimize impacts to residential streets.
2. Increase walking space.
3. Improve user comfort at intersections.
4. Provide direct/efficient trolley service.
5. Increase outdoor dining and retail.



Graph showing rank of "Minimize Impacts to Residential Streets" from May 29, 2014 public meeting survey

Attendees were asked to rank various design options presented. Wider sidewalks scored the best, flush street scored second best and existing sidewalks scored the worst.

Attendees were also asked about their comfort level with various closure types. Generally, attendees were more comfortable with a seasonal or weekend closure and least comfortable with a full-time closure.



Graph showing level of comfort with street closure options from May 29, 2014 public meeting survey

At a meeting with representatives of the Old Town Civic Association on August 11, 2014, several key themes from comments included:

- preference for Option 5 because it offers the best compromise of all options (wider sidewalk, maintain some parking);
- interest in options that narrow street to encourage cars to move more slowly;
- concern about management of on-street parking;
- preference for trolley routing options that stop at city Hall because the trolley currently blocks views of Waterfront;
- concern about giving too much space to private interests such as outdoor dining rather than having the gained space be used by pedestrians.

At a meeting with business representatives on October 1, 2014, several key themes from comments included:

- recognition that the realization of the Waterfront Plan will attract more people, so some change is needed;
- continued improvement to parking management is essential (e.g. wayfinding, increasing parking garage utilization, management of employee parking);
- preference for Concept 4 (pedestrian/trolley only) and Concept 5 (widened sidewalk/parking maintained);
- interest in concepts with trolley stopping at city hall;
- concern about confusion associated with seasonal closures.

LOOKING AHEAD

Input from the City staff, interviews, public meetings, fieldwork and traffic analysis have all contributed to the findings in the subsequent chapters. Although this project is only looking at the feasibility of the options presented, it can guide the future development of Lower King Street and can provide a vision for what the merchants and residents in the neighborhood desire. Even though it is always difficult to reach full consensus on a particular concept, or change to the existing form and function of a place, this study is a great first step in analyzing and gathering public input on these options, which will be considered in a future capital improvement program budget for potential implementation.

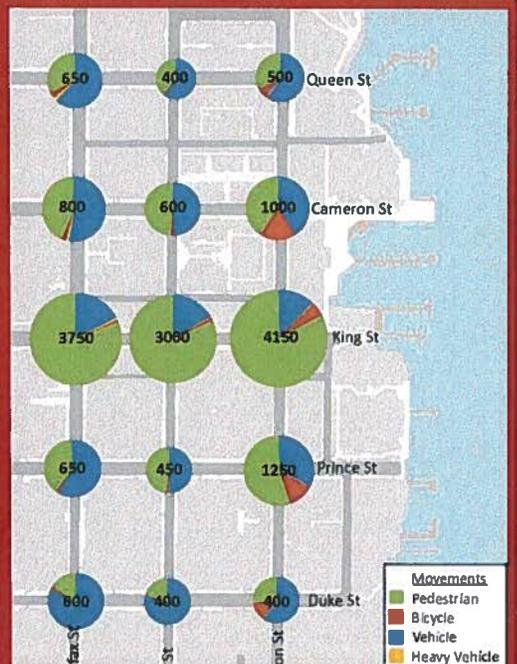


Lower King Street Multimodal Study



Civic Engagement

- Waterfront Commission (February 18)
- BPAC Meeting (February 18)
- Transportation Commission (March 5 / Feb 21)
- Walking Audit (March 10)
- Focus Groups (March 10)
- Public Meeting #1 (March 20)
- Public Meeting #2 (May 29)
- OTCA Meeting (August 11)
- Business Representatives (Oct 1)
- Individual business outreach
- OTBPA Meeting (Oct 21)
- OTCA Meeting (November 12)



Contact: Steve.Sindiong@AlexandriaVA.gov

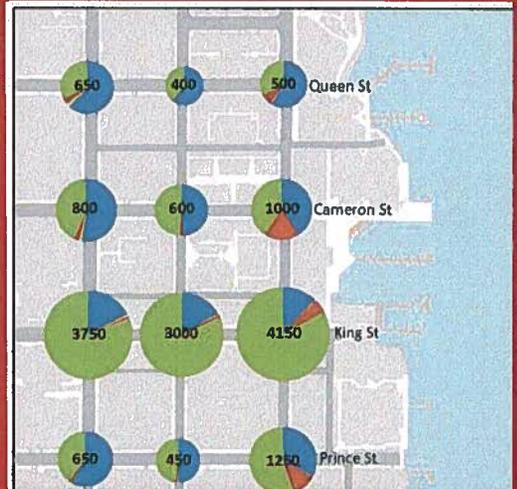
Waterfront Transportation Planning Projects

Parking Planning

- Collected Old Town parking data in the fall of 2014
- Reconvening the Old Town Area Parking Study Workgroup in Winter 2015
- Conducted study on parking standards for multifamily development



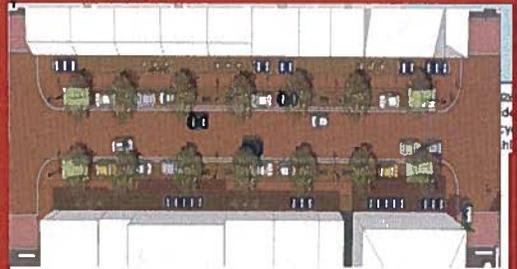
No.	Project	Estimated Start	Estimated Completion	Deliverable
1	Parking Standards for new Development (Phase I- Residential)	Underway	Winter 2014	Recommendation to Boards and Commissions and City Council for Text Amendment
2	Old Town Parking Data Collection and Old Town Parking Policy updates	Underway	3 rd Quarter 2015	Report on Old Town parking utilization. Reconvene OTAPS Workgroup winter 2015
3	Del Ray Parking Study Implementation	4 th Quarter 2015	2 nd Quarter 2016	Report on Del Ray parking study to City Council.
4	Motorcoach Study	1 st Quarter 2016	3 rd Quarter 2016	Recommendations on loading and parking spaces for Motorcoaches
5	Parking Standards for New Development (Phase II- Commercial and Office)	3 rd Quarter 2016	2017	Recommendation to Boards and Commissions and City Council for Text Amendment



King Street Unit Block Pedestrian Plaza



- Concept design for a pedestrian plaza on the unit block of King Street
- Concept design is complete but funding has not been secured for operations and maintenance



Lower King Street Multimodal Study

- Feasibility study requested by the Alexandria Waterfront Commission
- Study examines impacts to converting 100 block of King Street to allow for increased pedestrian space and pedestrian plazas

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

CITY PROJECTS STATUS FALL 2014 (December)

Project/Location	Lead Agency	Brief Status	Status
<p>Lower King Street Multi-Modal Feasibility Study - 100 Block of King Street This is a multi-modal circulation feasibility analysis study to determine the potential pedestrianization of the 100 Block of King Street.</p>	T&ES	<p>Fall 2014 – Over summer and fall 2014, the City refined alternatives and met with the Old Town Civic Association, Old Town Business and Professional Association, and individual businesses near the 100 block to provide an update on the alternatives.</p>	<ul style="list-style-type: none"> • Fall -Winter 2014 – Staff will be completing the study report identifying the alternatives and impacts associated with each alternative. Over the next year, the City will be conducting a comprehensive approach to address parking management, including in Old Town. This includes the continuation of a study examining parking standards for new development and an update on parking utilization in Old Town.
<p>Union Street Corridor Study In December 2012, the City Council approved this study. A design option to pedestrianize the unit block of King Street, per a recommendation in the Study, is currently on hold pending identification of resources for maintenance and operation.</p>	T&ES/P&Z/ DPI	<p>Fall 2014 – Installation of the temporary pedestrian plaza in the unit block of King Street is on hold.</p>	<ul style="list-style-type: none"> • Fall 2014 - The installation of the temporary pedestrian plaza project in the unit block of King Street continues to be on hold pending further exploration of resources for operations/maintenance.
<p>Marina Dredging – City dredging project for the City Marina.</p>	RPCA/DPI	<p>Fall 2014 – McLean Contracting Company has been selected and construction began in early December 2014.</p>	<ul style="list-style-type: none"> • Fall 2014 – A construction contract has been awarded to McLean Contracting Company. The project began in early December, with substantial completion by January 31, 2015.
<p>Windmill Hill Bulkhead Replacement This project is for planning and permitting services for the design of the Windmill Hill Bulkhead replacement.</p>	T&ES/RPCA/ DPI	<p>Fall 2014 – Kimley-Horn started work in early December 2014.</p>	<ul style="list-style-type: none"> • Fall 2014 – A design contract has been executed with Kimley-Horn. Notice to Proceed occurred in November 2014. Community Meeting #1 is scheduled for January 12, 2015.
<p>Phase II of the City’s Wayfinding Program This project includes pedestrian signs in Old Town with 24 on King Street and 3 on Union Street. Five additional pointers will also be placed along the waterfront in the Core Area. Three large Kiosks are also planned for Phase II along King Street and at the waterfront.</p>	T&ES/P&Z/ OHA	<p>Fall 2014 – The design of the Phase II pedestrian pointer kiosks to be attached to Gatsby lights along King Street and on Union Street (between King and Cameron) is anticipated to be completed in early winter 2014-2015.</p>	<ul style="list-style-type: none"> • Fall 2014 – Design of the Phase II pedestrian pointers kiosks to be attached to Gatsby lights along King Street and Union Street began over summer 2014 and is anticipated to be completed by early winter 2014-2015. Issuance of a bid for their fabrication and implementation is expected to follow in winter 2014-2015.
<p>Landscape Architectural and Flood Mitigation Design Project Phase I This Phase achieved 15-30% landscape and flood mitigation design for the Waterfront Core Area and 15% design for the wider plan area.</p>	P&Z/ DPI	<p>Fall 2014 – Phase I of the waterfront landscape and flood mitigation design is complete. In December 2014, work and community meetings began on prioritization of planned public improvements and development of a draft Phasing and Funding Plan for Waterfront Plan implementation.</p>	<ul style="list-style-type: none"> • Fall 2014 Waterfront Design – Phase I of the waterfront landscape and flood mitigation design project is complete, with City Council approval of the design in June 2014. As of December 2014, work and community meetings began on prioritization of planned public improvements and development of a draft Phasing and Funding Plan for Waterfront Plan implementation. The Waterfront Commission will discuss Phasing and Funding at its December 16, 2014 meeting • Fall 2014 ODBC Agreement – The City Council and ODBC membership approved the contents of the exchange agreement in summer 2014; a City Council ordinance approving the agreement was adopted in September 2014 and the purchase of 204 and 208 Strand by the City closed in late September 2014. ODBC is pursuing a proposal for its new building at its new site and expects to go to public hearing in spring 2015.

CITY PROJECTS STATUS FALL 2014 (December)

Project	Lead Agency	Brief Status	Status
Flood Mitigation (Backflow Valve Project) for King Street/The Strand.	T&ES/DPI	Fall 2014 – The project has been completed, with repairs finalized in late summer 2014, testing completed in fall 2014 and final payment in December 2014.	<ul style="list-style-type: none"> • Fall 2014 – Testing of the installation repair work was completed in fall 2014. The contract close out process is underway with final payment occurring in December 2014.
Torpedo Factory Building Conditions Assessment – This is part of a City-wide Assessment of City owned buildings.	GS	Fall 2014 – This Assessment of the physical plant of City-owned buildings includes the Torpedo Factory; it began in Sept. 2014.	<ul style="list-style-type: none"> • Fall 2014 – The City began an assessment of City-owned buildings during fall 2014, including the Torpedo Factory. Data entry is anticipated in December 2014 with analysis of data in early 2015.
<u>Marina Conditions Assessment Report</u> - A Marina Dock and Marina Maintenance Assessment Study was completed by consultants, Michael Baker, for RPCA, in 2013.	RPCA/GS	Fall 2014 – The City is currently working on strengthening a portion of the wharf identified in the Marina Conditions Assessment as weak due to deteriorating beams. Contractor is onboard and is obtaining appropriate permits in December 2014,	<ul style="list-style-type: none"> • Fall 2014 - <ul style="list-style-type: none"> ○ The City has, or is, undertaking a number of recommendations in the Assessment which are security or public safety related. The current project involves strengthening part of the wharf north of the Torpedo Factory. ○ Wharf Strengthening Project: Contactor has been selected to perform construction activities and is obtaining appropriate permits in December 2014. ○ Items identified in the Assessment which are not security or public safety related will be evaluated for implementation under the landscape and flood mitigation construction phase of the Waterfront Plan Implementation Project.
Oronoco Street Outfall Remediation Project This project is designed to eliminate discharge of impacted material to the Potomac River associated with the former manufactured gas plant at Lee/Oronoco Streets.	T&ES	Fall 2014 – Phase I was completed over a year ago and consisted of construction of a groundwater treatment system (biosparging remediation) to prevent contaminants from the former Lee/Oronoco Street gas plant from migrating in the River.	<ul style="list-style-type: none"> • Fall 2014 – With completion of Phase I (completed in June 2013), the impacted river sediment around the outfall will be removed via dredging as part of Phase II. Timing for Phase II to be confirmed.

PRIVATE PROPERTIES STATUS FALL 2014 (December)

Property/ Location	Project Status	Project Details/Status
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"> • 90 percent of the units have been sold as of early December 2014. • February 27, 2014 – Waterfront Commission Tour; and June 2014 – City Manager’s Tour.
Robinson Terminals North/South (Owned by the Washington Post)	Fall 2014 – RTS submitted DSUP in summer 2014 and RTN is anticipated to submit by the end of the 2014 calendar year.	<ul style="list-style-type: none"> • Fall 2014 – RTS submitted a DSUP in summer 2014 and RTN is submitting by the end of 2014. Both are planning spring 2015 public hearings, and both are continuing BAR work sessions and public outreach in fall 2014, including Waterfront Commission presentations.
Carr Hospitality Boutique Hotel 220 South Union Street	Fall 2014 – Work is continuing on the final site plan as of December 2014.	<ul style="list-style-type: none"> • Fall 2014 – Carr anticipates start of construction in 2015. Meanwhile, the Art and Waterfront Commissions recommended a public art piece for the public alley in October 2014. • Planning Commission and City Council approved the project in January 2014; the BAR approved a Certificate of Appropriateness in March 2014. The Waterfront Commission voted to support the project relative consistency with the SAP in November 2013.
Blackwall Hitch Alexandria (Conversion to ~450 seat restaurant)	Fall 2014 – Construction started in fall 2014 with completion anticipated in spring 2015. Construction drapes with Waterfront Plan images were added by Black Wall Hitch in early December 2014.	<ul style="list-style-type: none"> • Fall 2014 – Construction began in October 2014 and is anticipated to conclude in spring 2015; it will include public restrooms. Construction drapes were added in December 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.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 22, 2014

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER/s/

DOCKET TITLE:

..TITLE

Consideration of a September 16, 2014 Letter from the Alexandria Waterfront Commission Asking City Council to Reaffirm its Commitment to Maintain an Active Waterfront with Recreational Boating Opportunities, to Include Pleasure Boat Slips, in the Design and Implementation of the Planned Waterfront Small Area Plan.

..BODY

ISSUE: Consideration of September 16, 2014 Letter from the Alexandria Waterfront Commission.

RECOMMENDATION: That City Council reaffirms its commitment to maintain an active waterfront with recreational boating opportunities, including the provision of pleasure boat slips, in the design and implementation of the planned Waterfront Small Area Plan.

BACKGROUND: On June 14, 2014, City Council approved the Waterfront Small Area Plan (WSAP) Phase I Landscape and Flood Mitigation Design. During the public hearing, participants raised the question of the City's commitment to ensuring recreational boater opportunities, including the provision of pleasure boat slips, as part of the design and implementation of the Waterfront Small Area Plan. As a result, City Council directed City staff to work with the Waterfront Commission to identify and determine the feasibility of maintaining publically managed recreational boater opportunities.

DISCUSSION: Subsequent to Council's direction, multiple studies, including a Marina Operations Study, for Phase II of the WSAP design process are planned. As directed by City Council, recently, the Waterfront Commission's Marina Subcommittee, working with City staff, engaged in preliminary discussions to identify potential locations on the waterfront, from Jones Point Park to Marina Towers, for recreational boating opportunities. The outcome of these meetings is further discussed in the attached letter from the Waterfront Commission.

Consistent with the WSAP Phase II design process, staff will be undertaking in 2015 a Marina Operations Study to identify recreational boating and slip options for City Council consideration

in maintaining recreational boating opportunities as part of the WSAP implementation. Preliminary plans for the study include, but are not limited to, identify Marina and slip configurations; Marina amenities; recreation/commercial mix; permitting considerations; economic benefits and impacts; and governance options. The Waterfront Commission and its Marina Subcommittee will provide input and feedback as this study proceeds. It is expected that this study will be completed sometime in the fall of 2015.

FISCAL IMPACT: Funding to complete the planned Marina Feasibility Study is available in the approved FY 2015 CIP for Phase II of the Waterfront Plan implementation design process.

ATTACHMENTS:

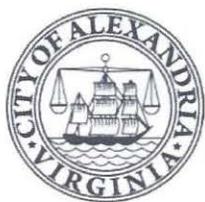
Attachment 1: September 16, 2014 Alexandria Waterfront Commission Letter

STAFF:

Mark Jinks, Deputy City Manager

James Spengler, Director, Department of Recreation, Parks and Cultural Activities (RPCA)

Jack Browand, Division Chief, RPCA



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

September 16, 2014

Mayor William D. Euille
 Vice Mayor Allison Silberberg
 Councilman John Taylor Chapman
 Councilman Timothy B. Lovain
 Councilwoman Redella S. Pepper
 Councilman Paul C. Smedberg
 Councilman Justin M. Wilson

Re: Pleasure Boat Slips/Marina

Honorable Mayor and members of City Council,

The City Council, during a public hearing in June 2014, approved the Phase I Landscape and Flood Mitigation Design in furtherance of the Waterfront Small Area Plan (WSAP). During the public hearing, the issue of keeping pleasure boats as a vital and integral part of the Old Town waterfront was raised and Council directed City Staff to work with the Waterfront Commission to determine the feasibility of including pleasure boat slips/marina in the WSAP. The Waterfront Commission tasked the Marina Subcommittee to identify potential locations for recreation boat slips that would provide for at least as many recreational slips as now exist at the city marina. The current WSAP, although providing the potential of increased docking locations, also represents a significant reduction in the number of publicly managed docking opportunities.

With the landmark agreement between the City of Alexandria and the Old Dominion Boat Club (ODBC) and the consolidation of commercial activity in the northern half of the City Marina, public accessible docking locations are reduced to fewer than 15 slips from the existing 60 plus. The Waterfront Commission recognizes that should the Old Dominion Boat Club exercise its riparian right to build two piers at the location of the relocated club, returning 26 slips to City management, a significant reduction in the total number of slips available to the public remains. Additionally, should the ODBC not build at their new location the ODBC will receive title to the City's A/B dock further reducing the number of slips available for recreational use.

The Marina Committee, working with City staff, initially identified sixteen Federal, City and privately owned locations on the waterfront, where piers could be constructed from Jones Point Park to Marina Towers. The Marina Committee considered several factors including distance from the King Street business district, available parking, pier vulnerability from debris, environmental concerns, consistency with other approved plans and settlement agreements, economic benefit to the city at large, ease of management and cost of preparing and constructing a suitable site, in its evaluation of these locations. As a result of the Committee's discussions and evaluation of potential locations, it appears the best location to maintain the current number of

public slips is from the Robinson North terminal to and including the Robinson South terminal, including the current City Marina.

The Waterfront Commission is requesting that City Council reaffirm its commitment to seek to maintain an active publicly accessible recreational boat marina and direct staff to complete the planned feasibility study to support the Council's commitment by the end of Fiscal Year 2015. The study should identify potential locations, select and identify criteria by which the locations are evaluated, and make recommendations. This will allow the findings to be incorporated in the planned Phase II of the Waterfront Plan implementation design process. The Waterfront Commission stands ready to work with staff as they develop the study.

Sincerely,

A handwritten signature in black ink, appearing to read "Charlotte", with a long horizontal line extending to the right from the end of the signature.

Charlotte Hall, Chair
Alexandria Waterfront Commission

cc: Stephen Thayer, Chair, Marina Committee
Waterfront Commission members
James Spengler, Director, Department of Recreation, Parks and Cultural Activities
Emily Baker, Director, Department of Program Implementation
Karl Moritz, Acting Director, Department of Planning and Zoning
Jack Browand, Division Chief, Staff Liaison to the Waterfront Commission