

ALEXANDRIA WATERFRONT COMMISSION

Tuesday, November 18, 2014
City Hall Sister Cities Conference Room
301 King Street
7:30 a.m.

AGENDA

1. Welcome and Introductions
2. Approval of Minutes from October 21, 2014
3. Public Art Implementation Plan
4. Citywide Parking Work Plan
5. Carr Hotel Schedule & Status
6. 500/501 N. Union St. Subcommittee Report
7. City Project Updates
 - a. Marina Dredging
 - b. Windmill Hill Park Bulkhead
 - c. Marina Wharf Strengthening
 - d. Unit Block of King
 - e. Robinson Terminal South
 - f. Internal/External Waterfront Construction Workgroups
 - g. Blackwall Hitch City Maintenance Activities
8. DRAFT Commission FY 2014 Annual Report
9. Agency Reports (None)
10. Marina Subcommittee
11. Report from Commissioners
12. Announcements / Public Comments

UPCOMING EVENTS

- **Alexandria Tree Lighting Ceremony**
November 28, 6 p.m., Market Square, 301 King St.
- **44th Annual Scottish Christmas Walk Parade**
December 6, 11 a.m., King, Royal & Fairfax Streets, 11 am
- **Holiday Boat Parade of Lights**
December 6, 5 p.m., City Marina, 0 Cameron St.
- **** Marina Subcommittee Meeting**
December 11, 5 p.m., City Hall, Room 2000, 301 King St.
- **** Waterfront Commission Meeting**
December 16, 7:30 a.m., Sister Cities Conference Room, City Hall, 301 King St.
- **Waterski Santa**
December 24, 1 p.m., Waterfront between King & Oronoco Streets
- **20th First Night Alexandria Fireworks**
December 31, Midnight, Unit Block King St.

** Commission Meeting

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

Summary Minutes - DRAFT
ALEXANDRIA WATERFRONT COMMISSION MEETING
Tuesday, October 21, 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)
John Bordner, Citizen west of Washington St.
Shirley Downs, Alexandria Commission for the Arts
Arthur Fox, east of Washington St. and south of King St.
Doug Gosnell, Alexandria Marina Pleasure Boat Leaseholder
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Jacob Hoogland, Alexandria Archeological Commission
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.
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Absent:

Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Morgan Delaney, Historic Alexandria Foundation
Stewart Dunn, Alexandria Planning Commission

Vacancy:

Citizen Park Planning District III

City Staff:

Emily Baker, Director, Department of Project Implementation (DPI)
Jack Browand, Commission Staff Liaison and Division Chief, Public Relations, Special Events & Waterfront Operations, Recreation, Parks, and Cultural Activities (RPCA)
Al Cox, Historic Preservation Manager, Architect, Planning & Zoning (P&Z)
Lt. Don Hayes, Alexandria Police Department (APD)
Pete Mensinger, Code Administration
Iris Portny, Commission Recording Secretary, RPCA
Jim Roberts, Development Division, Planning & Zoning
Nancy Williams, DPI, and Principal Planner, P&Z

Guests:

Christine Bernstein, resident
Yuri Blazar, CityInterests (500/501 N. Union Street project)
Susan Cohen, Public Art Committee;

Bert Ely, Old Town Civic Association and Friends of the Alexandria Waterfront
Frank Fannon, Old Dominion Boat Club
Peter Farrell, CityInterests (500/501 N. Union Street project)
Mel Garbow, Harborside HOA
Mary Catherine Gibbs, Old Dominion Boat Club land use attorney
Jim Lee, Rooney Properties (500/501 N. Union Street project)
Mindy Lyle, resident
Ruth McKenty, Beautification Committee and Member, Oronoco Board of Directors
Liz Milner - Chesapeake Bay Magazine
Alan Novak, CityInterests (500/501 N. Union Street project)
Devon Perkins, Hickok Cole Architects (500/501 N. Union Street project)
Katherine Platt, resident
Jen Straub, Urban Design Advisory Committee (UDAC)
Michael Winstanley, Michael Winstanley Architects & Planners (ODBC architect)
Ken Wire, McGuire Woods (500/501 N. Union Street project)

Welcome and Introductions

Hall called the meeting to order at 7:30 a.m. and Commissioners and staff introduced themselves. Hall reminded Commissioners of the City requirement that Commissioners attend at least 75% of Commission meetings. She said a Commissioner's role as a two-way liaison between their constituencies and the Commission is especially important as the Commission moves forward with its ongoing oversight of implementation of the Waterfront Small Area Plan's components.

Approval of Minutes from September 18, 2014

Bergman moved and Watters seconded that the September 18, 2014 minutes be approved. The motion was approved by voice vote.

Old Dominion Boat Club Design – Applicant Update

Note: ODBC presentation is found at:

<http://www.alexandriava.gov/uploadedFiles/recreation/info/ODBC21Oct2014WC.pdf>

Gibbs introduced Winstanley, architect for the new ODBC clubhouse, and said the ODBC team expects this meeting with the Commission to be the first of several as the ODBC project moves forward. Winstanley reviewed how the new design and location will fit into the Olin landscape design plan for the Waterfront public spaces and noted that traditionally boat club architecture reflects the architecture of the time in which it is built. He noted the ODBC clubhouse had relocated four times over the course of its history in the City.

Overview

Winstanley's presentation covered several aspects of ODBC's planning for its new clubhouse: boat club typologies (the nature of boat clubs), the history of ODBC, the Beachcomber, the Site and the Waterfront Plan, the City-ODBC Agreement, and first thoughts about the new clubhouse. Winstanley said it is ODBC members' intent for their new clubhouse to present an appealing image when viewed from the Strand as well as the water. He said among the ODBC design goals is to reconstruct the Beachcomber building in a manner similar to its original design. Winstanley

said the design elements developed so far address only the ODBC clubhouse's land-based elements. Elements related to the water, waterfront, or boat ramp have not yet been addressed.

Parking

Winstanley said the design incorporates the 45 parking spaces promised by the City and currently proposes a plan with two curb cuts, one driveway, valet parking, that does not bring boats in via the Strand. Winstanley said 47 parking spaces would be accommodated at peak times,

Design concept

Winstanley said the design concept has been inspired by the Beachcomber building, the piers originally on its site, and reflects ODBC's roots as a rowing club. He said that ODBC's roots would be reflected in the building by using boat-building materials and boat construction techniques and structure to create a design heavily reliant on wood and/or wood-like materials that creates the impression of having been designed by boat builders rather than architects. He said a revised version of the design is expected to be finished within a few weeks. Winstanley said the Board of Architectural Review (BAR) has reacted to the proposed design positively.

Commission Discussion

In response to Smedberg's comment that the proposed contemporary design appears to have no connection to the Waterfront warehouse history, Winstanley said the proposed design emphasizes ODBC's image as a 120-year old historical entity in the City. Van Fleet asked Cox how well the proposed design relates to the historic Waterfront. Cox said the design effectively reflects ODBC's own historic Waterfront roots and the Board of Architectural Review (BAR) response to the design concept had been "fairly effusive".

Environmental aspects

In response to Wojtanowski's question of how the footprint size of the new ODBC site will compare to that of the current ODBC site, Winstanley said it would be smaller.

Bordner asked if the parking lot would be repaved with a semi-impervious surface. Winstanley said the ODBC design would use the same paving materials that Olin's Waterfront landscape design proposes for public spaces. He said the original idea had been to use a pervious parking lot surface, but there are safety concerns about walking on the surface with high heels. In response to some ideas offered by Wojtanowski, Winstanley invited suggestions for how a walkable pervious surface might be used that addresses these concerns. He said the design goal is to use the same materials as those used in the Olin design plan to integrate the ODBC site within the Olin design for the public spaces that surround the Beachcomber site.

Design concept and materials

Mutty said the design concept reflects Waterfront history well, including its variety of architectural styles over the years. In response to Mutty's question, Winstanley said the design team is working on a revised design that balances the influence of the site's historic pier aesthetic with the smoother aesthetic of boatbuilding techniques. In response to Bergman's question about the balance of wood and glass, Winstanley said the building will be predominantly wood or synthetic wood.

Parking

In response to Livingood's question, Winstanley said ODBC does not expect to need additional parking spaces beyond those planned since the new building's net internal square footage will be same and ODBC has no plans to expand its membership.

City will coordinate construction timelines to minimize neighborhood impacts

Auld asked how the ODBC construction's impact on the neighborhood would be minimized since several major Waterfront projects are planned within the same timeframe. Van Fleet said a plan is needed to coordinate construction on upcoming development projects to avoid freezing lower Old Town traffic. Baker said that because coordination is critical to avoiding conflicts between work on the ODBC clubhouse, the flood mitigation project's components, and other Waterfront projects, the City Manager's office is putting together a work group to discuss how to stage the various projects. She said the Department of Project Implementation would be soliciting public input on how to phase the public improvements that reflects public priorities.

Smedberg said that, at Council's October 18, 2014 public hearing, considerable public concern had been voiced about the potential impacts of upcoming construction and the Mayor and he had asked staff to create a Waterfront work schedule to minimize the neighborhood impacts.

Public comments:

Transporting construction materials by barge

Bernstein said that Founders Park Community Association members support using barges rather than trucks to move the construction materials for the upcoming projects.

Design Update: 500 and 501 N. Union Street (formerly Robinson Terminal North) Note: briefing is posted at:

<http://www.alexandriava.gov/uploadedFiles/recreation/info/RTN21Oct2014WC.pdf>

Wire said the Commission's briefing of the updated presentation was the first of five City regulatory bodies that would receive it: the Board of Architectural Review (BAR), Urban Design Advisory Committee (UDAC), the Planning Commission, and City Council. He said the project team expects to brief the BAR in November 2014 and UDAC in either November or December 2014. Wire said the request for a Development Special Use Permit (DSUP) would probably be submitted by the end of October 2014.

Wire reviewed the design team's vision for the site, their development goals, the designs and site plan. He said designs provided were not final but designs-in-process.

The 28-slide presentation covered details for 500 and 501 N. Union Street. He said the west building currently plans to have 113 hotel rooms and approximately 15 condominium units on either side of the building and the east building site will include about 46 residential units, ground floor retail space, parking, and public amenities and open space. He said the design concept being developed for the east building would be consistent with the Torpedo Factory Art Center.

Design Updates since the last briefing on 500/501 N. Union Street

Wire reviewed changes to the design previously provided: (1) substituting, as a way to access Founders park, a pedestrian walkway through green space for the previously proposed overpass at West's Point, required by the location of the City's below-grade environmental remediation equipment; and (2) moving the east building's loading dock from Oronoco Street, facing Founders Park, to North Union Street. Wire said the east building's design now has an active use public space area on its side facing Founders Park.

Wire said the buildings' street setback would be almost double, what is there now and will effectively open up the view shed of the river and avoid the near-tunnel effect at the corner currently created by the Robinson Terminal North warehouses being almost flush with the property line.

Design

Wire reviewed the historic inspiration for the site design, including West's Point. He said that because the east and west building sites lay outside the Old and Historic Area the design team has been guided by the Waterfront Plan's guidance that its architecture should be "modern design inspired by historic precedent". He said their design priorities include having a project that looks good from every angle and creates a design that will be attractive when viewed from North Old Town.

Materials

Wire said the west building would primarily be a mix of red brick with glass in the middle, with color pattern similar to that of the nearby Oronoco. He said the east building's design concept is to resemble the Torpedo Factory with, for example, its masonry frames. He said the design team is developing a way to use design and materials to create both warm daytime and nighttime appearances for the building since glass can appear warm at night but cold during the day.

Deliveries

Wire said there will be one garage door for each of the buildings and the design team has discussed at length with staff ideas to minimize the impact of deliveries on street traffic.

Parking

Wire said about two spaces per residential unit will be provided, more than the City code requires, and 1.5 spaces per hotel unit. Wire said that, to comply with the Waterfront Plan's requirement to provide all needed parking on-site, the east building will have attendant-assisted self-parking and the west building, with condominiums and the project's hotel, will have valet parking and use a stacked parking system in the garage.

Public amenities: public art and open space

Wire said ideas for how to use the public space along the building's east and south sides include the possibility of having a functional space for public performances but details for the east building's public art have not yet been developed and will be included with a future design submission. Wire said the site design includes almost an acre of open space and the design team recognizes the need to have the area function comfortably year-round.

Commission Discussion

River debris

Auld asked if the design team had considered how to address debris that collects at West's Point. Wire said a pier and water debris team is considering how to address this.

Relationship to Waterfront Landscape Architectural and Flood Mitigation Design Project

Wire said the east and west building designs will be consistent with the materials planned for the public spaces by the Olin team's Waterfront landscape architecture design even though 500 and 501 N. Union Street are outside the area of the Landscape Architectural and Flood Mitigation Project. He said the site's grading will not be determined by the City's flood mitigation design project.

In response to Wojtanowski's question, Wire said the east building will have an almost totally green roof, and a portion of the west building's roof will be green. He said hard scaping is needed for a part of the west building's roof planned as an overlook.

A design that improves pedestrian safety

Watters said there were many good aspects to the design and commended the design team for expanding the buildings' setback from the street since the current absence of a safe space for pedestrians to walk near the Oronoco/N. Union Street corner is made worse by the current blind corner for those approaching the Oronoco/N. Union.

Mutty said the design as proposed effectively satisfies the goal of having a modern design inspired by historic precedent, but he said the view between the buildings has too much uninterrupted hardscape. Bergman said he liked many of the design components but the east building design does not pay adequate homage to West's Point.

The importance of having active public space on the east building's eastern side

Bergman said it is important to ensure an active public space on the eastern side to avoid creating dead space there. Wire said retail and community space is planned for this area but the City has not yet indicated the purpose for which the community space would be used. Wire said the public space along the east building will be about 8,000 square feet. Livingood said that, for reference, 8,000 square feet is only slightly smaller than the Seaport Foundation's current boatbuilding shop.

Potential for incorporating a performance space

Smedberg said public discussions during the Waterfront Plan's development had included many requests for community space that could host activities such as theatrical and music performances, and historic events and displays. Watters said a way should be considered for how to accommodate those needs while keeping the public space active day and evening.

Downs said the Arts Commission favors incorporating a performance space into the area to activate it. She said the designers should use the Waterfront Art and History Plan's recommendations for how to incorporate artistic and historic elements into the paths and walkways.

Timeline for action

In response to Downs' question, Wire said the project team hopes that Council would be able to approve the DSUP by the first quarter of 2015, after the plan has been reviewed by the Waterfront Commission, UDAC, Planning Commission, and BAR.

Public comments

In response to Bert Ely's question, Wire said the amount of soil to be removed from the site would be a little less than that removed from the Harris Teeter site. He said the current plan is to move the soil by truck but the project team would consider the feasibility of barges.

In response to Ely's question about types of retail planned for the project, Wire said it would likely include higher end restaurants and retail that is planned in a way that does not just encourage Thursday through Sunday patronage.

Kathryn Platt provided as a reference an image she'd found from an art magazine that illustrated the concept of combining contemporary design with historical inspiration, a 2012 image by a Dutch artist, titled "Aluminum" that was of a classic Dutch portrait of a woman wearing a bonnet made of aluminum.

Ruth McKenty said there should be more focus on the view from Oronoco Park and she agreed the hardscape needs to be softened on North Union Street, between the buildings, and along the north sides of both the east and west buildings.

Christine Bernstein said barges should be used to transport the project's soil.

Christine Bernstein said it is a mistake for the project team not to decide early in the process what type of use is planned for the 8,000 square feet of public space at the east building. She said there has been substantial interest in attracting a cultural entity such as the Virginia Fine Arts Museum to the North Old Town Waterfront area. Wire said they recognize the importance of finding such a tenant. He said they have already been actively engaged in discussions with a number of entities but no agreement has been reached yet.

Dan Bernstein said the uniform cornice line for both buildings is disappointing. Wire said the even building line was intentional but the team welcomed ideas for how to mitigate its visual impact by using color or other measures.

Susan Cohen said it would be very important to identify a suitable location for a cultural space.

Next steps for the Commission

Wire said the development team welcomed the opportunity to have a follow-up meeting with the Commission to discuss how the design meets each of the Waterfront Plan's 21 goals and guidelines.

Hall proposed, and the Commission agreed, that a Robinson Terminal North study group be created to evaluate 500 and 501 N. Union Street design proposals for how they meeting the Waterfront Plan's guidelines. Hall appointed Watters to chair the study group.

Carr Hotel (Hotel Indigo) Schedule & Status Update

Deferred to November 2014.

FY 2016 Budget Civic Engagement

Browand said Council would like to receive public input on budget priorities for the upcoming year earlier in the budget development process than has been done in previous years.

City on-line spending priorities survey

Browand said a survey for the public to take on City spending priorities is posted to the City website and the results of the survey will be presented to Council in November 2014. Browand said Hall and other Commission chairs will also be meeting with the Council in an early November workshop on FY16 budget & FY16-25 CIP budget priorities. Hall asked Commissioners to publicize the City's online budget priorities survey to their constituencies and encourage them to take it.

Smedberg said he has long supported bringing the public into City discussions on spending priorities earlier in the process. He said factors such as continuing cuts in state and federal funding and upcoming expenses related to the City needing to meet state mandates make it especially important to identify public spending priorities.

Livingood said the City should expand its efforts to identify and follow up on potential federal funding opportunities for Waterfront and parks and recreation activities. She said she had recently provided some suggestions to Williams.

Van Fleet said Commissioners should encourage their constituencies to make the City's safety-related services a priority, including the need to increase the number of police dedicated to Old Town. When asked, Hayes said robberies in Old Town were up 140%.

Agency Reports

Hall invited comments regarding the staff reports provided prior to the meeting.

Wharf strengthening

In response to Hall's question, Browand said all Marina projects, including the wharf strengthening, would be scheduled to avoid a potential conflict with the Parade of Lights.

Backflow Preventer for King Street/The Strand

In response to Auld's question, Gammon said that repairs and testing were complete and the equipment is working as planned. He said the City plans to extend its current one-year warranty to two years.

Updated study of Old Town garage capacity

Hall asked for the status of the City's plan to update its study of Old Town garage capacity since the Commission continues to be concerned about the adequacy of available parking along the Waterfront. She noted the issue had been raised at the Old Town Civic Association meeting in August 2014. Williams said Council had, at its June 14, 2014 public hearing on Phase I of the Landscape Design and Flood Mitigation Plan, asked Transportation and Environmental Services (T&ES) to provide a schedule for when they plan to update their garage capacity numbers. Williams said she would ask T&ES for the information.

Lower King Street Multi-modal Feasibility Study

Hall asked that the Commission be updated by T&ES on the Lower King Street Multi-Modal Feasibility Study at its November 2014 meeting.

Blackwall Hitch restaurant update

Williams reported that Blackwall Hitch has been working on interior demolition work at the Torpedo Factory Food Pavilion site since August 2014 and construction is expected to start shortly. She said Blackwall Hitch is working to complete the construction by March 15, 2015. Williams said that, in unrelated work, the Charthouse repairs to its roof would likely be done in about a week.

Marina Committee

Thayer reported that Council had put on its October 28, 2014 meeting docket consideration of the Commission's September 16, 2014 letter to Council asking that Council reaffirm its commitment to seek to maintain an active publicly accessible recreational boat marina and direct staff to complete a planned feasibility study to support that commitment.

Thayer reported that Mutty and Livingood have begun compiling information for the River Debris Subcommittee to review on options available for addressing river debris.

Reports from Commissioners

No additional reports.

Report from Police

Lt. Hayes provided information about recent crimes committed in Old Town, and said there had been a 140% increase in robberies. In response to questions about whether additional officers could be assigned to patrol the area on foot or by bike, Hayes said funding is not available to expand the current number, particularly with the increased demand created by the population growth the Potomac Yards area.

Announcements / Public Comments - No additional comments.

Adjournment

Hall adjourned the meeting at 9:45 A.M.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 22, 2014

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: RASHAD M. YOUNG, CITY MANAGER *m/for*

FROM: YON LAMBERT, AICP, ACTING DIRECTOR, TRANSPORTATION AND ENVIRONMENTAL SERVICES *Yon Lambert*

SUBJECT: CITYWIDE PARKING WORK PLAN

The purpose of this memo is to update City Council on current and upcoming citywide parking initiatives which have been organized into a proposed work plan. Parking planning and operations is a complex endeavor. In order to successfully manage this valuable public resource, which is often underpriced, it is critical that a comprehensive approach be taken. As a result, staff is working on 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, which include the launch of a mobile parking app (Pango) in Alexandria with over 9,800 registered users, the installation of over 149 multispace parking meters, raising on-street parking rates to market levels, and the extension of parking hours to 9 PM to better match parking demand.

To build upon these accomplishments, and to be responsive to recently adopted plans, planning studies and development proposals, staff is recommending initiating a number of studies and workgroups to review and recommend parking policies practices. These studies and workgroups will pick up on the work of previous workgroups, such as the Old Town Area Parking Study (OTAPS) workgroup. The proposed work program is shown in Figure 1 on the next page. It is important to note that each of these projects will include an extensive amount of public outreach, data collection and that timelines align with staff resources. The workgroups will rely on the data collected to make comprehensive and thoughtful recommendations. Detailed project descriptions are included in Attachment 1.

City Council directed the City Manager to establish the OTAPS Study workgroup in 2010 and reconvened the group in 2012. The workgroup was made up of a diverse collection of stakeholders including residents, business representatives and civic groups (Attachment 2). The group worked to make substantive and difficult recommendations on implementation of comprehensive parking strategies in the Old Town Area. These included discussions of an extension of meter hours to encourage parking turnover as well as difficult discussions on balancing the parking needs of residents versus visitors and businesses. There was a tremendous

amount of data that was analyzed and considered by the group before making any recommendations.

Since this group has been key in gaining a large degree of consensus on many difficult issues, staff is planning to reconvene OTAPS to address a number of issues that have come up, including the potential extension of meter maximums from two to three hours on King Street, and looking at whether or not to establish additional residential permit parking programs close in to King Street and along the Waterfront where there may be the greatest strain on parking demand. This review is intended to specifically look at parking issues that had been raised during the Waterfront Small Area Plan and related discussions. The civic and business organizations that were represented on OTAPS will be asked to nominate persons to represent their organizations, and the prior independent OTAPS members will be asked if they wish to serve on OTAPS again. City staff will not serve on the new OTAPS group. These discussions can only start after T&ES has updated parking occupancy data which is being collected this fall. The data will serve as the basis for a reconvened OTAPS in early 2015. If results from the current parking data collection effort support minor parking policy changes that can be addressed in the short-term, staff may be able to move forward with those recommendations as early as late 2014.

It should be noted that at current staffing levels, and the need for data collection, public outreach and coordination with boards and commissions, staff can only undertake these parking initiatives sequentially.

Figure 1
Parking Work Program

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 in late 2014
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

Staff is also aware that members of Council have been contacted on a number of parking issues. Addressing these parking issues will be tied into the City's larger parking work plan, and

Attachment 3 contains information on some of these issues.

Attachment 1: Detailed Project Descriptions

Attachment 2: OTAPS Workgroup Membership

Attachment 3: Recent Community Parking Concerns

cc: Mark Jinks, Deputy City Manager
Sandra Marks, AICP, Deputy Director/Transportation, T&ES
Karl Moritz, Acting Director/Planning and Zoning
Faye Dastgheib, Principal Parking Planner/Transportation Planning, T&ES

Detailed Project Descriptions

The following is a description of each initiative shown in Figure 1, including expected issues to be addressed and expected work products. To comprehensively manage parking, each project will be looked at in the context of the adopted relevant existing city policies and practices, small area plan recommendations and citywide goals.

1. Parking Standards for New Developments – Phase I and II

This study will recommend updated parking standards for new developments. The purpose of the first phase of this study, to be completed in the winter of 2015, is to right size parking and update existing parking requirements for new residential multi-family development projects, including affordable housing, while minimizing spillover effect into nearby on-street spaces. Staff has been meeting regularly with a Council appointed task force (Attachment 2) that provides feedback to staff on proposed recommendations. The second phase of the study, which is not scheduled for completion until 2017, will examine parking standards for commercial and office development and study shared parking.

2. Old Town Parking Data Collection

Currently staff is updating the parking occupancy data in the 2009 Old Town Parking Study which was used as part of the Waterfront planning process. The Old Town Area Parking Study (OTAPS) Workgroup recommended that the City monitor on- and off-street parking occupancy every two years to determine when both on- and off-street parking facilities reach their 85 percent occupancy threshold. The updated parking occupancy data provided as a result of this study will also help staff assess existing on-street conditions in Old Town and evaluate the feasibility of implementing other parking policies. Staff will develop a memorandum summarizing the findings for OTAPS and City Council and may recommend minor policy changes to the Traffic and Parking Board as early as the final quarter of 2014.

The data will serve as the basis for the reconvened OTAPS' consideration of parking issues such as residential parking permit policies in Old Town and changes to on-street parking hours. It is important that this be coordinated with waterfront development.

3. Del Ray Parking Study Implementation

Staff will be convening a task force to discuss key findings and recommendations from the Del Ray Parking Study in late 2015. The task force will be discussing implementation of specific recommendations from the Del Ray Parking Study.

4. Motorcoach Parking Study

The Waterfront Small Area Plan and recently approved development projects will necessitate the City to reevaluate the loading and parking spaces for motorcoaches in Old Town. Staff will collect data and establish a workgroup to develop recommendations for consideration. This effort would begin in early 2016.

Parking Standards for New Developments – Phase II (See #1 above.)

Old Town Area Parking Study (OTAPS) Previous Workgroup Membership

- Rob Kaufman, Real Estate Developer - PMA Properties
- Charlie Banta - Alexandria Hotel Association
- Alexandria Restaurant Commission - Appointment Pending
- Nate Macek - Waterfront Commission
- Marsha Wright, Retailer - Old Town Pendleton Shop
- Mollie Danforth, Alexandria Commission on Persons with Disabilities
- Merrie Morris - Old Town Business & Professional Association
- Peter Pennington - Waterfront Commission
- Steve Tees, Old Town Business & Professional Association
- Mark Abramson, Leadership Inc., Citizen Representative
- John Hassett, U.S. Patent & Trademark Office
- Mark S. Feldheim, Citizen Representative
- Andrew Blair, Parking Garage Owner/Operator - Colonial Parking
- Bert Ely, Old Town Civic Association
- John Gosling, Old Town Civic Association
- Heidi Ford, West Old Town Citizens Association
- Alexandria Chamber of Commerce - Appointment Pending
- Abi Lerner, Deputy Director of Transportation, Chair, City Staff
- Barbara Ross, Deputy Director of Planning & Zoning, City Staff

Parking Standards for New Development Projects Task Force Members

- Nate Macek, Planning Commission
- Kerry Donley, Transportation Commission
- James Lewis, Traffic and Parking Board
- Jon Gosling, Former Old Town Area Parking Study (OTAPS) Workgroup
- Michael Workosky, NAIOP, the Commercial Real Estate Development Association
- Stewart Bartley, Mixed-Use Developer with experience in Alexandria and other urban areas
- Andrea Hamre, Danielle Fidler, Cathy Puskar, At-Large Alexandria Residents (with expertise in regional transportation or parking issues)

ATTACHMENT 3

Recent Community Parking Concerns

The implementation of the projects in Figure 1, with a detailed description in Attachment 1, will seek to address many of the concerns from the community that staff and City Council have heard over the last few months. The following is a description of commonly-voiced concerns and how these concerns relate to staff's work program.

Extension of meter time limits from two to three hours in metered Zone 2

Staff has recently received a request from the Chamber of Commerce to extend the parking time limits from two to three hours, and to open private garages to the public in metered parking Zone 2. This zone is located west of Washington Street where garages are either closed in the evening or not available to the public. Staff will reach out to private garage owners in Zone 2 metered parking to request that they open garages to the public in the evening hours. After the parking utilization update is complete, this will be addressed by initiative #2, Old Town Parking Data Collection and staff will be able to determine next steps and to develop recommendations.



Parking in blocks with residential parking on one side and metered parking on the opposite side

There are a few blocks in the city with two hour residential permit parking restrictions on one side of the street and metered parking on the other side of the street. Visitors choose to park in the free two hour residential permit parking spaces rather than metered spaces. As a result, residents have to compete with visitors for a free residential permit parking space during evening hours. This issue will be addressed by initiative #2, Old Town Parking Data Collection, and explored by a reconvened OTAPS with recommendations expected by fall 2015.

Parking Meter Changes in Carlyle

Staff has received positive feedback from businesses and some residents regarding extension of meter hours, which was completed in August 2014. Businesses in Carlyle have observed an increase in parking turnover after 5 p.m. and on Saturdays. However, residents in Carlyle are concerned about on-street parking in the area. It is important to note that residential buildings in Carlyle meet current parking standards set forth in the zoning ordinance, and have enough parking spaces to meet residential demand. However, Carlyle residents are interested in parking on-street during the evening hours. Given that all on-street parking spaces in Carlyle are metered, Carlyle residents can't park on-street for free before 9 p.m. Some private parking garages are available to long-term parkers in the area, (although not 24/7) such as the east Patent and Trade

Office garage located on 551 John Carlyle Street and another garage, located on 1925 Ballenger Ave. Currently, the City does not have a policy to waive meter fees for residents in Old Town or Carlyle. Furthermore, City Code does not allow a metered block to be designated as a Residential Parking Permit block. A project to study residential parking concerns comprehensively in Carlyle is currently not within the City's parking work program. If a study is necessary, staff will need guidance from City Council on when a study should be conducted as well as resources to conduct such a study.



Construction Related to the Indigo Hotel at 220 S. Union St. & Demolition of the Yacht Building at 210 Strand St.

October 17, 2014

Dear Neighbors:

Carr Hospitality is constructing the Indigo Hotel at 220 S. Union St. and performing related demolition work at 210 Strand St. This letter is to provide you with points of contact for the project and a brief overview of some of the regulations required to be followed by the contractor and developer. For more information about the City's overall Waterfront Plan, visit alexandriava.gov/Waterfront.

Expected Schedule

- Demolition to begin Fall 2014
- Foundation and excavation work to begin Winter 2015.
(Submittals currently indicate cast piles as the foundation system.)
- Construction to be completed by Summer 2016

Department of Code Administration

The website at alexandriava.gov/14724 contains information about the following policies:

- **Notification Procedures for Deep Foundation Projects** – (PP#2013-01)
(The permit applicant is required to provide notification by certified mail to property owners or their agents within one block of the construction site.)
- **Asbestos Related Information**
(For details contact the Virginia Department of Labor and Industry at 804.786.9865.)
- **Rodent Abatement Measures** are required to be in place for seven days prior to construction, demolition, and land disturbance projects.
- **Protection of Public During Construction**
(Required protection includes an 8'-high chain link barrier around the construction site, applicable pedestrian protection from overhead hazards, and maintenance of fire hydrant access and water supply.)

Department of Transportation and Environmental Services

- **Hauling Routes:**
 - The City determines and establishes construction haul routes to meet construction needs while limiting impact on adjacent neighborhoods and historic properties. The City considers all vibration, noise, air quality and economic effects, with the goal of providing the most direct and practical access for the necessary type, size and number of truck loads needed and ensuring the proper use of streets.
- **Queuing and Staging**
 - No major construction staging or queuing of dump trucks is permitted in the public right-of-way.

- **Construction Bond**

The developer must repair any potential damage to City streets or other infrastructure. The project must also post a standard performance bond per Zoning Ordinance Section 11-413. This bond covers all erosion controls, landscaping, and public improvements being constructed by the applicant in the right of way.

- **Construction Hours**

- Construction may only take place on weekdays from 7 a.m. to 6 p.m. and on Saturdays from 9 a.m. to 6 p.m.
- Pile driving may only take place on weekdays from 9 a.m. to 6 p.m. and Saturdays from 10 a.m. to 4 p.m. (City Code Sec. 11-5-4 (b)19).
- Construction and pile driving are prohibited on Sundays, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. (City Code Sec. 11-5-5(a))
- Any work outside of permitted hours requires a waiver from the City.
- Complaints about unauthorized work times should be reported to the Alexandria Police Department's 24-hour non-emergency number: 703.746.4444.

- **Worker Parking**

- The contractor must provide off-street parking for all construction workers. A construction management plan must include established parking locations, number of spaces, number of construction workers assigned to the work site, and approaches to encourage the use of mass transit.
- If the City finds a violation of the construction management plan, a correction notice will be issued to the developer. If the violation is not corrected within five days, the City will order work at the site to be stopped until the violation has been corrected.

Department of Planning and Zoning

- During construction and before final inspections, the City will require:
 - Wall Check surveys to determine compliance with approved wall placement and first floor elevation
 - Elevation Surveys to determine compliance with approved building heights
 - A building material "mockup panel" will be constructed, inspected and approved prior to beginning construction of the structure above grade.

Points of Contact

Carr Hospitality (Developer)

- Michael Wilson: 202.349.9047

Clark Construction Group (General Contractor)

- Terry Simon, Project Executive: 301.272.6810
- Patrick Dugan, Superintendent: 301.272.8100

City of Alexandria

- Pete Mensinger, CBO
Special Projects Manager, Department of Code Administration
Alexandria City Hall, 301 King St., Suite 4200, Alexandria, VA 22314
703.746.4210 Office, 202.497.7140 Mobile
pete.mensinger@alexandriava.gov



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

November 18, 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: 500/501 North Union Street (Robinson Terminal North)

Honorable Mayor and members of City Council,

At the Alexandria Waterfront Commission's October 21 meeting, the Commission established an ad hoc subcommittee to review that day's presentation of the 500/501 North Union Street (formerly Robinson Terminal North) development proposal. The subcommittee was tasked with drafting a position to be forwarded to the full Commission at its next regular meeting. Following is the report submitted to the Commission on November 18, 2014.

The Committee reviewed the proposal in light of the 6 Development Goals and 15 Development Guidelines set forth for that area in the Alexandria Waterfront Small Area Plan (the Plan) (see attached document stating those goals and guidelines).

While the Committee found that most goals and guidelines had been addressed by the current proposal in a broad sense, there is a notable lack of specificity in the proposal with regard to several key issues. Hence, we regard this document as an interim report pending the provision of more information. We recognize that the proposal is a work in progress and not yet complete, which leaves the Commission without sufficient information to specifically recommend approval of the plan as is. Below, we enumerate those areas where we believe more detail is required for the proposal to be deemed complete. The Commission also requests more clarity regarding the development schedule. As planning for this development evolves and changes occur, we ask the developer to continue to bring forward in a timely manner all modifications to the proposal for the Waterfront Commission's consideration.

Meeting the Goals:

1. The Plan provides for mixed use and the design encourages activity in the proposed development, but we believe the use of the proposed 8,000 square feet of space set aside

on the ground floor of the East building is not adequately defined. The guidelines require “active uses” that are “open and welcoming to the public” during normal business hours. A community meeting space, performance space, or museum – all desired by the community – are in keeping with the guidelines of the Plan, but the proposal needs to clarify in specific terms how it will meet this goal in both a programmatic and economically viable manner.

2. Goal two is fully met.
3. Goal three is substantially met. See Guideline 3 note below.
4. The proposal calls for “moving” West’s Point in recognizing its historic importance. While the committee accepts that West’s Point itself has moved over the period of Alexandria’s Waterfront History and is therefore subject to continued moving as usage evolves, we do not agree with simply “moving” the historic signage and designating a new West’s Point north of the new East Building. If this new location for West’s Point is designated, we believe signage and other historical markers should be placed at the earlier and current locations of West’s Point as well. The Plan states that “particular attention should be given to” this site, which “...represents the origins of Alexandria.”
5. Some Commission members continue to find the mass and scale of the buildings too large in relationship to the adjacent housing. Others believe they fit with adjoining commercial uses and are acceptable under the new zoning approved by Council.
6. Goal six, maximizing of views, is achieved.

Meeting the 15 guidelines:

- Guidelines 1 and 2 regarding the encouragement of active public spaces are partly addressed – for example, there is a hotel in the West building. But the potential uses described for the ground floor of the East Building are far too vague. We understand the developer is searching for a viable commercial venture such as a restaurant. We further encourage the developer to actively search for and recruit community and financial support for a specific use such as a performance space or museum for the “community space,” just as they do for a private commercial use. It is critical to the success of the development and the Waterfront Plan that this area not become dead space.
- Guideline 3 is met, though several members believe there should not be residential uses at all in the East building, as this could limit the active use of the ground floor spaces due to concerns about noise and other activities.
- Guideline 4 is met.

- Guideline 5: Regarding enhanced street scape, the Olin plan is developing the details of landscaping, paving, light fixtures and other public amenities along the entire waterfront, and the final details of the public spaces of the 500/501 North Union Street Development should conform to those specifications.
- Guideline 6: Again, specific detail is lacking. The developer should seek to follow the Waterfront Small Area Plan Art and History Appendices as well as the approved Phase I Design pertaining to this site. Those developing the proposal's details should work with the established Council appointed Commissions as well as through community input processes to ensure conformance with regard to both public art and historic markers and signage.
- Guideline 7: The proposal meets the requirement for keeping the historic east-west orientation of buildings, alleys and wharves. The Committee does not believe the design of the East Building meets the guideline "to encourage modern design inspired by historic precedent (such as 18th century warehouse architecture." The current design is neither compatible with nearby residential neighborhoods nor of sufficiently striking high quality modern design to outweigh the lack of compatibility.
- Guideline 8 is met.
- Guideline 9 on parking is met with regard to the hotel, restaurants, and residences. The committee has concerns whether there is enough parking for a large cultural event in the proposed community space. We believe that in addition to the stacked parking proposed for the below-ground parking, valet parking requirements should be considered for this development project.
- Guidelines 10, 11, and 12 are met. We recommend that the developer work closely with City staff and the Environmental Policy Commission regarding Guideline 12.
- Guideline 13 is met.
- Guideline 14: Most of these bulleted items are met, but the requirement for inclusion of public art is vaguely defined. Again, we recommend that the developer adhere to the guidelines of the Art and History recommendations within the Plan and the approved Phase I design consistent with the Art and History Waterfront Report and work closely with the Commissions and their public processes to flesh out the details of their proposal to include public art in the 500/501 North Union development area. Additionally, more specific detail is needed with respect to the public open spaces, including the pier, and how these spaces would be programmed and operated for active public uses.
- Guideline 15 is met.

The Alexandria Waterfront Commission voted to accept the above report on __
(date)_____and is forwarding it to City Council effective _____(date)

Respectfully submitted,

Charlotte A. Hall, Chair
Alexandria Waterfront Commission

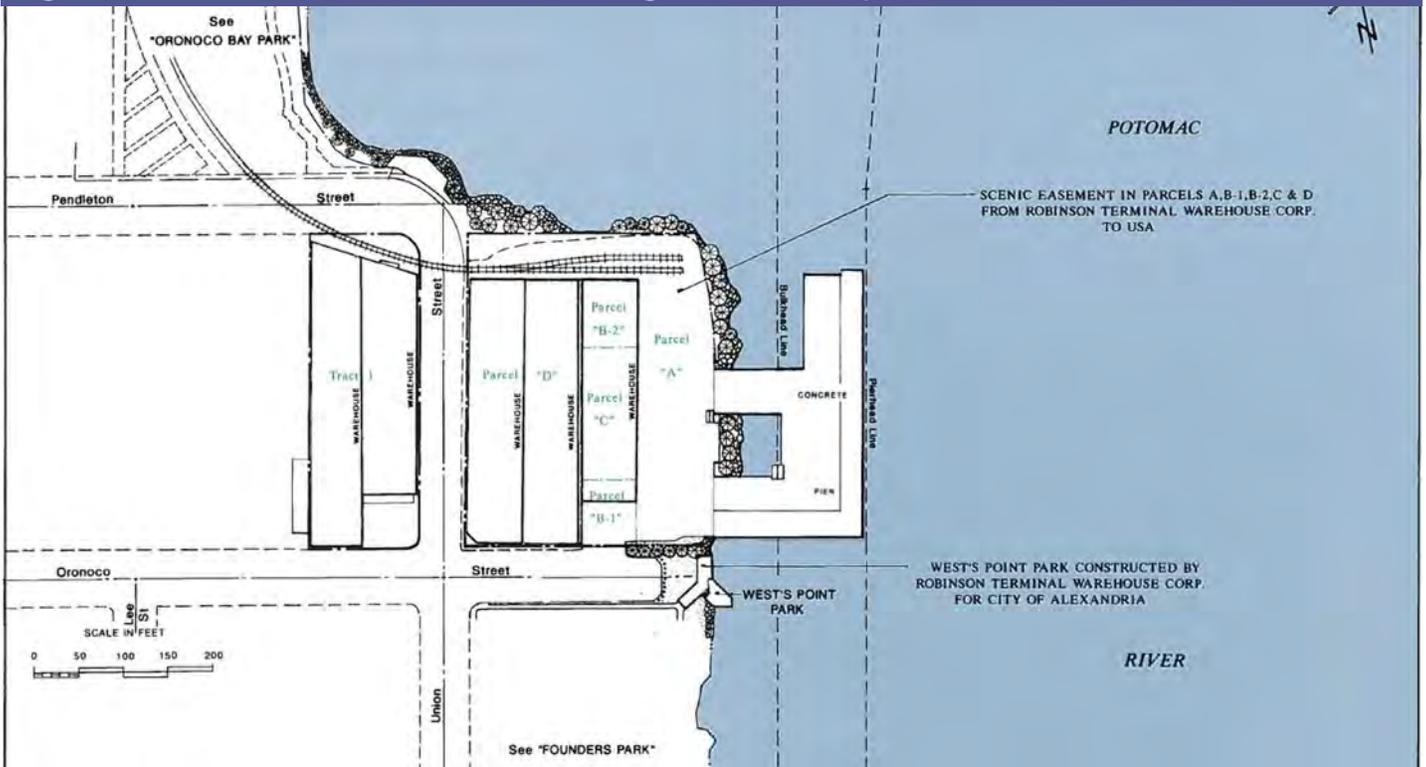
Attached: Robinson Terminal North Development Goals and Guidelines

DRAFT

Robinson Terminal North

The W-1 zone is more restrictive than the federal government settlement agreement in terms of density and height. The settlement agreement allows a square footage of 238,816 square feet on three development parcels with a total buildable lot area of 91,814 square feet, resulting in an effective Floor Area Ratio (FAR) of 1.69. Under existing zoning, a total of 195,296 square feet is permitted with an SUP (1.38 FAR). The proposed maximum density in this Plan constitutes a 43,520 square foot increase over the existing W-1 zoning, but does not exceed the settlement allowances. Tract 1, or the parcel of property on this site located west of North Union Street, is limited to 66 feet in height and heights east of North Union Street are limited to 45 feet on Parcel D and 30 feet on Parcel C, as described in the settlement agreement.

Figure 29: Terminal North settlement agreement Map



Robinson Terminal North

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 Pendleton Street as a pedestrian connection to an improved public pier.
4. Pay homage to historic West's Point through public space design and interpretive features
5. Maintain a building scale compatible with existing fabric to the south and west.
6. Maximize water views from buildings, streets and rooftop open spaces.

Figure 30: Robinson Terminal North Conceptual Massing Model



Robinson Terminal North

DEVELOPMENT GUIDELINES:

1. Active uses should be part of any development and should constitute the predominant ground floor uses. Active ground floor uses shall be generally located as depicted in the Public Space and Active Frontages Diagram (Figure 31), 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.
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).
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 North Union Street should be enhanced; in addition to undergrounding utilities, providing street trees and appropriate light fixtures, Union Street should present an obvious continuation of pedestrian access between open space areas to the north and south and be improved with, at minimum, wide sidewalks, landscaping and special street paving.
6. Historic interpretation, consistent with the recommendations of the History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, with particular attention given to the West's Point site which is the area which extends from the water west up Oronoco Street to Union Street, and represents the origins of Alexandria.
7. Encourage 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. Reflect historic east-west orientation of buildings, alleys and wharves.

Figure 31: Robinson Terminal North Proposed Public Space and Active Frontages



DEVELOPMENT GUIDELINES CONTINUED:

8. Redevelopment proposals shall require review on an advisory basis by the Old and Historic District Board of Architectural Review prior to being considered by the Planning Commission and City Council prior to approval.
9. Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
10. The bulk and scale of the buildings should be stepped down from Union Street toward the water.
11. Curb cuts should not be located on any building and/or block frontages facing the water or North Union Street, and should be minimized if facing open space along Oronoco Street.
12. Shoreline treatment at Robinson Terminal North should include native plantings and naturalization where possible.
13. Redevelopment should be compatible with any biosparging technology, or other bioremediation, being employed by the City in treatment of the Oronoco Outfall-Alexandria Town Gas site located at the eastern end of Oronoco Street.
14. As part of redevelopment, on and off site public amenities shall be provided by the developer of the site. The specific amenities to be provided will be determined during the development review process. Desirable public amenities include:
 - Public art as a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the greatest extent possible, in the design for the redeveloped warehouses, pier, and public spaces.
 - Open spaces with public access easements and/or dedications, provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 31). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. Riverside open space widths of less than 100 feet are acceptable only if it is found that an alternative site design better meets the objectives of this Plan.
 - Retention of the Robinson Terminal pier, repaired and expanded to be used as a public space and incorporated into the public space/pedestrian concept for the Plan as a whole. The Plan encourages retaining the pier's ability to accommodate larger ships visiting Alexandria. Use of the pier should be active and welcoming to the general public, and should advance the goal of the uninterrupted public pedestrian walkway along the water's edge. Examples of potential uses include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Any structure erected on the pier should be temporary in nature, such as a tensile structure, fabric awning, or prefabricated, demountable, glass pavilion. The responsibility for the design, construction, maintenance and programming of the pier and public space will be determined in the future; the Plan recommends close coordination between the City and the developer on all of these issues.
 - Environmental amenities, above and beyond the minimum required.
15. The maximum FAR and floor area allowed is included on the chart at page 105.



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 its 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

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

CITY PROJECTS STATUS FALL 2014 (November)

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 the summer and fall 2014, the City has 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.</p>	<ul style="list-style-type: none"> • Fall 2014 – A construction contract has been awarded to McLean Contracting Company. The process is anticipated to start in late November, 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 has been selected.</p>	<ul style="list-style-type: none"> • Fall 2014 – A design contract has been executed with Kimley-Horn. Notice to Proceed is anticipated to occur sometime in November 2014.
<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 nearly complete.</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 the summer and will be finalized this fall. Issuance of a bid for their fabrication and implementation is expected to follow by winter 2014.
<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.</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. Proposals for a Phasing Plan and Common Elements are anticipated in fall 2014. • 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 and expects to go to public hearing in spring 2015.

CITY PROJECTS STATUS FALL 2014 (November)

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 and testing completed in fall 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 and final payment anticipated 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 will include the Torpedo Factory; it began in Sept. 2014.	<ul style="list-style-type: none"> • Fall 2014 – The City is undertaking an assessment of City-owned buildings during fall 2014, including the Torpedo Factory. This process will occur from September to December 2014, with findings in late December 2014.
<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.	<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. PO submitted for approval. Construction activities anticipated to begin second week of Dec. with completion within 21 days. ○ 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 (November)

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"> • 54 of the 60 units had been sold as of September 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 anticipates submitting by the end of 2014. Both are planning spring 2015 public hearings, and both are continuing public outreach in fall 2014 with several Waterfront Commission presentations held since October 2013.
Carr Hospitality Boutique Hotel 220 South Union Street	Fall 2014 – Project is anticipated to get underway in 2015.	<ul style="list-style-type: none"> • Fall 2014 – Carr anticipates getting underway with development of the site in 2015. Meanwhile, the Art and Waterfront Commissions held a joint meeting in October 2014 and recommended a public art piece for the public alley. • 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 Quarter #1 2015.	<ul style="list-style-type: none"> • Fall 2014 – Construction has begun in 2014 and will include public restrooms. • 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.