

ALEXANDRIA WATERFRONT COMMISSION

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

AGENDA

- Welcome and Introductions
- Approval of Minutes from December 11, 2014 & December 16, 2014
- Robinson Terminal South Subcommittee Report
- Special Events Proposed Policy Updates
- Windmill Hill Park Bulkhead Community Meeting #1
- Ad Hoc Monitoring Group on Waterfront Construction
- Agency Reports
 - a. Combined Sewer System Long Term Control Plan Community Meeting
Thursday, February 5, 2015
- Marina Subcommittee
- Reports from Commissioners
- Announcements / Public Comments

UPCOMING EVENTS

- **City Council Meeting**
January 27, 7 p.m. - Waterfront Plan Phasing Priorities for Public Improvements
- **Marina Subcommittee**
February 13, 5 p.m., City Hall Room 2000, 301 King St.
- **Waterfront Commission Meeting**
February 17, 7:30 a.m., Sister Cities Conference Room, City Hall, 301 King St.

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

Joint Public Hearing

**Alexandria Waterfront Commission &
Park and Recreation Commission
Thursday, December 11, 2014
Lee Center,
7 PM**

Waterfront Commission Members

Present:

Dennis Auld, Citizen, Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Jerry Bennis, Representative, Pleasure Boat Lease Holders at Alexandria Marina
John Bordner, Citizen west of Washington St.
Shirley Downs, Alexandria Commission for the Arts
Stewart Dunn, Alexandria Planning Commission
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Mari Lou Livingood, Alexandria Seaport Foundation
Stephen Mutty, Citizen, Park Planning District I
Ted Pulliam, Alexandria Archaeological Commission
Stephen Thayer, Citizen east of Washington St. and north of King St.
Townsend A. (Van) Van Fleet, Old Town Civic Association
Christa Watters, Citizen east of Washington St. and north of Pendleton St.

Excused:

Paul Smedberg, Member, Alexandria City Council

Absent:

Howard Bergman, Founders Park Community Association (FPCA)
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Arthur Fox, east of Washington St. and south of King St.
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Ryan Wojtanowski, Environmental Policy Commission

Vacancies:

Representative, Historic Alexandria Foundation

Park and Recreation Commission Members

Gina Baum, Planning District I
Alexis Browand, Youth representative
William Cromley, Planning District I
Ripley Forbes, Planning District II
Brian McPherson, Planning District III
Catherine Poulin, Planning District I
Emma Schutzius, Youth representative

Absent:

Jennifer Atkins, Planning District II and Co-chair
Stephen Beggs, Planning District II
Rich Brune, Planning District III

Judith Coleman, Planning District III and Co-Chair

City Staff

Emily Baker, Department of Project Implementation (DPI)
Jack Browand, Division Chief, Commission Staff Liaison, Recreation, Parks, and Cultural Activities (RPCA)
William Chesley, Deputy Director RPCA
James Hixon, Dockmaster, RPCA
Tony Gammon, Civil Engineer IV, DPI
David Ghezzi, RPCA
Ron Kagawa, Division Chief of Park Planning and Capital Development, RPCA
Iris Portny, Commission Recording Secretary, RPCA
James Spengler, Director, RPCA
Nancy Williams, Principal Planner, P&Z/DPI

Guests:

Frank Fannon.
Doug Gosnell
Cynthia Jensen, resident
Tom Kaiden, Alexandria Convention and Visitors Association (ACVA)
Sean Keenan
Pat Moran
Lewis Nardi
Louis Novak
Keith Rodgers
Laura Stokes
Dan Straub, Urban Design Advisory Committee (UDAC)
Tim Tran
Clayton Wirtz

Welcome and Opening Remarks by Chairs

Hall called the meeting to order at 7:00 PM and commission members introduced themselves. Hall welcomed Pulliam and Bennis to their first meeting as newly-appointed members of the Waterfront Commission.

Hall said the meeting would discuss staff options that had been developed in response to public comments about phasing and funding options that were presented at the December 3, 2014 Community Open House. She said the Waterfront Commission and Park and Recreation Commission would each follow up on the evening's discussion at their next regular monthly meetings and, at that time, each Commission would decide which implementation option to recommend Council support.

Waterfront Implementation: Phasing and Funding Options - Staff Briefing

Note: Presentation posted to:

<http://www.alexandriava.gov/uploadedFiles/recreation/info/PublicHearing11Dec14.pdf>

Baker said staff is developing Phasing and Funding Options that reflect public priorities for the Waterfront Plan. She said staff will request Council's guidance at its January 27, 2015 meeting regarding how to prioritize elements of the Waterfront Plan within the FY 2016 budget and 10-year Capital Improvement Plan (CIP) proposal that City Manager is developing. She said about 70 people had participated in the Community Meeting and their top priorities had been flood mitigation, having a continuous riverfront walkway, expanding and enhancing parks, and having activity at the foot of King Street.

Baker said staff has been developing cost estimates for the individual elements of the Olin landscape design plan since June 2014 and noted there are many complicated aspects to incorporate, including underground utility work and shoreline improvements. She said that, in addition to considering cash and bond funding as financing options, staff is also working to identify potential grant opportunities for funding different elements of the Waterfront Plan.

Commission Discussion

Note: Waterfront Commission (WC) and Park and Recreation (P&RC) members are noted).

Coordinating public space and private Waterfront development construction timelines

Auld (WC) asked how the year-by-year 10-year timeline of the three public space phasing options corresponds to the five-year projected year-by-year timelines for private Waterfront construction projects that staff submitted to the Ad Hoc Monitoring Group on Waterfront Construction (Construction Monitoring Group) at its December 8, 2014 meeting. (The Monitoring Group timeline included the Robinson Terminal North (RTN), Robinson Terminal South (RTS), Old Dominion Boat Club (ODBC), Carr hotel, and Blackwall Hitch restaurant sites.) Baker said a detailed project timeline for public space projects can't be created until Council decides when and how to fund the public space projects (cash, bonds and/or other funding sources).

Avoiding potential conflicts between flood mitigation and private Waterfront construction projects

In response to Mutty's (WC) question, Baker said the private construction sites lay outside the flood mitigation area, but DPI will coordinate planning for the public space work with work timelines planned for the private development sites.

Flood mitigation: the first step

Cromley (P&RC) said work on the bulkhead is the foundation that will protect other elements of the Waterfront Plan. In response to Schutzius' question, Baker said flood mitigation would provide homes closest to the Waterfront some protection but a much higher protection level for Waterfront parks.

Why protect against a 10-year flood level?

In response to McPherson's (P&RC) question about whether providing protection against the level of a 10-year, not 100-year, flood might be too low for needs that develop in the future, Baker said the flood mitigation system will be designed to ensure it can be enhanced to provide additional protection against higher flood levels if the City were to decide in the future it were needed. Baker said the City had studied a full range of the physical options needed to offer

protection against flood levels ranging up to that of a 100-year flood and it was decided that measures to protect against the 10-year flood fit into the existing topography in the least disruptive way. She said measures needed to protect against a higher flood level would be significantly more complicated and require physical barriers that would be hard to incorporate into the Waterfront landscape. Baker said the decision to protect against a 10-year flood level reflects the community's preference.

Factoring climate change into Waterfront design elements

In response to Downs' (WC) question, Baker said the potential impacts of climate change had been closely considered during the flood mitigation study. Cromley (P&RC) said the parks should be designed to withstand the impact of potential sea level increases.

Promenade

Separate work on the promenade from the flood mitigation bulkhead?

In response to Baum's (P&RC) question, Baker said staff put flood mitigation and the promenade together as the first phase in Option A because both are near the shoreline and both elements were among the top three priorities at the Community Open House. Baker said that if the promenade were delayed a potential interim step might be to install and grade grassy public spaces and asphalt pathways in advance of the planned amenities to be included with the Waterfront promenade. Cromley (P&RC) said, based on his experience as builder, the promenade should be built at the same time as the parks as "icing on the cake" to avoid the risk that the promenade, if built before the park enhancements, might be damaged during later work on the Waterfront parks.

Art and History - Incorporating Art and History Plan plaques into Promenade

In response to Pulliam's (WC) question, Baker said incorporating elements of the Art and History Plan would primarily be part of the Waterfront park enhancements. Pulliam said the History Plan's proposal for engraved history-related quotations along the promenade should be included as part of the work on the promenade.

Expansion and enhancement of Waterfront parks

Coordination with Old Dominion Boat Club move

In response to Watters' (WC) question, Baker said the Old Dominion Boat Club (ODBC) will vacate its current clubhouse and parking lot before the City can begin construction on the flood mitigation bulkhead and other public improvements. Bordner said the vacated ODBC site should not be allowed to sit empty. Cromley (P&RC) said building the bulkhead and demolishing the ODBC clubhouse and parking lot should be the first phasing steps taken so new grassy open space can be opened up in advance of work on Fitzgerald Park or the Waterfront promenade.

Financing Options

Identifying potential funding sources to make it possible to move forward as soon as possible with Phase 2 (Fitzgerald Square) to activate the unit block of King Street

In response to Watters' question, Baker said it would take 10 years to complete work on the three phases of Option A if funding were available, but the Waterfront Plan elements will be competing in the City budget with other funding priorities. Watters said the disadvantage of having no new programmable Waterfront spaces in Option A's phase 1 could be lessened if the

City can identify funding sources that would help it move quickly from finishing Phase 1 elements to starting Phase 2 (King Street Unit Block and Fitzgerald Square).

Non-City funding sources

Watters (WC) said having non- City funding sources will be crucial to implementing the full Waterfront Plan in light of the \$120 million price tag projected for public space improvements. She asked if the City has a single entity responsible for developing potential funding sources such as creating a public-private partnership. Baker said the City is looking at governance options for Waterfront parks to cover maintenance, programming, and other activities.

Livingood (WC) asked if the City is working to identify state and federal sources of grants to fund, for example flood mitigation activities. Baker said City staff from DPI, T&ES, P&Z and other agencies are working on this with the City's elected representatives at the state and federal levels. In response to Downs' question, Baker said each grant has its own process and criteria.

Windmill Hill Park Bulkhead replacement

In response to Poulin's (P&RC) question, Baker said work on replacing the Windmill Hill Park bulkhead is separate from the Waterfront Plan's public space elements. She said funding has been approved, a consultant hired, and the first community meeting to discuss the bulkhead replacement options is planned for January 2015.

Public Comments

Louis Novak asked if it would be possible to avoid removing the current pier at Waterfront Park, after the Seaport Foundation had been relocated, as a way to save removal costs. Baker said that idea could be considered. Novak asked if there will be a way to put boats in the water using a ramp. Baker said the plan does not currently include that.

Keith Rodgers said that when he had been part of the team in charge of the Jersey City waterfront redevelopment in 1990s a variety of financing options, including bond financing, had been used and recommended that be considered. Rodgers said he is currently working on a book on how to finance transformative development such as that of Jersey City, and might like to include the Alexandria Waterfront development among examples considered.

Shawn Keenan. In response to Keenan's question, Baker reviewed the structural details of the flood mitigation design.

Clayton Wirts said he supports Phasing Option A and favors bond financing. Wirts asked what is being done to follow up on Council's recent statement reiterating its support for retaining pleasure boat marina slips in numbers similar to those that currently exist. Browand said a Council-directed staff feasibility study will consider the type of marina that should exist, options for maintaining pleasure boat slips, and what the costs would be. Browand said staff will brief the Waterfront Commission on the feasibility study at a regular monthly Commission meeting.

Laura Stokes asked if flood mitigation construction will extend beyond the core area. Baker reviewed the area covered by the flood mitigation plan.

Pat Moran asked how long construction of the flood mitigation bulkhead might take and how access to the Waterfront would be affected. Baker said construction itself could be completed within three to four years once funding becomes available and Waterfront access would vary as different areas of the construction are worked on.

Sean Keenan asked how much money will be allocated for each phase over time. Baker said staff will request Council's guidance about how the Waterfront Plan Options should be integrated into the budget and 10-year CIP at Council's January 27, 2015 meeting.

Frank Fannon said constructing bulkhead should be the top priority. Fannon said the City should also consider how quickly it will be able to follow up after ODBC vacates its current clubhouse and parking lot. Fannon said that, based on information he has seen as a member of the ODBC building and design committee, ODBC might be able to move into its new clubhouse within 30 months. He said the City should consider whether it will be ready to take actions on the parking lot and ODBC clubhouse sites to avoid those vacated sites standing empty, a situation Commissioners have said they want to avoid. Fannon said the Commissions should also remember that Waterfront Plan elements funded by the Capital Improvement Plan will continue to compete each year with other upcoming City priorities such as the \$300 million Potomac Yards Metro station and the \$500 million sewer improvements.

Tom Karden said it is likely that further analysis will confirm that implementing flood mitigation first will be the most cost-effective choice but he suggested that a sensitivity analysis, or what-if analysis, be done for each of the three options to compare the potential impact of revenues lost from delayed amenities with the potential benefits of flood mitigation's risk reduction. Baker said she would discuss this further with Karden.

Wrap up: Baker thanked the Commissioners' and community for the ideas presented and staff will meet Tuesday morning with the WFC.

Next Steps

Hall announced the Waterfront Commission would discussion and other agenda items at its next meeting, Tuesday, December 15, 2014, at 7:30 AM.

Hall said the Planning Commission would consider the Implementation Phasing at its January 6, 2015 meeting and staff will request phasing and funding guidance from Council at its January 27, 2015 meeting.

Adjournment.

Hall adjourned the meeting at 8:30 PM

Summary Minutes
ALEXANDRIA WATERFRONT COMMISSION MEETING
Tuesday, December 16, 2014
City Hall
Sister Cities Conference Room

Commission Members

Present

Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Jerry Bennis, Alexandria Marina Pleasure Boat Leaseholders representative
Howard Bergman, Founders Park Community Association (FPCA)
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Shirley Downs, Alexandria Commission for the Arts
Stewart Dunn, Alexandria Planning Commission
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Stephen Mutty, Citizen Park Planning District I
Ted Pulliam, Alexandria Archaeology Commission
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, Environmental Policy Commission

Excused:

John Bordner, Citizen west of Washington St.
Arthur Fox, east of Washington St. and south of King St.

Vacancies:

Citizen, Park Planning District III
Historic Alexandria Foundation representative

City Staff:

Emily Baker, Director, Department of Project Implementation (DPI)
Fran Bromberg, City Archaeologist, Office of Historic Alexandria
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)
Tony Gammon, DPI
Jessica McVary, Planning & Zoning
Iris Portny, Commission Recording Secretary, RPCA
Steve Sindiong, Department of Transportation and Environmental Services
Nancy Williams, DPI, and Principal Planner, P&Z

Guests:

Susan Askew, resident
Christine Bernstein, resident
Brian Buzzell, resident

Susan Cohen, Public Art Committee;
Marianne Creed, resident
Bert Ely, Friends of the Alexandria Waterfront
Susan Eskew, Harborside
Dene Garbow, Harborside HOA
Hal Hardaway, 311 South Union Street
Brian (AJ) Jackson, Senior Vice President, EYA
Peter Kilkullen, resident
Stephanie Landrum, Alexandria Economic Development Partnership
Jerry McAndrews, resident
Ruth McKenty, Beautification Committee
Jonathan Rak, McGuire Woods (EYA/RTS team)
Al Schlachtmeyer, resident
Carl Smith, resident
Dan Straub, Urban Design Advisory Committee (UDAC)
Sloane Whelan, Fontaine & Company (EYA/RTS team)

Welcome and Introductions

Hall called the Commission to order at 7:30 a.m. and welcomed to newly-appointed Commissioners Ted Pulliam and Jerry Bennis. Commissioners introduced themselves.

Approval of Minutes from November 18, 2014

Mutty moved and Auld seconded that the November 18, 2014 minutes be approved. The motion passed by unanimous voice vote.

FY 2014 Annual Report

Motion. Auld moved and Bergman seconded that, on p. 5, the phrase "or the Chair's discretion" be added to "by majority Commission vote" to describe more fully Commission practice and that the Annual Report be accepted. The motion passed by unanimous voice vote.

Le Hermione Tall Ship

Browand reported an additional day has been added for Le Hermione's visit to the City. He said tall ship is expected to arrive some time after midnight on Tuesday, June 9, 2015, will stay through Friday, June 12, 2015, and be moored on the C/D pier in the Cherry Blossom's spot. Browand said all related activities will be held within the Marina, including free public tours, private events, and activities with the schools. Hall said Le Hermione will arrive after midnight because the Wilson Bridge will open for its passage.

Waterfront Plan Implementation Phasing Priorities for Public Improvements

December 3, 2014 Community Open House documents posted to:

<http://www.alexandriava.gov/special/waterfront/default.aspx?id=78787#Dec3>

December 11, 2014 meeting's presentation, "Waterfront Implementation: Phasing and Funding Options" posted to:

<http://www.alexandriava.gov/uploadedFiles/special/WaterfrontPlan/20141211WaterfrontPublicHearingPresentatoinFinal.pdf>

Baker reviewed the process used to develop the Olin Waterfront landscape design plan for public spaces and the recent public outreach used to identify public priorities for how to phase in the plan's individual elements over a 10-year period. She said information from the December 3, 2014 Community Open House and the December 11, 2014 Joint Meeting of the Waterfront Commission and Park and Recreation Commission is being considered as staff develops its recommendations for the City Manager's FY2016 budget proposal and 10-year Capital Improvement Budget (CIP). She said how to fund the Waterfront Plan elements is also being considered, recognizing that cash funding would require a longer timeline than bond funding. She said major construction is unlikely to begin before three to five years.

Baker reviewed the three implementation options developed for the Joint Commission meeting December 11, 2014 after the Community Open House..(See the December 11, 2014 briefing posted to the City website). She said Option A, which makes the flood mitigation system and the Waterfront promenade top priorities, reflects the clear preferences stated during community outreach. She said Fitzgerald Square and Point Lumley Park would be added in phase 2 of this option. In response to concerns raised at the Joint Commission Meeting, Baker said the Department of Project Implementation (DPI) is the City entity responsible for coordinating the timing of Waterfront Plan construction projects with the construction timelines of private Waterfront projects.

Baker said the City is also working on a feasibility study examining issues that include potential revenue sources and the type of governance entity that should maintain and program the parks once they are finished.

Commission Discussion

Phasing in key components - promenade, bulkhead and park improvements

Minimizing construction-related damage

In response to Dunn's question, Baker said staff has been considering the issue raised at the Joint Commission meeting about the need to coordinate construction of the promenade, bulkhead and park improvements in a way that minimizes the risk that construction of park improvements might damage promenade elements previously already installed.

ODBC/Fitzgerald Square site and open space

Bennis said that once ODBC vacates its current site, the City should move quickly to raze the ODBC building and parking lot and convert those areas to grassy public open spaces even though work on Point Lumley and Fitzgerald Square would not happen until later. Baker said creating usable grassy areas in advance of implementing the formal park improvements is planned. Livingood said the Seaport Foundation might, if needed, be interested in using the vacated ODBC clubhouse on a temporary basis.

Budget and Financing

In response to Dunn's question, Baker confirmed that the \$2 million cost projected for Lower King Street Multimodal Plan will be in addition to the \$120 million projected for the Waterfront Plan phasing. Van Fleet said flood mitigation and the Waterfront promenade should be the top implementation priorities to minimize the chance of their being delayed by unforeseen fiscal

circumstances during the budget's out-years. Watters said completing the high visibility public amenity elements in Option A as soon as possible, including the Waterfront promenade, Fitzgerald Square and Lumley Park, would make it clear the City is committed to implementing the Waterfront Plan's public elements as soon as possible. She said a public-private fundraising partnership should be considered among funding options along with bond and cash financing.

In response to Bergman's concern about the City having several very expensive projects coming up, such as the Potomac Yard Metro station and sewer system improvements in addition to Waterfront Plan implementation, Baker said each has a separate funding source. She said Waterfront Plan funding will come from a revenue stream generated by a special tax increment on private waterfront development, fundraising activities, potential grants, and other sources. She said each element of the budget always has to compete with the others within City spending priorities for coming years. Downs said cost data for individual elements should be made available so that companies and other entities can be approached as potential sponsors for specific elements such as Fitzgerald Square's proposed ice rink or fountain. In response to Wojtanowski's question, Williams said the development-related Waterfront taxes will include a mix of real estate, sales, lodging, and food taxes from restaurants plus development taxes.

Civic Building

Downs said that if the phasing options do not include the civic building until the end of the 10-year implementation period, Robinson Terminal North's public space would become especially important as a venue for cultural activities along the Waterfront. Baker said that, although all of the plan's elements are important and could be revisited in the future, the civic building was not ranked as a high priority by those who participated in the Community Open House.

Private developers' reaction to proposed priorities

In response to Auld's question about the response from Waterfront developers' to the proposed 10-year phasing options, Baker said they support the priority given to flood mitigation but the City has not asked private developers for their preferences on the phasing options for the Waterfront Plan's public elements.

Public Comments

Bert Ely asked how vulnerable the promenade would be if it were a wood structure if hit by an Isabel-type storm. Baker said the promenade would be a hardened surface to the west of the bulkhead and there would be some sort of wooden boardwalk to the east the east of bulkhead. A decision has not yet been made regarding how to design the boardwalk.

In response to Christine Bernstein's question, Baker said construction of Option A's Phase 1 elements would take three to four years after the permitting process had been completed.

Motion. Thayer moved and Watters seconded that the Commission recommend to Council that the City move forward with Option A as proposed. The motion passed by unanimous voice vote.

The need to find a new Waterfront location for the Seaport Foundation

Mutty said the Commission should recommend to Council that a temporary, and eventually permanent, Waterfront home needs to be found for the Seaport Foundation. Hall said the Commission continues to support its formal position that the Alexandria Seaport Foundation should continue to be located on the Waterfront. In response to Hall's question, Landrum said the Alexandria Economic Development Partnership (AEDP) has advised the Seaport Foundation of a few potential sites that might become available and will continue to do so.

Livingood said it had become apparent to the Seaport Foundation in recent weeks that they would likely be unable to afford to rent 2 Duke Street on the commercial lease terms being planned by EYA. Van Fleet said he supported Livingood's idea that one temporary relocation option might be for the Seaport Foundation to move temporarily to the current ODBC clubhouse after ODBC vacates it.

Williams said Council had, when it approved the Olin landscape design plan at its June 14, 2014 meeting, directed staff to work with AEDP and the Seaport Foundation to find it a new permanent home and Council and staff remain committed to helping the Seaport Foundation find a new home. Smedberg said City-owned Waterfront locations outside the core area, such as Riverside Park and its boathouse and working pier, might also be potential options.

Robinson Terminal South

Presentation posted to:

<http://www.alexandriava.gov/uploadedFiles/recreation/info/WCRTS16Dec2014.pdf>

Hall announced the Commission would have a work session in early January 2015 for its Robinson Terminal South (RTS) Subcommittee, open to the public, that would examine how well the details of EYA's proposed design meet the Waterfront Small Area Plan's guidelines and goals for the site.

Project timeline

Jackson reviewed EYA's projected timeline, covering Waterfront Commission, Planning Commission and City Council (Council) reviews and hearings, demolition and related work and construction and its goal of having the RTS site's development ready for occupancy by summer 2017. He said EYA continues to work with the Board of Architectural Review (BAR) and will submit a detailed design to the BAR after Council approves EYA's Development Special Use Permit. (DSUP).

Overview of EYA goals and objectives for the RTS site

Jackson said a more detailed analysis would separately be provided to the Commission of how the design concept addresses Waterfront Plan goals and guidelines for the site. He said the site design's density is less than that set by the Waterfront Plan, includes a diversity of open spaces, encourages pedestrian circulation on the site, will include a variety of uses that activate the site, and include residential areas designed to be compatible with an active Waterfront.

Jackson said the RTS site's marina would include transient slips, would not accommodate overnighting and, based on a site study, would not include a pier extended out into the channel.

Jackson said a commercial tenant is planned for 2 Duke Street but none has been chosen and it is unlikely to be available prior to 2017. He said the Georgetown Dean and Deluca building has been mentioned by EYA as an example of the type of design envisioned for the converted 2 Duke Street building but not as a tenant.

Commission Discussion

Governance for the EYA development

In response to Baum's question about who will be responsible for maintaining the site's Waterfront spaces along the promenade, Browand said the development will be a private space with public access maintained by the private homeowners association and be covered by an agreement similar to that for Harborside.

Mass and Scale

Van Fleet said the mass and scale of the buildings is too big for the Old and Historic District (OHD) and the design has no connection to the concept design of buildings within the OHD. He said 2 Duke Street's design is the only building that fits the OHD scale.

Art, History, Historic Preservation, and Historic Interpretation

Pulliam said he was pleased EYA will preserve the historically significant 2 Duke Street building.

Waterfront Art and History Plan guidelines

Pulliam said the site design as presented failed to address at least two of the Waterfront Plan's guidelines: Number 8, stating that "historic interpretation consistent with the recommendations of the History Plan should inform every aspect of the design and redevelopment..." and Number 13, stating that since public art is a prominent feature in both the public and private realm, "... the recommendations of the Art Plan should be incorporated to the greatest extent possible in the design for the redevelopment of the warehouse, pier and public spaces...."

Pulliam asked EYA for information about how the design concept addresses both these guidelines. Jackson said some public art is already on the site, the shipbuilder's statue will be relocated there and the development team has been discussing with the Office of the Arts how to incorporate art programming into the site. Pulliam asked EYA to provide additional information about how the history of Point Lumley will be incorporated into the RTS design concept.

Issues raised in Harborside residents' letter to the BAR

Auld said the design's mass and scale is appropriate but the letter had also raised a number of other issues that should be considered, including how setbacks might be incorporated.

Removing construction debris by barge?

Mutty asked whether, in light of the Harborside residents' letter asking barging to be used to remove construction materials (as well as other issues), EYA had considered barging the material. Jackson said marine engineers Moffat & Nichol had examined the pier and found structurally insufficient for supporting barging. He said a contractor is also evaluating the respective costs of transporting construction materials by barge and truck.

Van Fleet said removing debris by barge is very important to many members of the Old Town community. Wojtanowski said that from his perspective as the business representative on the Environmental Policy Commission and as one who had worked for many years in marine construction and had barged materials as part of his work, barging debris from the RTS site would be "environmentally unconscionable" and "cost-prohibitive for the developer". He said its expense would be driven in part by the need to construct a staging area with a temporary pier for barge loading and unloading if the existing pier at RTS could not withstand the stresses of barge-loading, as Moffat and Nichol had determined.

Wojtanowski said barging's environmental impact is related to the need to use seven diesel engines to load and unload debris using a mix of barge and trucks to deliver it to the Richmond area landfill, as compared to needing only two or three diesel engines for the whole process if trucks were used to deliver the debris directly from the RTS site to the Richmond landfill.

Seaport Foundation as a potential 2 Duke Street tenant

In response to Mutty's question of why EYA had apparently ruled out the Seaport Foundation as a tenant for 2 Duke Street, Jackson said the Seaport Foundation had asked to buy the building and EYA plans to retain ownership and lease it, using a commercial term lease structure offered at market rate. Livingood said the likely rate would be too high for the Seaport Foundation, a nonprofit, to afford.

Public Discussion:

Bert Ely (Friends of the Alexandria Waterfront), said the RTS plan to include two parking spaces for each residence was insufficient and residents would need to request District 1 residential parking permits for a neighborhood where parking is already in demand. McVary said RTS residents would be eligible for on-street parking permits.

Peter Kilkullen (Harborside resident) said he was unconvinced the RTS pier could not support the physical demands of dump truck weight loading debris onto barges. He said work on the development should not proceed until a further engineering study is done to verify that underground parking is feasible since the development relies on underground parking to provide the on-site parking spaces required by the City.

Kilkullen, citing information in the December 10, 2014 neighborhood letter coordinated by Askew, said the design concept is inconsistent with Waterfront Small Area Plan guidelines for the site, e.g. using design elements to minimize the impacts of height, and having small-footprint buildings instead of a superblock development. Kilkullen said that by ignoring the Waterfront Plan's site guideline to not have residential development as the site's primary use the area will become "another millionaire's enclave with no thought to affordable housing".

Susan Askew (Harborside resident) reviewed highlights of the December 10, 2014 letter sent to the BAR by Harborside and neighboring residents who are concerned about the RTS concept design's impact on their neighborhood. She said the neighbors' goal is to open a constructive dialogue about how to make the design concept more compatible with the neighborhood and

noted the design's mass, scale and proportionality, its potential impact on parking, and the impact on the neighborhood if construction debris is removed by truck rather than barge are major concerns.

Hal Hardaway (311 S. Union Street) called the architecture "hideous" and inconsistent with the Old and Historic District (OHD).

Marianne Creed (Old Town resident) said she supports the Waterfront Plan's goals of historic preservation and making the Waterfront more accessible to people. In response to her question, Jackson said construction demolition is expected to begin in mid-2015 and first occupancy expected in the second half of 2017.

Follow Up

Hall appointed Watters to chair a subcommittee that will host a public meeting and evaluate the RTS site design for consistency with the Waterfront Plan's goals and guidelines. It was agreed the subcommittee would prepare a draft recommendation for the full Commission to consider at its January 20, 2015 meeting.

Lower King Street Multimodal Study (100 block) – Status Report

Presentation posted to:

<http://www.alexandriava.gov/uploadedFiles/recreation/info/WCLowerKingSt16Dec2014.pdf>

Sindiong reviewed the conditions analysis and civic engagement that have been conducted as part of staff's development of options to accommodate the heavy multimodal traffic that uses the 100 block of King Street. His briefing updated the Commission on actions taken since he had briefed it in February 2014 on the Multimodal Study then beginning. He said issues highlighted at the outreach meetings included the potential impact on parking on King Street and in nearby neighborhoods, the need to have substantial outreach to incorporate public concerns into the analysis, and to ensure delivery access for local businesses.

Sindiong reviewed the advantages and constraints of five options developed to address multimodal access to the block. (See briefing.) He said staff will make no recommendations before T&ES has completed updating the Old Town Area Parking Study and developed cost projections for the options.

Commission Discussion

Thayer thanked staff for incorporated into the options the inputs gathered during its broad community outreach. Van Fleet said the Old Town Civic Association had supported a previous brief trial that had pedestrianized the 100 block and commended the detailed evaluation. He asked how Old Town merchants viewed the concept. Sindiang said there was significant support for the concept when staff met with OTBPA and other business representatives.

Potential Implementation Costs

Dunn said some options should be tested using Option 1's as-is street configuration, since there would be no street modification-related expenses. He said public reaction to traffic restrictions

such as having no parking on certain summer days or permitting only the King Street Trolley and pedestrian traffic on the block for a time could be measured, as well its impact. In response to Downs' question, Sindiong said the cost of King Street options would be separate from costs projected for implementing the Waterfront Plan phasing options discussed earlier in the meeting.

Sustainability

In response to Downs' question, Sindiong said the issue of sustainability and its related costs had been raised during the public discussions and will be considered.

Ad Hoc Monitoring Group on Waterfront Construction Agenda and presentation posted to:

<http://www.alexandriava.gov/uploadedFiles/special/WaterfrontPlan/Ad%20Hoc%20Monitoring%20Group%20PP%208Dec2014-Final%20Edition-website%20version.pdf>

Williams reported that the first meeting of the newly created Ad Hoc Monitoring Group on Waterfront Construction (Monitoring Group) was held December 8, 2014 had focused on organizational issues and expected construction timelines. Its next meeting will be mid-January 2015. Its members include Waterfront Commissioners Bordner, representing the Commission and chairing the Monitoring Group, and Hall, who is the Alexandria Chamber of Commerce representative on the Monitoring Group. Other Monitoring Group members are Katy Cannady (Old Town Civic Association), Bert Ely (Friends of the Alexandria Waterfront), Barbara Saperstone (Waterford Place HOA), and a developer representative to be announced.

Agency Reports - No additional.

Marina Committee

Thayer said the next Marina Committee meeting, January 8, 2015 at 5 PM, will include a discussion of river debris mitigation, including how DC handles this.

Report from Commissioners

Bennis asked about next steps for the staff feasibility study of options to preserve pleasure boat slips at the Marina or a nearby it, a study directed by Council in response to the Commission's September 16, 2014 letter requesting it. Hall said the Commission will have a staff briefing and then hold a public meeting. She said Bennis' help publicizing the hearing will be important.

Announcements / Public Comments

Hall reminded Commissioners it is important for them to attend Commission meetings and share information from the meetings with their organizational constituents, neighbors, and others.

Hall announced upcoming meetings: the Marina Committee on January 8, 2015, a Windmill Hill Park bulkhead community meeting on January 12, 2015, and the Commission's regular monthly meeting on January 20, 2015.

Adjournment

The meeting was adjourned at 10:12 AM.



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

January 20, 2015

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: Robinson Terminal South Development Proposal

Honorable Mayor and members of City Council,

At the Alexandria Waterfront Commission's December 16, 2014 meeting, the Commission established an ad hoc subcommittee to review the development proposal for the Robinson Terminal South Plan. 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 January 20, 2015.

The Committee reviewed the proposal in light of the eight Development Goals and fourteen Development Guidelines set forth for that area in the Alexandria Waterfront Small Area Plan (see attached document stating those goals and guidelines). In comparing the proposal to the plan, we encountered the following problem: The goals and guidelines for the Robinson Terminal South site were drawn up with the expectation that the site's major tenants would include a hotel, which would by its very nature invite and encourage public use and activity on the site and its adjacent public spaces. In its final vote on the Waterfront Plan, the Council decreased the number of hotels approved for the waterfront from three to two, eliminating the one intended for construction on the Robinson Terminal South site. Finding that there is currently little market for additional office space in that part of Alexandria, the developer proceeded with a plan for predominantly residential development. Hence, some of the goals and guidelines of the Waterfront Plan for this site are no longer in line with the uses originally envisioned.

The proposal meets the goals and guidelines of the plan in many respects. The following points are areas where the committee found significant disparities with regard to meeting the goals:

1. Goal 1 clearly states that the site should employ mixed land use and a design that invites the public and encourages activity within the proposed development and in the adjacent public spaces. While the proposal is for mixed use, including plans for a ground level

restaurant in the large building facing the water and for lifestyle retail or a specialty food market in the preserved and renovated 2 Duke Street Building, the remainder of the “public” uses of the buildings will be as residential lobbies, which the committee did not believe qualify as “inviting to the public” in the same way that hotel lobbies, for example, would. The plan specifically said the site should not be primarily residential, yet the cancellation of the hotel left little in the way of economically feasible alternatives for the site in the current economy. Some members believe there could be more planned commercial use of first floor spaces, perhaps including useful small retail or professional offices. Other members pointed out these spaces would be largely dead at night.

2. Whether Goal 6, maintaining a building scale compatible with the existing fabric across South Union Street and Wolfe Street, was attained was controversial. The mass and density, as well as the height of the buildings, are below the limits set in the Waterfront Plan, so the proposal is in compliance in that respect. However some members of the committee and of the neighborhood residents in attendance at the meeting said they believed there needed to be more setbacks of upper stories on the corners adjacent to existing homes and more modulations to the rooflines. Several said the modern designs and heavy use of glass have little relationship to the historic context. The committee believes that architectural design and details are the province of the Board of Architectural Review, and leaves further consideration of such matters to that body. However we do note that several members of the public believe the illustrations should more truthfully represent what is planned and should include drawings that as accurately as possible illustrate the elevations of the proposed structures in relation to the existing houses on Union and Wolfe streets. In addition, the proposed building designs do not meet the plan’s broader guidance for building styles that refer to 18th century warehouse style architecture.
3. With regard to whether Goal 7, maximizing water views from buildings, streets and rooftop open spaces, has been achieved, there will be public views from the restaurant and the outdoor public spaces. However, the only usable rooftop space is for the private use of townhouse owners and is internal, not on the water.
4. Goal 8, the inclusion of a public marina, was found to be infeasible by the developer, who instead has included floating piers where transient boaters may tie up during visits to the City. The proposal also suggests providing space at the existing piers for visiting tall ships to dock. This avoids issues of fueling, parking, waste removal, security, and other services.

We found that the goals of improving water access, providing public amenities, extending streets and providing an additional east-west alley have been met. Pedestrian connectivity is much improved over current conditions.

Meeting the guidelines:

- Guidelines 1 and 2 regarding the encouragement of active public spaces are, as discussed above with regard to Goal 1, impacted by the major change of use resulting from the decision not to build a hotel on the site. Further, Guideline 2, which refers to an emphasis on arts, history and culture, including a museum, as well as “vibrant commercial uses,” is essentially moot in this proposal for largely residential uses, except that it meets the requirement to facilitate the vision for the Strand.
- Guideline 3: Residential use is only partly away from the water and while the developer says the lobbies of the multifamily building will be open to the public, we do not believe this access genuinely encourages public use.
- Guideline 4 is not met, as the town house portion of the complex does have ground floor residential use.
- Guidelines 5, 6, and 7 are met.
- Guideline 8, encouraging historic interpretation consistent with the recommendations of the History Plan, is minimally met. However, there is little reference in the architectural design or proposed uses to Alexandria’s maritime history. Several participants said that the tall poles in the designs do not really suggest ships’ masts to most viewers. The developer team said it will continue to work with relevant City bodies, including the History, Art, and Archaeology Commissions, to develop necessary detail. The committee did not find that the design adequately reflects the maritime heritage of the City and the site. Height requirements were met.
- Guideline 9 was met.
- Guideline 10 with regard to parking: City staff said the proposal meets the guidelines for residential parking spaces. They have not yet determined whether the proposal meets the requirements for commercial parking spaces. Again, the guidelines have been superseded by the deletion of the hotel from the Plan.
- Guideline 11 is met.
- Guideline 12 is moot, the developer having determined a marina is not feasible as part of their plan.
- Guideline 13 for public amenities has been met in the sense that public art, with historical interpretive information, is planned for the site. The open space requirements and improvements to street end green spaces have been met. The intended kayak launch will not be included at this site. The pier will be retained and improved as public gathering

space, for landing of tall ships, and to provide access to floating piers for transient use. Environmental amenities above and beyond the minimum are included.

- Guideline 14 is met.

We note that there remains significant public concern over adequate parking provisions and we recommend that the City consider revisiting that issue with affected neighborhood residents.

Lastly, we are concerned that the Olin Plan for the public areas should promptly come up with Second Phase designs that address the common elements of the Plan. As private development proceeds apace, and the developers construct the portions of public space that they have committed to, it is only sensible that they know what materials and designs will be used for common areas along the full length of the waterfront. These are what Olin earlier referred to as the common language of design elements such as pavers, lamps, benches, historic markers, etc. We strongly recommend that such a unified design be finalized soon.

The Alexandria Waterfront Commission voted to accept the above report and is forwarding it to City Council effective January 20, 2015.

Respectfully submitted,

Charlotte A. Hall, Chair
Alexandria Waterfront Commission

Attached: Robinson Terminal South Development Goals and Guidelines

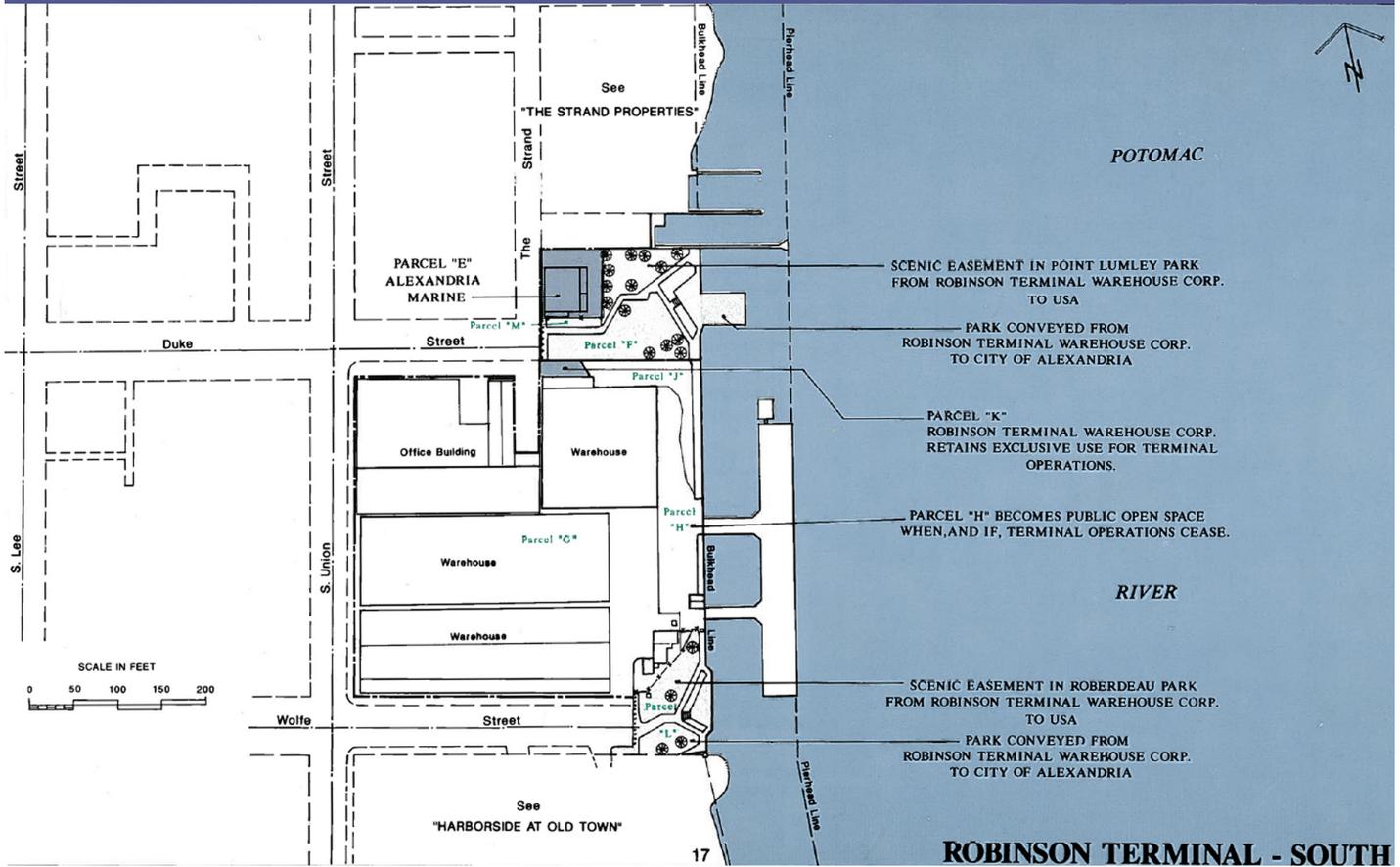
cc: Planning Commission
Board of Architectural Review
Waterfront Commission members
Mark Jinks, Acting City Manager
Emily Baker, Acting Deputy City Manager
James Spengler, Director, Department of Recreation, Parks and Cultural Activities
Karl Moritz, Acting Director, Department of Planning and Zoning
Mitchell Bernstein, Acting Director, Department of Project Implementation
Jack Browand, Division Chief, Staff Liaison to the Waterfront Commission

Robinson Terminal South

Like Robinson Terminal North, the Plan envisions redevelopment in the same general scale as outlined in the settlement agreement, with height not to exceed fifty feet, which is the existing limit. The two primary parcels, between Duke and Wolfe Streets, consist of 134,158 square feet. Adjacent to the primary parcels is 226 The Strand, a 6,258 square foot parcel which currently contains the Alexandria Marine building. This parcel is also considered part of the Robinson Terminal South site under the settlement agreement.

Under the settlement agreement, a total of 380,529 square feet is allocated across the three parcels. The City's W-1 zone allows a total of 327,293 square feet at a maximum of 2.0 FAR across the three parcels; the Plan's recommendations to move to the settlement agreement allowances would increase the maximum permitted density by 53,136 square feet. Under the 1992 Zoning Ordinance, the allowable height is 30 feet above the average finished grade, which can be increased to a maximum of 50 feet with the approval of a Special Use Permit.

Figure 32: Robinson Terminal South settlement agreement Map



Robinson Terminal South

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



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.

DEVELOPMENT GUIDELINES CONTINUED:

10. 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.
11. Shoreline treatment at Robinson Terminal South should include native plantings and naturalization where possible.
12. Robinson Terminal South is a potential location for a new and expanded pleasure boat marina. The proposed marina is conceived to be financially self-supporting as either a publicly or privately built and operated marina, and may be developed and operated in conjunction with the landside redevelopment of Robinson Terminal South. If the developer of the Robinson Terminal South development site does not develop the marina, it shall cooperate with the City and others to allow its development by others.
13. 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 34). The Plan encourages new open space to be provided on an improved pier, consistent with the federal settlement agreement. The Plan encourages the use of Parcel E for park, civic, or cultural activities. 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.
 - Significant improvements shall be designed for Duke, Wolfe and additional street ends with green, pedestrian areas extending from The Strand to the water to expand the waterfront open space area.
 - A new kayak launching area at the foot of Duke.
 - 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 recommends that connections be provided at both the northern and southern ends of the pier, and improvements made to ensure the safety of users. Examples of potential uses on the pier area include water features, river watching, bocce, horseshoes, shuffleboard, plant and sculpture gardens, or outdoor cafes. Until or unless a pleasure boat marina is constructed adjacent to the Robinson Terminal South pier, the use of the pier as a docking location for larger vessels should be maintained.
 - Environmental amenities, above and beyond the minimum required.
14. The maximum FAR and floor area allowed is included on the chart at page 105.

**City of Alexandria
 Department of Recreation, Parks & Cultural Activities
 Proposed Special Events Policy Updates**

**Park & Recreation Commission Public Hearing
 January 15, 2015**

	Issue to Address	Policy Update
1.	Implement goal of Waterfront Small Area Plan to increase activity and vibrancy of the City's waterfront	Repeal the alternating weekend restriction for events exceeding 500 in Waterfront Park, Market Square and proposed Fitzgerald Square.
2.	Clearly define roles and responsibilities of the Applicant vs. the City	Establish a City Sponsored; City Co-Sponsored; and City Non-Sponsored Event Policy which clearly defines sponsorship category and identifies sponsorship benefits. (Attachment 1)
3.	Reduce Financial Risk to the City for the George Washington Birthday, St. Patrick's Day, and Scottish Christmas Walk Parade Support	Establish a designated general fund appropriation for George Washington Birthday, St. Patrick's Day, and Scottish Christmas Walk Parade Support to cover City Direct Cost (staff), and waive all City assessed permit fees. Parade organizers would be responsible for 100% reimbursement for direct City costs above designated general fund appropriation and direct payment for all non-City costs (rentals, contracted services, etc.)
4.	Update Special Event Cost-Sharing Policy Consistent with City Council Approved RPCA Resource Allocation and Cost Recovery Policy	Establish an additional fee assessment above 100% recovery for direct City costs for Tier 4 (Event Manager receives Considerable Individual Benefit) and Tier 5 (Event Manager receives Mostly Individual Benefit).
5.	Specified approval process for proposed Race/Walks	Implement DRAFT Foot / Walk / Bike Race Policies and Management Guidelines (Attachment 2)

**City of Alexandria
Special Events Policies & Procedures
Policy for Event Sponsorship**

1. PURPOSE

To establish a consistent citywide general approach to special events and establish guidelines for the manner in which the City will coordinate efforts in processing and implementing special event sponsorships.

2. SPECIAL EVENT DEFINED

A Special Event shall be defined as a celebration, gathering, meeting, program, or similar occasion, open to the public, which involves the use of parks, park areas, facilities, public rights-of-ways or any part thereof, and which may include but not necessarily be limited to entertainment, dancing, music, dramatic productions, parades, exhibitions, sports competition, sale of merchandise or food, or any combination thereof, and may out of necessity require a level of City services for its execution or conduct that is above the level provided under ordinary circumstances. This definition shall not apply to events that are political rallies, religious observances, or building or facility rentals unless such singular activities or uses are proposed as an integral part of a larger special event as defined herein.

A. City Sponsored Event

City Sponsored event shall be defined as a public event, program, or activity which is directly related to a recognized function of the City of Alexandria which is initiated, and in major part financed and executed by the City. City Sponsored events shall not include those events, programs or activities in which the City is merely listed as a co-sponsor unless the City has at least a de facto responsibility for initiation, direct or indirect financial support and/or execution. This rule shall not preclude the solicitation of co-sponsorship assistance for programs initiated by the City.

B. City Co-Sponsored Event

City Co-Sponsored event shall be defined as any public event, program or activity in which the City of Alexandria allows the use of its name and/or logo by another sponsoring organization to conduct an event as well as advertising, promotion or general public awareness. In addition to the use of its name and/or logo, the City may assist by means of in-kind services or the reduction/waiver of required fees at the discretion of the City Manager or his/her designee. Support will be determined on a case-by-case basis, generally based on assessment of the value of the event to the community or City as a whole, as limited by the availability of resources for individual City Departments.

**City of Alexandria
Special Events Policies & Procedures
Policy for Event Sponsorship**

C. City Non-Sponsored Event

City Non-Sponsored event shall be defined as any public event, program or activity conducted in the City of Alexandria that City does not lend the use of its name and/or logo to, in any manner, except as may be denoted for location of directional purposes for the public. City assistance shall be limited to permit processing, site and/or facility reservation, and normal facility/property maintenance. The sponsoring organization shall pay all fees established by Special Event Permit for use of the parks, park areas, facilities, public rights-of-ways or any part thereof including permit fees, rental charges, concession fees, grounds deposits, and the costs of additional services (i.e. utilities hookups, trash collection, security, staffing, etc.) as determined through evaluation of the permit request. Non-Sponsored events are assessed normal fees, charges, and service levels per approved City policies, as based on City resources for Departments.

3. LIMITATION TO CO-SPONSORSHIP

The City of Alexandria shall not co-sponsor any public event, program or activity where such event is being conducted primarily for commercial promotion of gain using the parks, park areas, facilities, public rights-of-ways or any part thereof. Likewise, the City shall not co-sponsor any public event, program, activity, gathering, procession, or similar function for the primary purpose of which is a political demonstration, rally, or religious observance through the exercise of the rights of assembly and free speech as guaranteed by the first amendment of the Constitution of the United States. Such events, demonstrations or parts thereof as defined herein shall be processed and permitted as Non-Sponsored events unless deemed otherwise by motion and ordinance of City Council.

4. CO-SPONSORSHIP EVALUATION CRITERIA

The following criteria shall be evaluated to determine the role and extent of any City of Alexandria co-sponsorship:

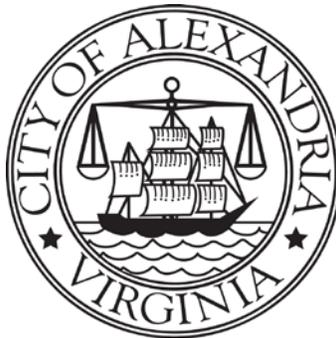
- A. If the City Manager's office by Administrative Order, or the City Council by Motion or Ordinance, have declared or established a role of Co-Sponsorship by the City;
- B. Whether the event, program, or activity is directly related to a recognized function of the City of Alexandria;
- C. The City costs of such Co-Sponsorship meet a greater public good by providing or expanding public service;
- D. The likelihood that the event will contribute positively to the recognition and image of the City of Alexandria;
- E. The ability of the co-sponsor(s) to meet the requirements necessary for issuance of a Special Event Permit; and
- F. The results of a reference check.

**City of Alexandria
Special Events Policies & Procedures
Policy for Event Sponsorship**

5. PROCEDURE FOR REQUESTING CO-SPONSORSHIP

- A. Requesting organization shall submit a Special Event application and cover letter requesting co-sponsorship and provides details of the proposed event, including tax status with documentation, operating budget including both revenues and expenditures, letter of intent identifying the percent or dollar amount of a donation to a specified organization(s), and the merit of the request based on the criteria outlined in 4. above.
- B. The Chair of the Special Events Committee will review the request and consult with appropriate staff regarding feasibility of required level of City services for the proposed event, and the criteria for evaluation of such events. The City Manager or his/her designee shall approve levels of City service outside the scope of City Departments prior to approval of the proposed event.
- C. The Chair of the Special Events Committee may request additional information or a meeting with the requesting organization to ascertain further details regarding the proposed event.
- D. Subject to approval by the City Manager or his/her designee, the Chair of the Special Events Committee will respond in writing to the request within forty-five (45) business days from the receipt of the request for co-sponsorship. Should the Chair of the Special Events Committee deny the request for co-sponsorship, the requesting organization shall have the right to appeal to the City Manager ten (10) business days of the receipt of notification of denial. Upon denial, the proposed event shall then be considered a non-sponsored event as defined above.
- E. Upon approval, the Chair of the Special Events Committee shall initiate a co-sponsorship Memorandum of Agreement negotiated to meet the requirements of the parties in conduct of the event.

CITY OF ALEXANDRIA FOOT / WALK / BIKE RACE POLICIES & MANAGEMENT GUIDELINES



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Event Requirements	6
Post Race Requirements	8
City Race Districts	8
Application	Attached

City of Alexandria Virginia
Office of Special Events
Foot Race / Walk / Bike Permit Application

GENERAL INFORMATION

Each Foot Race / Walk / Bike Permit Application will be reviewed on a case by case basis. The following information provides procedures and management guidelines followed by the City of Alexandria.

1. Permit Applications are submitted to the City of Alexandria Department of Recreation, Parks and Cultural Activities, Attn.: Office of Special Events, 1108 Jefferson St., Alexandria VA 22314.
2. Races with a past success record of 3 years or more in the City of Alexandria may submit an application 90 days in advance of the proposed event.
3. Races, including events with less than 3 years success record, must submit an application 180 days in advance of the proposed event.
4. Applicants or Sponsors who are not a certified 501(c) (3) non-profit organization must contribute a specified portion of the event proceeds to a named certified 501(c) (3) non-profit organization that delivers services in the City of Alexandria.
5. Races which require road closures, parking removal, or disruption of public right-of-ways:
 - a. May not occur on consecutive weekends within a single City Race District; and
 - b. All road closures, parking removal, or disruption of public right-of-ways must not start later than 8 am and must reopen by 10 am, with the exception of George Washington Memorial Parkway events which must reopen in compliance with National Park Service policies and procedures.
6. Races proposed for the Old Town District must be approved by City Council (City of Alexandria Policies and Procedures Manual, Approval, 11.), with the exception of the George Washington Parkway Classic, George Washington Parade 1 Mile Win Sprint Woodrow Wilson Bridge Half Marathon and USATF Championship Series.
7. Road closures, parking removal, or disruption of public right-of-ways will not be permitted on Thanksgiving Day (with the exception of the Annual Del Ray Turkey Trot), Christmas Eve and Christmas Day, New Years Eve and New Years Day and Independence Day (July 4).
8. Applicants will be required to submit a pedestrian detour plan, to be approved by the Alexandria Police Department, if pedestrians are not permitted to cross the race course.
9. Applicants will be required to clean up all water cups/sports gels/banana peels, etc. left on the race course, in City parks, on sidewalks, and all other public right-of-ways. Water stations must not block public access to residential and commercial properties, sidewalks and other public right-of-ways.
10. Total road closure will not be allowed on Cameron St., Commonwealth Avenue, Duke Street, Eisenhower Avenue, Gibbon Street, Route 1 North (Patrick Street), Route 1 South (Henry Street) and Washington Street. King Street west of Russell, Braddock west of Russell and Prince Street. Portions of these streets may be closed on a case by case basis.

11. Races which allow for participants other than runners (i.e. dogs, strollers, walkers, etc.) must include a detailed start plan in the **Route & Site Plan** (Application Requirements – 5.)
12. **City Council approved Special Event Application Fee and Trail Fee, if applicable, due at time of application submission. Race organizers are required to complete Special Event and Foot Race / Walk / Bike Permit Applications.**

PERMIT PROCESS

Each Foot Race / Walk / Bike Permit Application will be reviewed by the Office of Special Events, and if complete, the application will be forwarded to the Special Events Committee for initial review. Applicants do not need to contact each City Department prior to the application review. Incomplete applications, and/or applications not submitted with the \$50 Permit Fee will not be processed and returned to the applicant.

The City's Special Events Committee will make decisions on granting or denying this permit application based on the criteria specified in the City of Alexandria Policies and Procedures Manual adopted by City Council.

After the initial review by the Special Events Committee, the Office of Special Events will schedule a meeting between the Special Events Committee and the applicant to provide final review and make preliminary approval for the proposed event. The applicant will receive, in writing, notification of any additional permits required and the necessary contact information prior to this meeting. Additional permit requirements must be filed a minimum of **30 days** in advance of the event date. Race organizers may not promote their activity until preliminary approval has been received by the Special Events Committee.

The City of Alexandria, after final review by the Special Events Committee, reserves the right to amend event requirements and/or request additional information from the applicant to ensure the safety and quality of life for event participants and residents of the City.

If the Special Events Committee denies the permit application, the applicant may appeal the decision as specified in the City of Alexandria Policies and Procedures Manual.

If you have additional questions, please contact the Office of Special Events at 703.746.5418 or visit www.alexandriava.gov/39824.

APPLICATION REQUIREMENTS

The application must be filled out completely. The application may be approved and a permit issued only after all requirements and deadlines of the City of Alexandria are met. Failure to comply with any of the following requirements and deadlines may terminate the permit process; eliminate a segment of your event; or result in denial or revocation of the event permit.

If the permit is denied, the City of Alexandria assumes no liability for expenses incurred by the applicant.

If during the course of the event, on-site City staff determines there is a public safety hazard or if there is a violation of any permit condition, the event must be terminated immediately at the request of any City representative. The City of Alexandria is not responsible for any expenses incurred by the permit holder. Failure to meet the requirements of this permit may provide basis for denial of future permits for a given event, event manager, or sponsor.

The following information is required at the time the application is submitted to the Office of Special Events:

1. **Application**
Completed Special Event and Foot Race / Walk / Bike Permit Application
2. **Event Manager Resume**
Any type of race event (bicycle, foot, etc) requires the event manager to show successful past experience organizing and producing events or races of the same category. Include a resume detailing this experience.
3. **Multi Jurisdiction Approvals**
Provide evidence of approval from or applications filed with all affected jurisdictions and private property owners associated with your race course (i.e. National Park Service, Fairfax County, Arlington County, MNCPP, VDOT, National Harbor, etc.). Any consideration by the City's Special Events Committee is contingent on other jurisdiction's cooperation.
4. **Civic & Business Support**
The applicant must provide a letter of support from City of Alexandria Civic and Business Associations affected by the proposed race course on their official letterhead. After initial review of the application, the City of Alexandria may consider a public review period of not less than two weeks and not to exceed 30 days to receive public comment.
5. **Route & Site Plan**
Provide a plan/map showing:
 - a. Race Course
 - b. Start/Finish points
 - c. Event information, food and merchandise tents
 - d. Stage and sound equipment
 - e. Banner placement
 - f. Participant staging and dispersal sites
 - g. First Aid Stations
 - h. Parking Plan
6. **Marketing/Promotional Plan**
The applicant must provide a plan identifying promotional activities and target markets for the event.

7. Course Marshal/Volunteer Plan

Provide a plan indicating how course marshals/volunteers will be utilized, and on the map required in 5., show the location of course marshals/volunteers along the race course.

8. Parking Plan

Provide a plan indicating that is suitable for the environment in which the event is taking place including the use of car pools, public transit, securing private property use, etc.

9. Event Schedule

List all events with their corresponding start and finish times (Race start and finish, awards announcements, on-site radio or TV coverage, performances, etc.). For security purposes, provide a list of dignitaries expected to attend the race.

10. Barricade/Cone Plan

Provide a proposed barricade plan for Alexandria Police review. Automobiles, trucks or other large, heavy objects are not acceptable barricades. Barricades in place at night must have lights. Include barricade/cone setup and take down times. Once the original barricade/cone plan is submitted, only City initiated changes may be made. Detour Plans will be developed by the Alexandria Police Department. The Police Department will have the final decision on the placement of barricades/cones for any run / walk / bike event.

11. Transit Service Agreements

Affected transit services must agree to street closures if bus/light rail/trolley/ etc. travel on proposed closed streets. Applicants must provide a signed letter from transit operations stating their agreement to the closure with the permit application. If transit services do not agree, streets will not be closed.

12. Recycling Plan

Applicants are required to recycle during the event. A recycling plan is required at the submission of the application.

13. Insurance Certificate

Applicants must secure a general liability insurance policy with a combined single limit of not less than \$1 million (\$2 million preferred) per occurrence. If this information is not included, the certificate will not be accepted. The entity that holds the insurance rider must be the one filling out the application for risk management purposes. The following language must be included in the description area of the insurance rider:

“The City of Alexandria, 301 King Street, Alexandria, VA 22314, is named as an additional insured on general liability for [name the event, the location, and date].”

14. Non-Profit Certification

Applicants or Sponsors indicating to be a certified 501(c) (3) non-profit organization must submit a letter providing proof of current verification of your current tax exempt non-profit status.

Applicants or Sponsors who are not a certified 501(c) (3) non-profit organization must contribute a specified portion of the event proceeds to a named certified 501(c) (3) non-profit organization. Applicants must provide, on organization letterhead, acceptance from the certified 501(c) (3) non-profit organization indicating the minimum contribution amount resulting from the proposed event, and a letter of proof certifying the recipient organization(s) current tax exempt non-profit status.

15. Proposed Budget

Include a proposed budget for your event.

16. Application Permit Fee

City Council approved Special Event Application/Permit Fee (nonrefundable), made payable to the *City of Alexandria*, is required at the time the application is submitted.

EVENT REQUIREMENTS

1. Earnest Deposit

A security deposit, as specified in the City of Alexandria Special Events Policies and Procedure Manual, is due 30 days in advance of the event date (City of Alexandria Policies and Procedures Manual, Special Event Fees, Earnest Deposit).

2. Public Notification

A flyer must be distributed to all affected residents and businesses showing the approved race course, street closure hours (including set up to take down) and areas designated for assembly and dispersal of participants a minimum of 30 days in advance of the event date. New races, or events with less than 3 years success record, must also provide notification two (2) weeks in advance of the event date.

3. Emergency Access

Accommodation for emergency response must be provided at all times on streets, alleys, and parks. In some cases event marshals must maintain internal radio contact to facilitate immediate access to event areas. Barricades and similar devices must be staffed at all times and must be movable to accommodate emergency access for police, fire, emergency medical services and any City personnel responding to an emergency situation. Race courses and event areas may be disrupted by emergency traffic at any time.

If your event or race has bandstands, reviewing stands, tents or other stationary fixtures which may impact access to or through public thoroughfares, a minimum 18 feet wide fire lane is required. Applicants are responsible for maintaining the fire lane in an unobstructed manner.

4. Tents

Fire Prevention Permits are required for all tents equal to 200 square feet or larger.

5. Traffic & Crowd Control Personnel

Marshals/Volunteers must be 16 years of age or older; wear high visibility vests; comply with all permit conditions. Marshals/Volunteers shall not act as flaggers or traffic controllers or otherwise direct traffic on public streets. Marshals/Volunteers must be provided an information sheet which informs them of their role and responsibilities. The event manager is responsible for the content of the information provided to marshals/volunteers, and any necessary training as determined by the Alexandria Police Department. Alexandria Police Department has the only authority to determine when and where police officers are to be used during the event. All direction and instructions to assigned Law Enforcement Personnel will only come from the Police Event Supervisor or Commander. Police officers are required at any location where traffic is being controlled other than by existing traffic signals. Representatives of the Police Department retain final authority and decision making. Civilian personnel, course marshals, volunteers, etc. are not authorized to control traffic.

6. Amplification

Amplified sound must comply with all City Noise Ordinances.

7. Alcohol Permits

Special Event ABC Permits to serve alcohol to the general public and/or sell alcohol direct and indirectly may be applied for, with permission from the City of Alexandria Department of Recreation, Parks and Cultural Activities if proper State and City applications and fees are filed at least 30 days before the event date. For assistance, contact the Office of Special Events at 703.746.5418.

8. Signs & Banners

Event signs and banners, and their placement, must be approved by the Department of Planning and Zoning. For assistance, contact the Office of Special Events at 703.746.5418.

9. Emergency Medical Assistance

Depending on the size and nature of the event, you may be required to provide on-site emergency medical assistance. The City's Emergency Services group will determine necessary requirements.

10. Payment of Taxes

Applicants are responsible to the State of Virginia for collecting and reporting Virginia Sales Tax.

11. Food Vendors

Food vendors for temporary events are required to obtain a Temporary Food Permit with the Virginia Department Health, and comply with all City codes and ordinances. Applicants will be held responsible for the clean-up of food areas, and are responsible for the reimbursement of costs associated with any damage to public property. Permits are required from the Office of Code Administration for open flame or propane cooking appliances.

12. Race Course Identification

Course markings must be removed following the event.

POST RACE REQUIREMENTS

1. Post Race Review

The Office of Special Events will schedule a meeting with the applicant and the Special Events Committee to provide a post evaluation of the event. Applicants may be required to participate in an on-site post race review if determined necessary by the City of Alexandria.

2. Status, Proceeds and Reporting

The Applicant must provide, within 30 days of receipt of invoice for City support services, an event report, including the following information, but not limited to:

- a. Expense & Revenue Report: actual gross revenue including entry fees, vendor fees, product sales, sponsorships, and donations.
- b. Number of Registrants
- c. Complete list of sponsors
- d. Distribution of net dollar amounts to host sponsor or beneficiary organization(s).

CITY RACE DISTRICTS

Races which require road closures, parking removal, or disruption of public right-of-ways may not occur on consecutive weekends within established City districts so to not overly burden any one neighborhood on a consistent basis. In addition, road closures, parking removal, or disruption of public right-of-ways must not start later than 8 am and must reopen by 10 am.

The City Race Districts are as follows (see attached maps):

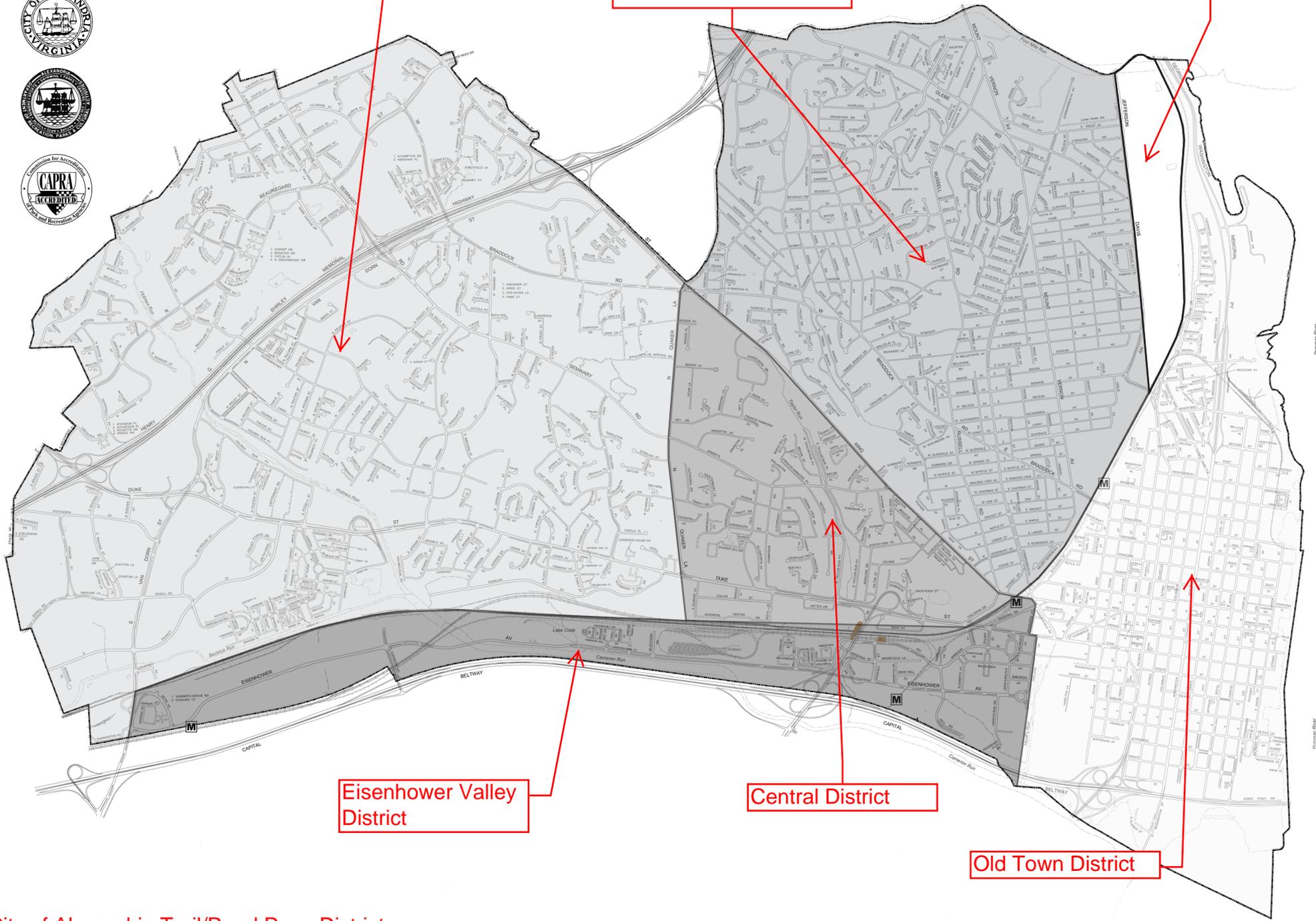
1. **Old Town District:** Upper King Street at the King Street Metro Station east to the Waterfront, North of the Woodrow Wilson Bridge to south of Slaters Lane. **Note:** *Races proposed for the Old Town District must be approved by City Council.*
2. **Arlandria, Del Ray and Rosemont District:** East and North of King Street and West of Route 1.
3. **Central District:** North of Duke Street, East of Quaker Lane and West of King Street
4. **Eisenhower Valley District:** West of Holland Lane, South of Duke Street, and West of Van Dorn Street
5. **West End District:** West of Quaker Lane, North of Business Center Drive and East of Van Dorn Street
6. **Potomac Yard District:** East of Jefferson Davis Highway, North and West of Potomac Avenue, and South of Four Mile Run stream (Alexandria border).



West End District

Arlandria, Del Ray & Rosemont District

Potomac Yard District



Eisenhower Valley District

Central District

Old Town District

City of Alexandria Trail/Road Race Districts



Foot Race / Walk / Bike Event Permit Application
City of Alexandria – Office of Special Events

INSTRUCTIONS: Please carefully read the “Event Permit Application and Event Requirements” before completing this application. Incomplete applications and/or applications without the required “Permit Fee” will not be processed.			
EVENT INFORMATION			
Date of Event		Event Name	
Event Description:			
Event Setup Time ____ am ____ pm	Event Start Time ____ am ____ pm	Event End Time ____ am ____ pm	Event Takedown Time ____ am ____ pm
Note: If your event includes multiple days and/or varying times, a detailed schedule must be attached.			
Event Location (provide site and route map)			
Participant Assembly Site		Participant Dispersal Site	
Number of Participants		Number of Spectators	
Will there be music at your event? ____ Yes ____ No		If Yes to music, will it be amplified? ____ Yes ____ No	
Will fees be collected? ____ Yes ____ No If yes, ____ Onsite ____ In Advance ____ Both		Will alcohol be served? ____ Yes ____ No If yes, include an additional \$25 nonrefundable fee for ABC approval from the City of Alexandria.	
Will food be served? ____ Yes ____ No. If yes, provide a description of type of food and how prepared:			
APPLICANT INFORMATION			
Name of Applicant (same as name listed at Signature)			
Street Address			Apt/Unit/Suite
City		State	Zip Code
Day Time Phone	Fax	Cell Phone	E-mail
Is the Applicant a Non Profit Organization? ____ Yes ____ No		If yes, attach current letter of verification of non profit status	



SPONSOR INFORMATION		
Are you, the Applicant, organizing this event on behalf of another organization? ____ Yes ____ No		
If yes, Name of Organization		
Street Address		Apt/Unit/Suite
City	State	Zip Code
Name of Sponsoring Organization Contact		Contact Phone
Additional Documentation Required: If you checked “Yes” above, submit an endorsement letter from the organization (on their official letterhead) on whose behalf you are organizing this event.		
Is the Sponsor a Non Profit Organization? ____ Yes ____ No	If yes, attach current letter of verification of non profit status	
ADDITIONAL INFORMATION		
Is your event a recurring walk, run or bike? ____ Yes ____ No	If yes, attach your previous year final participant roster identifying the number of participants (Do not include personal information).	

Application Checklist: All applicants requesting to stage all or any portion of a foot race / walk / bike event, must provide the following at the time of the application:

- | | |
|---|---|
| <input type="checkbox"/> completed application | <input type="checkbox"/> transit services acceptance letter |
| <input type="checkbox"/> City Council approved application fee(s) | <input type="checkbox"/> insurance certificate |
| <input type="checkbox"/> event manager resume | <input type="checkbox"/> recycling plan |
| <input type="checkbox"/> route & site plan | <input type="checkbox"/> endorsement letter from sponsor organization |
| <input type="checkbox"/> traffic marshal plan | <input type="checkbox"/> current certification letters of non profit tax Status |
| <input type="checkbox"/> event schedule | <input type="checkbox"/> civic & business association letters of Support |
| <input type="checkbox"/> detour & barricade plan | <input type="checkbox"/> proposed budget |
| <input type="checkbox"/> multi jurisdiction approval/application | |
| <input type="checkbox"/> parking plan | |
| <input type="checkbox"/> marketing/promotional plan | |

As an applicant for a Foot Race / Walk / Bike Event Permit, the undersigned certifies that he or she is familiar with the rules, regulations and responsibilities of the use of City facilities and equipment and that the same will be enforced and honored by the sponsoring organization. The undersigned further certifies that he or she is the legally authorized representative of the sponsoring organization, and has the legal authority to submit this application and to enter into binding contracts on behalf of the organization. The undersigned further certifies that the information furnished in this application is true and correct to the best of the undersigned knowledge and information.

I agree to indemnify and hold harmless the City of Alexandria, and all City of Alexandria officers, employees, agents and representatives, from any claims (including costs of defending such claims) or damages that may arise from the occurrence of the special event or from related events. I also understand that a Foot Race / Walk / Bike Event Permit does not excuse failure to comply with orders of law enforcement personnel, firefighters or other emergency workers, and that it does not provide immunity from civil claims of third parties that are based upon damages occurring at, or in conjunction with this event.

Applicant Signature & Date

Sponsor Signature & Date

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

CITY PROJECTS STATUS WINTER 2014/2015 (January 2015)

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>WINTER 2014/2015 – Over the winter, the City provided a presentation to the Waterfront Commission, with the results of the Lower King Street Multimodal Feasibility Study. An executive summary of the report has been completed. Recommendations will be made after additional parking analysis is completed within Old Town, as part of the Old Town Area Parking Study (OTAPS).</p>	<ul style="list-style-type: none"> • WINTER 2014/2015 – 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>WINTER 2014/2015 – Installation of the temporary pedestrian plaza in the unit block of King Street is on hold.</p>	<ul style="list-style-type: none"> • WINTER 2014/2015 - 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>WINTER 2014-2015 – Dredging is underway and scheduled to be complete by the end of January 2015.</p>	<ul style="list-style-type: none"> • WINTER 2014-2015 – A construction contract has been awarded to McLean Contracting Company. The project began in early December and is scheduled to be complete by the end of January 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>WINTER 2014-2015 – Kimley-Horn is onboard.</p>	<ul style="list-style-type: none"> • WINTER 2014-2015 – A design contract has been executed with Kimley-Horn. Notice to Proceed occurred in November 2014. Community Meeting #1 is anticipated for late January 2015 or early February 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>WINTER 2014/2015 – 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 spring 2015.</p>	<ul style="list-style-type: none"> • WINTER 2014/2015 – 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 spring 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>WINTER 2014/2015 – Phase I of the waterfront landscape and flood mitigation design is complete. In December 2014, a draft phasing and funding plan was shared for public input and taken to the Planning Commission on January 6th and will proceed to City Council on January 27th. The Plan will help inform the FY 16- 25 CIP process.</p>	<ul style="list-style-type: none"> • Winter 2014/2015 – Phase I of the waterfront landscape and flood mitigation design project is complete, with City Council approval of the design in June 2014. In December 2014, a phasing and funding plan was shared for public input and taken to the Planning Commission on January 6th and will proceed to City Council on January 27th. The Plan, if agreed to by CC, will help inform the FY 16 – 25 CIP process. • Winter 2014/2015 – 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 WINTER 2014/2015 (January 2015)

Project	Lead Agency	Brief Status	Status
Flood Mitigation (Backflow Valve Project) for King Street/The Strand.	T&ES/DPI	Winter 2014/2015 – 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"> • Winter 2014/2015 – Testing of the installation repair work was completed in fall 2014. Final payment was made in December 2014, whereby the project is now complete.
Torpedo Factory Building Conditions Assessment – This is part of a City-wide Assessment of City owned buildings.	GS	Winter 2014/2015 – 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"> • Winter 2014/2015 – The City began an assessment of City-owned buildings during fall 2014, including the Torpedo Factory. Data entry occurred in December 2014 with analysis of data anticipated in early 2015.
Marina Conditions Assessment Report - A Marina Dock and Marina Maintenance Assessment Study was completed by consultants, Michael Baker, for RPCA, in 2013.	RPCA/GS	Winter 2014/2015 – 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.	<ul style="list-style-type: none"> • Winter 2014/2015 <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 obtained the permits in December 2014 with work in progress. ○ 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	Winter 2014/2015 – 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"> • Winter 2014/2015 - 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 is anticipated to occur in FY 16.

PRIVATE PROPERTIES STATUS WINTER 2014/2015 (January 2015)

Property/ Location	Project Status	Project Details/Status
Robinson Terminals South (EYA)	Winter 2014/2015 – Mixed use project with site plan (DSUP) review nearly complete.	<ul style="list-style-type: none"> • Winter 2014/2015 – An April 2015 DSUP public hearing is anticipated. EYA continuing public out-reach in winter 2014/2015 from fall 2014, including Waterfront Commission presentations.
Robinson Terminal North (City Interests)	Winter 2014/2015 – Mixed use project under site plan (DSUP) review.	<ul style="list-style-type: none"> • Winter 2014/2015 – A spring 2015 public hearings anticipated. City Interests continuing public outreach in winter 2014/2015 from fall 2014, including Waterfront Commission presentations.
Carr Hospitality Boutique Hotel 220 South Union Street	Winter 2014/2015 – Final site plan approved.	<ul style="list-style-type: none"> • Winter 2014/2015 – Awaiting applicant to pay fees and pick up final site plan before advancing building permit. • 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 with public restrooms)	Winter 2014/2015 – 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"> • Winter 2014/2015 – 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.