

ALEXANDRIA WATERFRONT COMMISSION

Tuesday, October 21, 2014
City Hall Sister Cities Conference Room
301 King Street
7:30 a.m.

AGENDA

1. Welcome and Introductions
2. Approval of Minutes from September 18, 2014
3. Old Dominion Boat Club Design – Applicant Update
4. Robinson Terminal North Design – Applicant Update
5. Carr Hotel Schedule & Status – Staff Update
6. FY 2016 Budget Civic Engagement
7. Agency Reports (attached)
8. Marina Subcommittee
9. Report from Commissioners
10. Announcements / Public Comments

UPCOMING EVENTS

- **Marina Subcommittee Meeting**
November 13, 5 p.m., City Hall, Room 2000, 301 King St.
- **Waterfront Commission Meeting**
November 18, 7:30 a.m., Sister Cities Conference Room, City Hall, 301 King St.

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

Summary Minutes - DRAFT
ALEXANDRIA WATERFRONT COMMISSION MEETING
Tuesday, September 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
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Howard Bergman, Founders Park Community Association (FPCA)
John Bordner, Citizen west of Washington St.
Shirley Downs, Alexandria Commission for the Arts
Stewart Dunn, Alexandria Planning Commission
Doug Gosnell, Alexandria Marina Pleasure Boat Leaseholder
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Stephen Mutty, Citizen Park Planning District I
Paul Smedberg, Member, Alexandria City Council
Stephen Thayer, Citizen east of Washington St. and north of King St.
Townsend A. (Van) Van Fleet, Old Town Civic Association
Christa Watters, Citizen east of Washington St. and north of Pendleton St.

Excused:

Arthur Fox, east of Washington St. and south of King St.

Absent:

Morgan Delaney, Historic Alexandria Foundation
Jacob Hoogland, Alexandria Archeological Commission
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Vacancy:

Citizen Park Planning District III

City Staff:

Joanna Anderson, Assistant City Attorney
Emily Baker, Director, Department of Project Implementation (DPI)
Fran Bromberg, City Archeologist, Office of Historic Alexandria
Jack Browand, Commission Staff Liaison and Division Chief, Public Relations, Special
Events & Waterfront Operations, Recreation, Parks, and Cultural Activities (RPCA)
Tony Gammon, Civil Engineer IV, DPI
Don Hayes, Alexandria Police Department (APD)
Jessica McVary, Planning and Zoning (P&Z)
Karl Moritz, Acting Director, P&Z
Iris Portny, Commission Recording Secretary, RPCA
Gary Wagner, P&Z
Nancy Williams, DPI, and Principal Planner, P&Z

Guests:

Brian Buzzell, resident
Susan Cohen, Public Art Committee;
Dene Garbow, resident
Mel Garbow, Harborside HOA
Val Hawkins, Alexandria Economic Development Partnership
Eric Wallner, Torpedo Factory Art Center

Welcome and Introductions

Hall called the meeting to order at 7:35 a.m. and Commissioners and staff introduced themselves.

Approval of Minutes from July 15, 2014 and July 24, 2014

Dunn moved and Thayer seconded that the July 15, 2014 minutes be approved. The motion was approved by voice vote with Bordner abstaining.

Dunn moved and Thayer seconded that the July 24, 2014 minutes be approved. The motion was approved by voice vote, with Bordner abstaining, with the understanding that it be clarified on page 3 under the paragraph "ADA-accessibility" that the Commission does not want the design's plan to provide a minimum 8-foot width for all project pathways, designed to ensure full ADA-accessibility, to be used as a maximum width in the promenade area but instead wants these related pathways to be as close as possible to the 20-foot width being planned for the promenade.

August 6, 2014 Waterfront Commission City Shoreline Boat Tour Debrief

Browand briefly reviewed the Commission's August 6 boat tour of the City's shoreline and noted that representatives of each of the current redevelopment projects had been present to answer questions along with staff. Manor said that, from the perspective of the Alexandria Convention and Visitors Association (ACVA), he was struck by the need to improve the Waterfront's attractiveness for those who arrive at the City by the river. Dunn said he was favorably impressed the Waterfront redevelopment sites would have only a minimal impact on the City Waterfront overall, as seen from the river. Auld said the diversity of existing Waterfront architectural styles should be used as a reference point as the Commission considers architectural styles for redevelopment projects.

Mutty said shoreline photographs he had taken during the cruise are posted at alexwaterfrontcruise814.shutterfly.com.

Landscape & Flood Mitigation Design Phase I Update

Note: *The matrix with the status of all Waterfront Plan-related projects is posted at:*
[http://www.alexandriava.gov/uploadedFiles/special/WaterfrontPlan/Summer%20%202014%20\(FINAL2\)%20Waterfront%20SAP%20Implementation%20Project%20Status%20Matrix.pdf](http://www.alexandriava.gov/uploadedFiles/special/WaterfrontPlan/Summer%20%202014%20(FINAL2)%20Waterfront%20SAP%20Implementation%20Project%20Status%20Matrix.pdf)

Williams reviewed highlights of the Waterfront Small Area Plan Implementation Project Status Matrix.

Council approval of ordinance authorizing 1 and 2 King Street, 200, 204 and 208 Strand Street and 0 Prince Street property transfers

[**Note:** Details are in the Commission's meeting material staff reports and available on City Council's September 13, 2014 meeting

docket: http://legistar.granicus.com/alexandria/meetings/2014/9/1291_A_City_Council_Public_Hearing_14-09-13_Docket.pdf

Joanna Anderson, Assistant City Attorney, reported that Council had, at its September 13, 2014 meeting, passed an ordinance approving and authorizing several Waterfront property transfers and ownership changes that affect 1 and 2 King Street (Old Dominion Boat Club); 0 Prince Street (Beachcomber); 200, 204 and 208 Strand Street; and resolution of some other title matters along the Waterfront.

Anderson said this action enables the City to move ahead with implementing the recent City-Old Dominion Boat Club (ODBC) agreement, consolidate, and re-subdivide four City Waterfront properties, those at 0 Prince Street and 200, 204 and 208 Strand Street, actions that will facilitate several Waterfront Small Area Plan-related actions, including the expansion of Point Lumley Park. Anderson said the Planning Commission had approved the consolidation/re-subdivision actions at its September 4, 2014 meeting.

Blackwall Hitch Alexandria

Williams reported the owner of Blackwall Hitch Alexandria, the restaurant that will replace the current Torpedo Factory Food Pavilion building, expects to begin work on the site in September 2014 and anticipates opening in early 2015. She said the owner would soon install signage on the building windows announcing the upcoming restaurant.

Fitzgerald Warehouse

[**Note:** Meeting materials include a staff update on details to date for the warehouse.]

Hall asked that the Commission be briefed on the redevelopment of Fitzgerald Warehouse before work on it moves too much further along since no briefing has been received. McVary said staff decided to defer briefing the Commission on Fitzgerald Warehouse planning until its October 2014 meeting because the design is at a very early stage and staff expects additional information to be available in time for the Commission's October 2014 meeting.

Chadwick's parking lot.

In response to Van Fleet's question, Williams said the City expects to assume ownership of the parking lot property by October 1, 2014 and will then lease the parking lot back to Chadwick's through July 2015. Van Fleet said the City should keep the parking lot open until an additional 100 spaces have been identified to replace the parking lot spaces.

Agency Reports (attached)

Note: See meeting materials posted to:

<http://alexandriava.gov/uploadedFiles/recreation/info/WaterfrontCommissionMeeting16Sep2014.pdf>

Hall invited questions on the staff reports provided.

Windmill Hill Park bulkhead

In response to Garbow's question regarding when the Windmill Hill Park bulkhead designer will be selected, Browand said staff continues to evaluate the bid documents received and expects to provide information regarding selection and timeline in October . He said public outreach would be an important part of the City's review of the bulkhead design alternatives.

Hall reported that Battalion Chief Michael Sharpe had been designated as the Alexandria Fire Department's new representative for the Waterfront and Marina. She said she looks forward to his attending the Commission's next meeting.

Unauthorized parking in Thompson's Alley

Hall reported that a recent problem with unauthorized parking in Thompson's Alley highlighted the need to remind vendors and others using the alley that it is not to be used for parking, only for loading and unloading. She said respecting the "no parking" rule is especially important because the Alexandria Fire Department uses the alley. Hall said the Commission has supported staff's proposal to create a new and enlarged loading and unloading area in Thompson's Alley.

Manor said that Thompson's Alley currently is a blind spot for a driver that is dangerous for pedestrians. He asked that when the alley is redesigned as part of the Olin waterfront landscape design a way be created to warn pedestrians of oncoming vehicles. Moritz said he would convey that guidance to the Olin designers.

City Marina Update

Dredging

Browand reported that work on the Marina dredging is expected to start in mid- to late-November 2014 and be finished not later than February 2015.

Wharf strengthening

Browand reported that he expects a new contractor for the work to be chosen by mid-October 2014. He said the work will be coordinated with the Marina dredging schedule and the Marina will not be closed during the work. Hall asked that the schedule take account of the City's Festival of Lights that runs November 30 - December 31, 2014 and First Night Alexandria. Browand said the actual work should take 7-10 days and his goal is to have the work done before the Thanksgiving tree lighting, weather permitting.

LaFayette's Hermione Voyage 2015

Browand reported the City expects a two- to three-day visit, mid-week, by the tall ship l'Hermione in June 2015. He said events related to the visit would include free public tours. Hall, who has been active in City efforts to arrange the visit at minimal cost to the City, said the Potomac Riverboat Company has offered l'Hermione the use of its Cherry Blossom mooring at the Marina. Browand said he expects most of the activities related to the visit to be within the Marina.

Hall said l'Hermione's visit to America is being organized by the U.S. non-profit Friends of l'Hermione-LaFayette in America, sponsor of both the rebuilding of the frigate on which LaFayette sailed from France to America in 1780 and of its planned 2015 voyage recreating LaFayette's France to America journey. Hall said l'Hermione will arrive at Norfolk, visit Yorktown for activities there, sail to Mount Vernon for activities and overnight mooring, sail up the Potomac for a three-day visit to the City, then continue its journey up the East Coast. Hall said arranging the ship's visit up the Potomac is a significant accomplishment because both Alexandria and Mount Vernon have said they are unable to pay the \$200,000 fee that the non-profit foundation expects from ports the l'Hermione is visiting.

*Note: Detailed information about the l'Hermione Project is posted at:
<http://www.hermione2015.com/about-2/>*

Backflow Preventer for King Street/The Strand: Update

Gammon reported that repairs have been completed on the valves installed and testing conducted to date has indicated no problems. He said testing is expected to be completed within several weeks.

Joint Meeting: Commission for the Arts and the Waterfront Commission

Browand said a joint meeting of the Waterfront and Arts commissions is being planned for October 2014. The purpose is to provide comments on the proposed public art for the Carr Hospitality hotel project at 220 South Union Street. The joint meeting is a condition of the Development Special Use Permit.

Marina Committee

Note: *The finalized Commission letter to City officials is at:
<http://www.alexandriava.gov/uploadedFiles/recreation/info/WCCCommissionMarinaCityCouncilLetter16Sep2014.pdf>*

Recreational boating slips

Thayer submitted for Commission approval a draft Commission letter to the Mayor, Council and other City officials that were created by the Marina Committee after discussions at several Marina Committee meetings during summer 2014. The draft letter asked the City to conduct a feasibility study by the end of the calendar year to identify potential sites for pleasure boat slips that could replace slips at the Marina expected to be lost. Thayer agreed, at Browand's request, to change the feasibility study's proposed completion date to the end of the fiscal year.

Auld and Baum said they thought the letter's draft wording inappropriately implied the Commission was asking Council to build a public marina for recreational boaters regardless of cost. Thayer said the wording only supports conducting a feasibility study to identify potential options for providing pleasure boat slips. Gosnell said the draft was consistent with Council's direction that staff works with the Commission to identify options to replace the Marina's current pleasure boat slips. Gosnell said the Marina's pleasure boat slip leaseholders would support any option that addresses the problem.

Motion. Dunn moved, and Manor seconded, that sentence one of the letter's final paragraphs is modified to read, "The Waterfront Commission is requesting that City Council reaffirm its commitment to seek to maintain an active publicly accessible recreational boat marina...." The motion passed by voice vote with Baum voting no.

After a brief additional discussion of the proposed letter, Commissioners confirmed their votes on the Dunn/Manor motion to approve the draft letter.

Robinson Terminal South: a possible option for recreational boat slips?

In response to a question from Buzzell, Hall and Thayer confirmed that representatives of EYA, developers of Robinson Terminal South (RTS), had said they would be willing to listen to stakeholder ideas for putting non-transient slips for recreational boats at RTS in addition to the slips planned for transient visits. Thayer said EYA had not made any commitment to include non-transient slips but merely said that if an idea such as a public-private partnership for such slips were proposed it might be of interest to EYA.

River debris

Thayer reported that a subcommittee on the City's river debris problem had been set up and Mutty had agreed to chair it. He said the subcommittee will collect information about possible ways to address the problem, including a review of ways other waterfront locations such as National Harbor and Washington D.C. deal with their river debris. Thayer said he hopes that options will have been identified within six months.

Reports from Commissioners

Bethel announced that the Old Town Business and Professional Association would host its Supper under the Stars at King Street Gardens Park on September 26, 2014.

Van Fleet invited people to the Old Town Civic Association's annual membership cruise on the Miss Christin Sunday September 21, 2014 at 7 pm.

Livingood announced the Seaport Foundation was hosting its annual Seaport Day at Waterfront Park on September 27, 2014.

Livingood invited people to join the approximately 150 people expected for the Daingerfield Island park cleanup on Saturday September 27, 2014.

In response to Auld's question, Livingood said that, in light of the Seaport Foundation's need to vacate its RTS facility by April 1, 2015, AlexRENEW has offered to let the Seaport Foundation store its boats and equipment at their site temporarily until a permanent location for the Seaport Foundation is found. Livingood said the Seaport Foundation is also hoping to find office space to house their staff temporarily that could be available to them at no charge.

Hall complimented RPCA's Office of the Arts, lead by Diane Ruggiero, for the successful launch on September 13, 2014 of its new Mobile Art Lab and for the decision to bring it to the City Marina during the City's King Street Arts Festival that weekend. She said the variety of music, video and hands-on activities for youth and adults offered by the lab were very popular, including the Lab's three bands. Hall recommended that RPCA bring the Mobile Art Lab back to the Marina for other visits.

Downs reported that the Commission for the Arts was meeting that evening to approve its public art plan and invited comments on the plan.

Browand announced the next Marina Committee meeting is planned for October 9, 2014.

Hall announced the next Commission meeting would be October 21, 2014.

Adjournment

Hall adjourned the meeting at 8:38 a.m.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 21, 2014

TO: WATERFRONT COMMISSION MEMBERS

FROM: JACK BROWAND, DIVISION CHIEF *Jack Browand*
PUBLIC RELATIONS, SPECIAL EVENTS & WATERFRONT OPERATIONS
RECREATION, PARKS & CULTURAL ACTIVITIES

SUBJECT: WATERFRONT COMMISSION UPDATE
PUBLIC RELATIONS, SPECIAL EVENTS & WATERFRONT OPERATIONS
UPDATE

Windmill Hill Park Bulkhead Replacement Project

The staff review team has made a final recommendation to City Purchasing to finalize contract negotiations to implement phase 1. Phase 1 includes concept design of three bulkhead/shore stabilization options for community consideration. Design options include the approved concept from the 2002 City Council Approved Windmill Park Master Plan, “Living” Shoreline; and hybrid option. Stabilization design includes the dog park shoreline south of the current bulkhead. Phase 1 deliverables include 30% design drawings for one option following considerable input from the community.

Marina Dredging Project

City Purchasing is completing final contact award. Staff will schedule stakeholder meetings to finalize the dredging schedule to ensure business and special event activities will continue without interruption. Dredging activities will begin in late November 2014 with completion by February 2015.

City Marina Wharf Strengthening Project

Construction documents are finalized. City will receive cost proposals by mid-October with planned repairs in late November to early December. Construction activities will not result in service disruptions in the City Marina and will take approximately one week to 10 days to complete.

Waterfront Small Area Plan Implementation

For additional information, visit www.alexandriava.gov/Waterfront.

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 8, 2014

TO: WATERFRONT COMMISSION MEMBERS

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

SUBJECT: LOWER KING STREET MULTIMODAL FEASIBILITY STUDY

On May 29, 2014, a second project public meeting was held to present the “functional options” that were developed for the 100 block of King Street, including 1) the existing configuration, 2) an open street with wider sidewalks and no on-street parking, 3) a pedestrian only street, and 4) pedestrian street that still allows for trolleys. All options would still allow for emergency vehicle access, and delivery access.

There was mixed response on the options, but the highest support was for Option 2 (widening the sidewalks but keeping the street open to all users). Both Option 3 (pedestrian only street), and Option 4 (pedestrian street with trolleys) also received support, but each had less support than Option 2. There was significant concern regarding the loss of on-street parking, and the potential impact to adjacent residential streets. See **Attachment 1** for a summary of input at the public meeting.

Based on the input received from the May 29 public meeting, staff refined the options and developed an additional option to respond to the issue of removing on-street parking. With the exception of the existing configuration, all of the options were refined to assume a flush roadway. A new option (Option 5) was developed that would keep the street open to all users, and retain some on-street parking. The trees and some other vertical elements such as parking meters and trash receptacles would be moved to the parking zone, in between parking spaces. This would allow for the overall clear pedestrian zone to be widened to 14 feet. This option would include a flush street, and could allow for closure of the street and parking during certain periods, and allowing for outdoor dining within the parking zone, between the trees and other vertical elements. See **Attachment 2** for a description of all of the refined options.

Over the summer City staff has coordinated some additional outreach through the Old Town Civic Association (OTCA) to reach interested residents who may not have attended the May public meeting. A meeting was held on August 11, 2014 with representatives of the OTCA

where staff presented the refined options. See **Attachment 3** for a summary of input from the meeting with the OTCA.

In addition, staff has conducted outreach with the Old Town Business and Professional Association, the Chamber of Commerce and the Alexandria Economic Development Partnership to engage additional business interests. On October 1, 2014, staff met with representatives of the business community, including business representatives from the 100 block of King Street. See **Attachment 4** for a summary of input from the meeting with business representatives.

This Fall, staff will conduct additional outreach, including a meeting with the Old Town Business and Professional Association (OTBPA) on October 21, and a OTCA meeting on November 12. Based on input from these meetings, staff will be developing a recommendation to present at a public hearing of the Transportation Commission on November 19, followed by the Waterfront Commission in December, and the Traffic and Parking Board in January 2015. Staff anticipates making a recommendation to the Council in February 2015.

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

Civic engagement is a key component of the study. In addition to the meetings that were described above, other meetings to date have been held with the Transportation Commission, Waterfront Commission, and Bicycle and Pedestrian Advisory Group. In March 2014, the project team conducted a walking audit with business representatives of the vicinity of the 100 block of King Street to discuss potential project concepts, and receive input on the concepts and issues. In addition, three focus group meetings were held on March 10, 2014 to discuss potential concepts, and receive input and identify issues important to various stakeholder groups focused on the business community, citizens and City staff. Additional project information is available at www.alexandriava.gov/76226

ATTACHMENTS:

Attachment 1: Summary of Input from May 29 public meeting

Attachment 2: Lower King Street Alternatives

Attachment 3: Summary of Old Town Civic Association Meeting

Attachment 4: Summary of Business Representative Meeting

Lower King Street Multimodal Feasibility Study - Public Meeting #2 (May 29, 2014), Comment Forms Summary

Affiliation (Persons could check more than one affiliation / 33 comments forms received)

Business Owner	8	
Alexandria Resident	14	
Old Town Resident	13	
Waterfront Commissioner	8	
Other	2	Council member; Civic Assoc. Pres.

Rank Project Goals in Order of Importance

Increase Walking Space	Ranked #2	
Increase Outdoor dining and retail	Ranked #5	
Provide direct / efficient trolley service	Ranked #4	
Minimize impacts to residential streets	Ranked #1	
Improve user comfort at intersections	Ranked #3	

Comments on Options

	Positive	Negative
Open to All Users	Like this option (4) Balanced Less impact on residents Easy to understand for visitors Most feasible Doesn't impact traffic grid Provides options for all situations	Don't like priority of bicycles Don't like pedestrian conflict with cars Disconnect still an issue Don't like Should cars be one-way? Doesn't work for all users Give priority to walkers only Don't like aggressive drivers at intersections Current system works fine (2)
Pedestrian and Trolley	Street friendly Keep trolley at King / Union Use police at intersections to direct Best option Keeps trolley route simple Better flow Like - No cars Moves people to waterfront without cars Safe and clear access with low stress	Dislike this option (3) Don't like the trolley Where do bicycles / motorcycles park? End trolley at City Hall (2) Potential confusion for cars Eliminates parking Negative impact on residents (2) Negative impact on adjacent streets Defeats making it pedestrian only Confusing to people Don't think road should be closed
Pedestrian Only	Like wider sidewalks More space for dining Safe, welcoming, increased vitality Second best option; Safest Open feel and more outdoor dining Better flow Like - No cars Could be attractive Safe and clear access with low stress	Dislike this option (3) What is the impact to car parking? Don't like impact on residents Don't like impact on adjacent streets Confusing to visitors Negative impact on residents Too "mall" like Sends too much traffic to residential areas Makes trolley route circuitous Don't think road should be closed

Rating of Design Options

	Avg. Score (1-5, 5 most comfortable)	
Wider Sidewalks	3.8	
Flush Street	3.2	
Existing configuration	3.0	

Comfortability with Closure options

	Avg. Score (1-5, 5 most comfortable)	
Seasonal Closure	3.3	
Weekend Closure	3.2	
Full Time closure	2.2	

Option 1 – Existing Configuration



Description



- Street is open to cars, trolley, bicycles, emergency vehicles
- On-street parking remains (25 spaces)



- Can be closed for pedestrians only during seasonal, weekends, or specific time of day

- No change to Trolley routing
- Limited space for outdoor dining

How would the street look?

- The street would look the same as it looks today



5' Dining

5' Sidewalk

4' Planting/
Furnishing

37' Curb to Curb

4' Planting/
Furnishing

5' Sidewalk

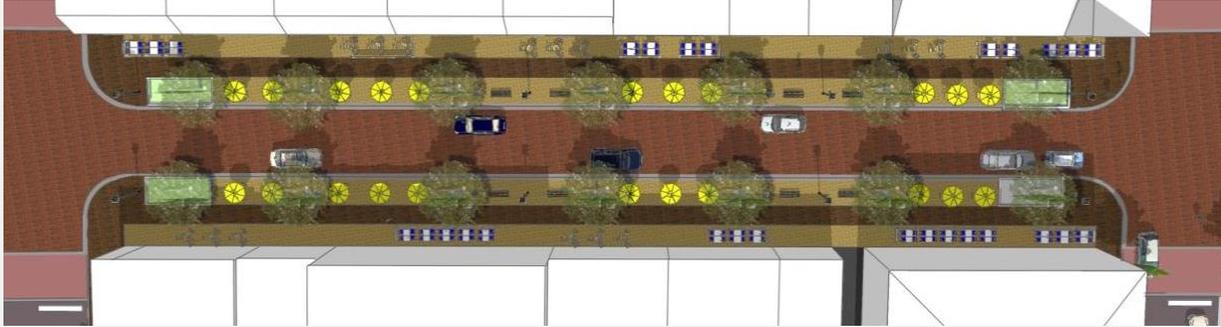
5' Dining



Option 2 – Widen Sidewalk / No parking



Description



- Street is always open to cars, trolley, bicycles, and emergency vehicles
- Wider sidewalk for pedestrians
- Additional outdoor dining
- No parking

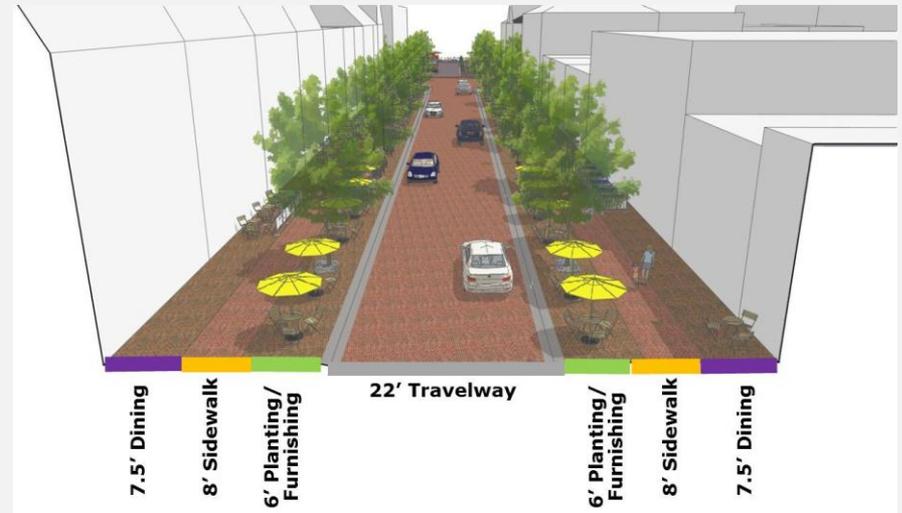


- Can be closed for pedestrians only during seasonal, weekends, or specific time of day

- No change to Trolley routing
- Traffic on residential streets unchanged
- Parking (25 spaces) would be eliminated

How would the street look?

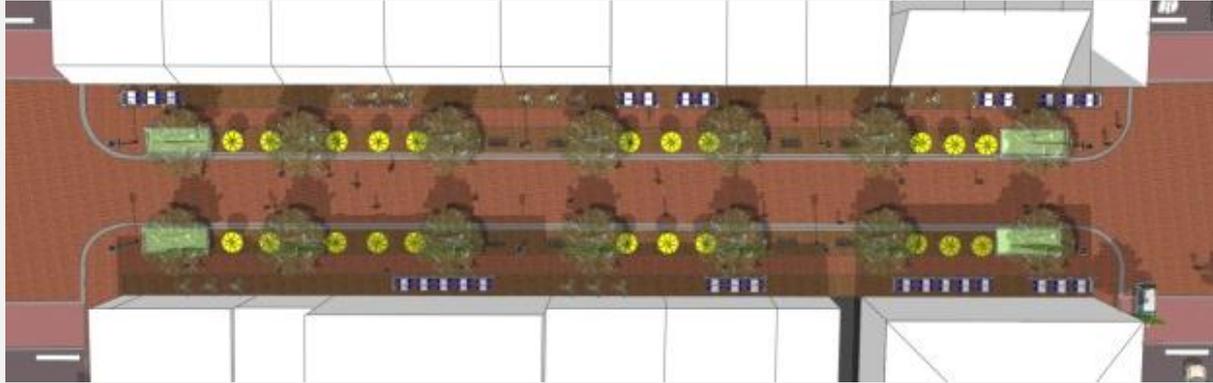
- Flush street (Building to building)
- Wider sidewalk (22' each side)



Option 3 – Pedestrian Only



Description



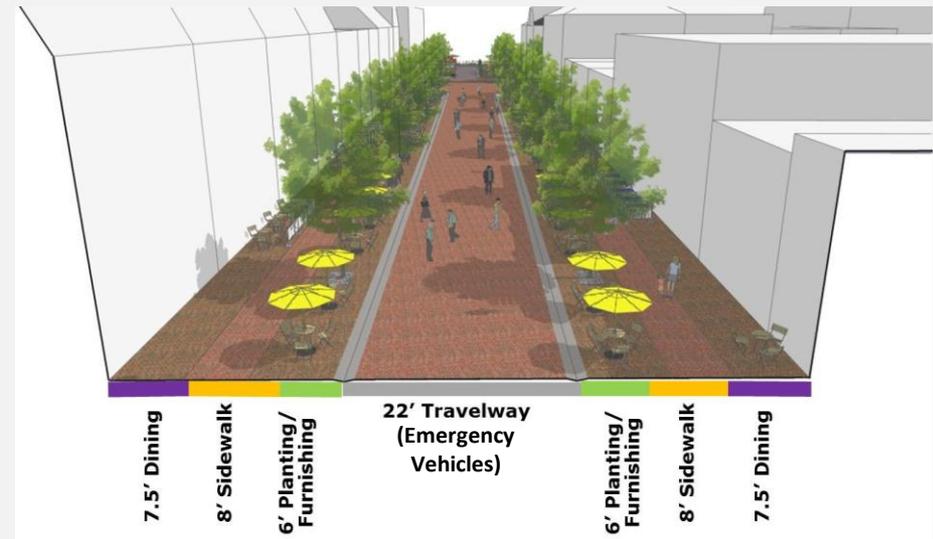
- Street is open to pedestrians, and emergency vehicles
- Other vehicles would not be allowed on 100 block
- Bicyclists would walk their bicycles
- More space for pedestrians / dining
- No parking



- Trolley would need to be rerouted or terminate west of Lee Street
- More traffic on residential streets
- Parking (25 spaces) would be eliminated
- Fewer conflicts at King / Union
- Deliveries would occur during restricted periods and using alley

How would the street look?

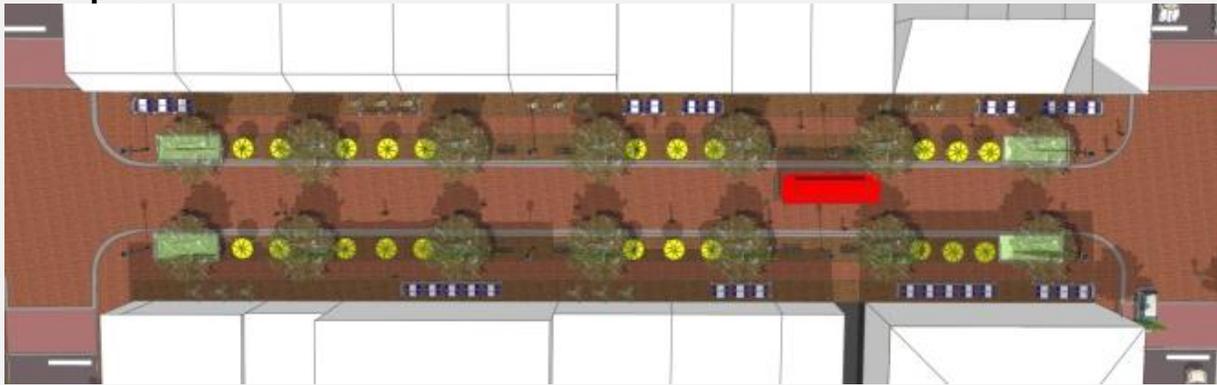
- Flush street (Building to building)
- Entire street is open to pedestrians



Option 4 – Pedestrian Only with Trolley Access



Description



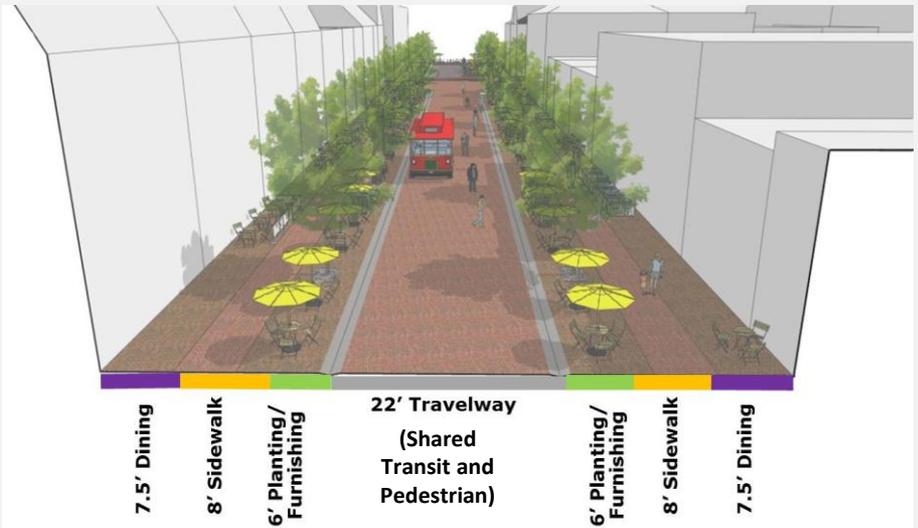
- Street is open to pedestrians, trolley and emergency vehicles
- Other vehicles would not be allowed on 100 block
- Bicyclists would walk their bicycles
- More space for pedestrians / dining
- No parking



- No change to Trolley routing
- More traffic on residential streets
- Fewer conflicts at King / Union
- Parking (25 spaces) would be eliminated
- Deliveries would occur during restricted periods and using alley

How would the street look?

- Flush street (Building to building)
- Entire street is open to pedestrians and trolley



Option 5 – Widen Sidewalk / Some Parking Maintained



Description



- Street is open to cars, trolley, bicycles, and emergency vehicles
- More space for pedestrians / dining
- Maintains some on-street parking
- Trees / meters moved to parking zone



- Can be closed for pedestrians only during seasonal, weekends, or specific time of day

- No change to Trolley routing
- Traffic on residential streets unchanged
- Some parking would be eliminated

How would the street look?

- Flush Street (Building to building)



Meeting with Old Town Civic Association (August 11, 2014)
Waterfront Market, 4pm
Meeting Summary

Participants:

Yvonne Callahan
Van Van Fleet
Katy Cannady
Poul Hertel
David Olinger
Hugh Van Horn
Gail McCurry
Betty Spar
Steve Milone

City Staff

Sandra Marks, T&ES
Steve Sindiong, T&ES
Carrie Sanders, T&ES
Nancy Williams, DPI

- General Comments
 - o Concerned about giving too much space to private interests, ie, outdoor dining, rather than having the gained space be used by pedestrians.
 - o Consider permeable surface materials to reduce the need for detention.
 - o As part of the 2006 trial closure, the intersection of Prince / Lee, there didn't seem to be any issues with traffic circulation or congestion.
 - o There needs to be better enforcement of the alleys, to allow for deliveries.
 - o Consider coming to the October 8 OTCA meeting.

- Comments related to Parking
 - o Consider resident only parking on the adjacent streets during certain times of day, to encourage people to park in the garages.
 - o For the parking study being done this fall, it needs to have better ratios so that people better understand the number of people that are using the parking facilities.
 - o Consider using the Patent & Trade office for parking for Old Town customers.
 - o Don't agree with the need for on-street parking; consider having the outdoor dining where the cars would have parked (for Option 5)

- Comments on Trolley Routing
 - o The trolley should stop at City Hall under all options. The stopped / idling trolley blocks the view of the waterfront.

- Comments on Option 5
 - o Most liked the proposed Option 5 (Wider sidewalk / maintain some parking) – feel it is a good compromise.
 - o For option 5, the intersection of King and Union crosswalk should be raised across the entire intersection to allow people to cross both legs.
 - o For option 4 (Pedestrian only with trolley access) and 5, like that it narrows the street and requires traffic to move slower.
 - o Concerned about flush streets, and how you would enforce bicyclists to walk their bikes.
 - o For option 5, if we provide any parking spaces, it will still encourage people to circulate in order to try and find a parking space.

**Meeting with Business Representatives (October 1, 2014)
Alexandria City Hall, Room 1101, 4pm**

Meeting Summary

Participants:

John Long, Alexandria Chamber of Commerce
Cory Waldron, Carluccio's Restaurant
Charles Lindsey, The Creamery
Herman Lutz
Eric Wallner, Torpedo Factory
Christina Mindrup, Alexandria Economic Development Partnership (AEDP)
Frank Fannon, Old Town Business and Professional Association (OTBPA)
Jody Manor, Waterfront Market
Stephanie Schaffer, Lou Lou Boutique
Bill Reagan, Alexandria Small Business Development Center
Janet Barnett, OTBPA
Charlotte Hall, Potomac Boat Company
Jay Test, RJ Test Law

City Staff

Sandra Marks, T&ES
Steve Sindiong, T&ES
Carrie Sanders, T&ES
Nancy Williams, DPI

- General Comments
 - o If the waterfront plan attracts more people, there will only be more congestion, and therefore a need to do something
 - o It is important to promote a mix of retail on the 100 block – this encourages people to spend more time there
 - o The foot of King Street is not safe today, or welcoming
 - o Should let the waterfront area get built out first, then do a temporary closure or pilot project
 - o The 2006 pilot closure was generally successful, but required a lot of police enforcement. Some merchants on the 200 block felt that their customers could not park nearby. There was also a challenge of not knowing exactly when the mock up changes would occur, such as at what time or day
 - o Any recommendation needs to identify the impacts of outdoor dining, ie, would that impact the number of tables allowed inside the restaurant?

- Comments related to Parking
 - If the 100 block is closed to parking or cars, then you should also eliminate parking on the 200 block, and you need to let people know ahead of time, such as at Royal or Fairfax Street so they can turn prior to then and direct people to parking garages
 - Studies show that 54% of the population will not visit a retail destination if there is no immediate parking available
 - Parking garage utilization is low; there is a need to do better directing to parking garages
 - Need to keep working on developing a parking plan that incentivizes merchant employees to park off-site
 - Consider charging for parking on Sundays

- Comments on Option 5
 - Don't like the mix of cars and pedestrians, prefer Concept 4
 - Indifferent to closing the street to cars, but know that some retailers may not like that
 - Option 5 is short sighted – doesn't address future needs
 - Too costly and disruptive
 - Most desirable option to see how it works. It allows for closure during events easily.
 - Prefer Option 4, but Option 5 is second best

- Comments on Trolley Routing
 - Like concept of stopping the trolley at City Hall – it reduces congestion at the waterfront and encourages people to walk
 - If the trolley stops at City Hall, how would the disabled access the waterfront?
 - Keep the trolley drop off at City Hall

- Comments on Seasonal Closures
 - There are less people during the winter visiting
 - Weekend closures helps to reduce car congestion
 - Confusing for deliveries
 - Hinders the trolley routing
 - Would only work if it is done further of King Street where more options are available for rerouting traffic / trolley

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

CITY PROJECTS STATUS FALL 2014 (October)

Project/Location	Lead Agency	Brief Status	Status
<p>Lower King Street Multi-Modal Feasibility Study - 100 Block of King Street This is a multi-modal circulation feasibility analysis study to determine the potential pedestrianization of the 100 Block of King Street.</p>	T&ES	<p>Fall 2014 – Staff to continue community outreach during the fall, leading to City Council review in Quarter #1 2015.</p>	<ul style="list-style-type: none"> • Fall 2014 - Staff is continuing outreach this fall and winter. The community can link here for updated information on the project. • Anticipated Next Steps: <ul style="list-style-type: none"> • August 2014 - Met with residents • October 2014 – Meet with businesses • November 2014 – Meet with OTCA • December 2014 – Meet with Boards and Commissions • Quarter #1 2015 – City Council
<p>Union Street Corridor Study In December 2012, the City Council approved this study. A design option to pedestrianize the unit block of King Street, per a recommendation in the Study, is currently on hold pending identification of resources for maintenance and operation.</p>	T&ES/P&Z/ DPI	<p>Fall 2014 – Installation of the temporary pedestrian plaza in the unit block of King Street is on hold.</p>	<ul style="list-style-type: none"> • Fall 2014 - The installation of the temporary pedestrian plaza project in the unit block of King Street continues to be on hold pending further exploration of resources for operations/maintenance.
<p>Marina Dredging – City dredging project for the City Marina.</p>	RPCA/DPI	<p>Fall 2014 - The project is on schedule for fall/winter 2014.</p>	<ul style="list-style-type: none"> • Fall 2014 – The project is on schedule, with an award of a construction contract anticipated in October 2014, and completion of the dredging work by February 2015.
<p>Windmill Hill Bulkhead Replacement This project is for planning and permitting services for the design of the Windmill Hill Bulkhead replacement.</p>	T&ES/RPCA/ DPI	<p>Fall 2014 – The selection process for the design consultant is underway.</p>	<ul style="list-style-type: none"> • Fall 2014 – The selection process of the design consultant is underway.
<p>Phase II of the City’s Wayfinding Program This project includes pedestrian signs in Old Town with 24 on King Street and 3 on Union Street. Five additional pointers will also be placed along the waterfront in the Core Area. Three large Kiosks are also planned for Phase II along King Street and at the waterfront.</p>	T&ES/P&Z/ OHA	<p>Fall 2014 – The Phase II pedestrian pointer kiosks to be attached to Gatsby lights along King Street and on Union Street (between King and Cameron) are anticipated to be fabricated and implemented in fall/winter 2014.</p>	<ul style="list-style-type: none"> • Fall 2014 – Design of the Phase II pedestrian pointers kiosks to be attached to Gatsby lights along King Street and Union Street were designed over the summer with fabrication and implementation expected to be completed in Quarter 1 2015.
<p>Landscape Architectural and Flood Mitigation Design Project Phase I This Phase achieved 15-30% landscape and flood mitigation design for the Waterfront Core Area and 15% design for the wider plan area.</p>	P&Z/ DPI	<p>Fall 2014 – Completion of Phase I waterfront landscape and flood mitigation deliverables are scheduled for fall 2014.</p>	<ul style="list-style-type: none"> • Fall 2014 Waterfront Design – As of June 2014, the City Council approved Phase I of the waterfront landscape and flood mitigation design. The remaining deliverables including cost estimates, phasing plan and common elements narrative will be finalized in fall 2014. • Fall 2014 ODBC Agreement – The City Council and ODBC membership approved the contents of the exchange agreement in summer 2014; a City Council ordinance approving the agreement was adopted in September 2014 and the purchase of 204 and 208 Strand by the City closed in late September 2014.

CITY PROJECTS STATUS FALL 2014 (October)

Project	Lead Agency	Brief Status	Status
Flood Mitigation (Backflow Valve Project) for King Street/The Strand.	T&ES/DPI	Fall 2014 – Installation and subsequent repairs were completed in late summer. The City will be testing and inspecting the devices. Final approval of the work is anticipated in October 2014.	<ul style="list-style-type: none"> • Fall 2014 – Installation and subsequent repairs were completed in late summer. The City will be testing and inspecting the devices. Final approval of the work is anticipated in October 2014.
Torpedo Factory Building Conditions Assessment – This is part of a City-wide Assessment of City owned buildings.	GS	Fall 2014 – This Assessment of the physical plant of City-owned buildings will include the Torpedo Factory and will begin fall 2014.	<ul style="list-style-type: none"> • Fall 2014 – The City is undertaking an Assessment of City-owned buildings during Fall 2014, including the Torpedo Factory. This process will occur from September to December 2014, with findings in late December 2014.
<u>Marina Conditions Assessment Report</u> - A Marina Dock and Marina Maintenance Assessment Study was completed by consultants, Michael Baker, for RPCA, in 2013.	RPCA/GS	Fall 2014 – The City is currently working on strengthening a portion of the wharf identified in the Marina Conditions Assessment as weak due to deteriorating beams.	<ul style="list-style-type: none"> • Fall 2014 - 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. Approval of contract and work to occur between mid- November and mid-December 2014. • Items identified in the Assessment which are not security or public safety related will be evaluated for implementation under the landscape and flood mitigation construction phase of the Waterfront Plan Implementation Project.
Oronoco Street Outfall Remediation Project This project is designed to eliminate discharge of impacted material to the Potomac River associated with the former manufactured gas plant at Lee/Oronoco Streets.	T&ES	Fall 2014 – Phase I 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. Phase I is now complete.	<ul style="list-style-type: none"> • Fall 2014 – With completion of Phase I (completed in June 2013), the impacted river sediment around the outfall will be removed via dredging as part of Phase II. Timing for Phase II to be confirmed.

PRIVATE PROPERTIES STATUS FALL 2014 (October)

Property/ Location	Project Status	Project Details/Status
The Oronoco (Sheet Metal Workers Building) 601 N. Fairfax Street	Under Construction – Adaptive reuse of an <i>office building into 60 luxury condominiums</i>	<ul style="list-style-type: none"> • 54 of the 60 units had been sold as of September 2014. • February 27, 2014 – Waterfront Commission Tour; and June 2014 – City Manager’s Tour.
Robinson Terminals North/South (Owned by the Washington Post)	Fall 2014 – Both RTS and RTN are moving through the submittal process, working towards a public hearing in Spring 2015.	<ul style="list-style-type: none"> • Fall 2014 – Both terminals are moving through the submittal process, working towards scheduling a public hearing in Spring 2015. Both continued public outreach over the summer including updated presentations to the Waterfront Commission in mid-summer 2014. Outreach is still continuing. • Previous updates to the Waterfront Commission occurred in October 2013 and March 2014.
Carr Hospitality Boutique Hotel 220 South Union Street	Fall 2014 – Carr anticipated to begin demolition of 210 Strand the 220 S. Union Street in Fall 2014.	<ul style="list-style-type: none"> • Fall 2014 – Carr anticipates demolishing 210 Strand Street and 220 S. Union Street in Fall 2014 with construction of the hotel to begin in 2015. 210 Strand Street will be utilized for staging. • 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. One lawsuit is still pending.
Food Court – Blackwall Hitch Alexandria (Conversion to ~450 seat restaurant)	Fall 2014 – Construction anticipated to begin in fall 2014 with completion anticipated in Quarter #1 2015. SUP was approved in December 2013 and a BAR Certificate of Appropriateness approved in March 2014.	<ul style="list-style-type: none"> • Fall 2014 – Mobilization for construction is anticipated to begin in October 2014 and will include public restrooms. • Waterfront Commission voted to support the project in November 2013 and received a presentation from the applicant in October 2013 and an updated presentation in February 2014.