ALEXANDRIA WATERFRONT COMMISSION

Tuesday, December 17, 2013
Sister Cities Conference Room
City Hall, 301 King St.
7:30 a.m.

AGENDA

1. Welcome and Introductions

2. Approval of Minutes from October 15, 2013; October 17, 2013; and November 19, 2013

3. Art & History Committee Update

4. Unit Block of King Street Update

5. Waterfront Small Area Plan Implementation Update

6. Agency Reports

    a. Fire
    b. General Services
    c. Historic Alexandria
    d. Planning & Zoning
    e. Police
    f. Project Implementation
    g. Recreation, Parks and Cultural Activities
    h. Transportation & Environmental Services

7. Report from Commissioners

    a. Alexandria Seaport Foundation

8. Announcements / Public Comments

UPCOMING EVENTS

- **Marina Subcommittee Meeting**
  January 9, 5 p.m., City Hall, Room 2000, 301 King St.
- **Waterfront Commission and Park & Recreation Commission Joint Meeting**
  January 21, 7:30 a.m., Lyceum, 201 S. Washington St.
- **Waterfront Landscape and Flood Mitigation Community Meeting**
  January 21, 6:30 p.m., Location TBD

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

ALEXANDRIA WATERFRONT COMMISSION
Tuesday, October 15, 2013
Lee Center
7:30 A.M.

Members:

Present: Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Christine Bernstein, Founders Park Community Association (FPCA)
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
John Bordner, Citizen west of Washington St.
Morgan Delaney, Historic Alexandria Foundation
Stewart Dunn, Alexandria Planning Commission
Art Fox, Citizen east of Washington St. and south of King St.
Jacob Hoogland, Alexandria Archaeological Commission
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Stephen Mutty, Citizen Park Planning District I
Paul Smedberg, Member, Alexandria City Council
David Speck, Citizen Park Planning District III
Steven Thayer, Citizen east of Washington St. and north of King St., and Chair, Marina Committee
Townsend A. (Van) Van Fleet, Old Town Civic Association
Christa Watters, Citizen east of Washington St. and north of Pendleton St
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Excused: Charlotte Hall, Alexandria Chamber of Commerce, and Chair

Absent: Doug Gosnell, Alexandria Marina pleasure boat leaseholder
Allison Nance, Alexandria Arts Commission

City Staff: Emily Baker, Director, Department of Project Implementation (DPI)
Francine Bromberg, Acting City Archeologist, Office of Historic Alexandria (OHA)
Jack Browand, Division Chief, Marketing, Special Events and Waterfront Operations, Recreation, Parks, and Cultural Activities (RPCA)
Tom Canfield, City Architect
Earl Cook, Chief of Police, City of Alexandria
Al Cox, Historic Preservation Manager, Planning and Zoning (P&Z)
Battalion Chief Michael Cross, Alexandria Fire Department (AFD)
Dirk Geratz, Principal Planner, P&Z
Faroll Hamer, Director, Planning and Zoning (P&Z)
Lt. Don Hayes, Alexandria Police Department (APD
Jim Hixon, Dockmaster, RPCA
David Huchler, Deputy Chief, Alexandria Police Department
Mark Jinks, Deputy City Manager, City of Alexandria

Richard Lawrence, Urban Planner I, P&Z
Hillary Poole, Complete Streets Coordinator, T&ES
Iris Portny, Commission Recording Secretary, RPCA
James Spengler, Director, RPCA
Michael Stewart, General Services
Nancy Williams, Principal Planner, P&Z
Gary Wagner, Principal Planner, PZ

Guests: Engin Artemel, Rivergate Townhouses
Brian Buzzell, citizen
Austin Flajser, President, Carr Hospitality
Dene Garbow, Harborside Community Association, and Alexandria Art and History Waterfront Implementation Committee
Mel Garbow, Harborside Community Association
Yvonne Weight Callahan, President, Old Town Civic Association
Val Hawkins, Alexandria Economic Development Partnership (AEDP)
Mike Kirby, business owner
Mindy Lyle, citizen
Nate Macek, citizen
Ruth McKenty, Beautification Committee
Mark Orling, Rust Orling Architecture
Randy Randall, Fords Landing
Larry Ray, President, Blackwall Hitch restaurant
Stephanie Tincher, Rust Orling Architecture
Ken Wire, McGuire Woods, counsel to Carr Hospitality
Dennis Burns, Burns & Associates, Blackwall Hitch, Architect

Welcome and Introductions
Vice Chair Thayer called the meeting to order at 7:34 A.M.

Approval of Minutes from September 17, 2013
Moved by Dunn, seconded by Speck, to approve the summary minutes of the September 17, 2013 meeting with corrections. The motion passed by a voice vote with Bernstein and Smedberg abstaining.
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Report from Public Safety Organizations
Police Department
Provided by Chief Cook later in the meeting.

Fire Department
Cross reviewed incidents; none major; he reported that the City's new fireboat is now moored at the City Marina.

Report from Department of Recreation, Parks and Cultural Activities

Marina Security Update

Browand reported that, following the City's transfer of responsibility for Marina security to RPCA, as of July 1, 2013, (the start of FY2014), staff has instituted a variety of new security improvements and continues to look for opportunities for additional improvements.

Founders Park Flexipave Repairs

Browand reported the City is working with the manufacturer and installer to repair several parts of the new Flexipave surface that the City installed in Founders Park as a pilot project to test the surface's effectiveness in park areas close to the water. In response to Bernstein's report that water ponding on trails is blocking access to the trash bins and making portions of the trail in accessible to strollers, Browand said the City will be working to resolve the ponding problem throughout the park during this fall and winter.

Beautification Commission Award – Founders Park Dog Park

Browand reported the Alexandria Beautification Commission honored the Founders Park Dog Park Association and RPCA for the improvements made to the dog park.

Virginia Museum of Fine Arts - Mark Jinks

Jinks reported that the Virginia Museum of Fine Arts (VMFA), whose exhibits are currently located only in buildings at its Richmond campus, had been discussing with City officials and the Robinson Terminal North (RTN) contract purchaser, City Interests, the possibility of establishing a permanent Northern Virginia site for its exhibits. Jinks said that the VMFA, as a state agency, recognizes that creating a Northern Virginia presence would help it better serve northern Virginia residents.

Jinks said the City is interested in having VMFA locate a branch here but the museum does not currently have the state or private funding needed to cover the $50 million cost that would likely be needed to locate a permanent large-scale facility at RTN. Jinks said the City will be looking for suitable City-owned buildings that might suit a smaller-scale VMFA.

Thayer invited questions from Commissioners and the public. There were none.

Earl Cook, Police Chief, Alexandria Police Department (APD)

King & Union Street Intersection

Thayer thanked Chief Cook for accepting the Commission's invitation to discuss continuing concern to the Commission of how the City can improve pedestrian, cyclist and vehicular safety at the heavily congested King/Union Street intersection.

Chief Cook said the confluence of pedestrians, bicycles and vehicles at this location poses special challenges for managing the traffic flow and factors such as speed and pedestrians ignoring traffic regulations further complicate the problem. In response to Commissioners' concerns about cyclists' behavior, he said many cyclists adhere to the rules but APD continues to receive many complaints about cyclists violating traffic regulations.

In response to Commissioners' suggestion that police officers be stationed at the King/Union intersection to direct traffic, Chief Cook said this would not necessarily make the intersection safer because it might encourage both speeding and a false sense of security among those who travel through the intersection. In response to Commissioners' questions about why the officers currently posted there do not also respond to traffic problems when they see them, Chief Cook said that 20 years ago Council directed police be posted at King/Union with the specific mission of improving safety, not to direct traffic. He said if the City were to task APD to provide officers to direct traffic at King/Union the site's heavy pedestrian volume would likely require three additional officers. He said stationing them for six hours a day would cost the City at least $3000/day and doing so would be unlikely to improve either safety or traffic flow. Chief Cook said he thought a traffic signal at King/Union would be the only way likely to improve the traffic flow or safety.

Manor said the City needs new measures now to improve safety and mitigate traffic congestion at King/Union because it will worsen in coming years as Waterfront development proceeds. Chief Cook said the first choice the City should make is how to reduce and/or address the King/Union pedestrian and vehicular traffic.

Bernstein said a traffic light at King/Union would be inconsistent with the nature of the Old and Historic District and the City should instead direct the APD officers there on Friday and Saturday evenings for security purposes also to direct traffic as needed. Chief Cook said Council would need to task APD to add this mission for the officers now there. In response to Chief Cook's statistics showing fewer King/Union accidents than those at other City intersections Speck said APD should include data on the many close calls when assessing the intersection's safety. Speck said a 24/7 measure such as elevating the crosswalks would be more effective than part-time measures like traffic cameras or traffic officers. Van Fleet said a traffic officer should manage the intermodal conflicts, especially those caused by cyclists ignoring stop signs. Smedberg and Bernstein said it creates a poor public impression of the police to see several police cars parked near King/Union and APD officers not responding to traffic problems at King/Union when they see them. Chief Cook said the APD cars need to be parked nearby so the officers can quickly access them when they respond to incidents.

Mutty said the need to improve intermodal traffic safety and traffic flow at King/Union are related but separate challenges and the Commission should define its concerns for the intersection more clearly so that Council can consider them. Bordner said options, including a King/Union traffic light, should be considered. Citizen Buzzell asked how many King/Union APD citations were issued for cyclist violations and fender-benders during the past year and how many cases went to court. Chief Cook said these figures would not provide a complete picture of the King/Union challenges because citations are only issued when an officer is there to witness a violation and officers are there only part-time. He said enforcement of traffic regulations at King/Union does not seem to alter behavior.

Development Presentations

Blackwall Hitch Alexandria, SUP Applicant for the Torpedo Factory Food Court Pavilion

Applicant representative Duncan Blair introduced Larry Ray, a member of Blackwall Hitch Alexandria LLC, and reviewed their Special Use Permit application proposal for a restaurant in

the Torpedo Factory Food Court Pavilion which has been vacant since December 2011. Blair said the company had filed the SUP application with the City in September 2013 for a 450-seat restaurant and said the applicant hopes that the City can approve Blackwall Hitch's plans by December 2013 so the company can move ahead with the building reconditioning and architectural improvements that are needed before the restaurant can open at the site. The restaurant will occupy the entire building and no major changes in the building configuration will occur. He said the owners envision an urban chic design for the restaurant building that will be open and include a Waterfront view of the Torpedo Factory. Blair said Blackwall Hitch plans to encourage use of the underutilized on-site City parking garage and a group is considering how the gazebo might be reenergized. Ray said his goal is to complete work on the Blackwall Hitch building in time for the restaurant to open in fall 2014 In response to Wojtanowski's questions about conservation-related planning, Ray said the Blackwall Hitch management team plans a family-focused and green restaurant and, among conservation-related measures being considered are roof-top solar panels. Wojtanowski said the restaurant should also avoid using styrofoam containers for take-away food.

Smedberg asked if Blackwall Hitch would be willing to include public restrooms in their building since they are needed for Waterfront visitors. Blair said the company is working with the City to determine whether public restrooms can be located in the building in a manner consistent with maintenance and security requirements.

Thayer invited questions from the public. There were none.

Commissioners said they are eager to help expedite the City's review of the Blackwall Hitch proposal and Thayer asked staff to provide the Commission a monthly status report of actions related to the Blackwall Hitch's SUP approval process. Staff agreed to do so.

220 S. Union Street – Presentation by Carr Hospitality

Note: The full Carr Hospitality (Carr) presentation is posted to the Commission's webpage on the City website.

Applicant representative Ken Wire reviewed Carr's updated concept plan submitted to the City for the Development Special Use Permit (DSUP) it has requested for the 120-room boutique hotel it proposes for 220 S. Union Street, site of the Cummings Warehouse building at the south end of the Cummings-Turner Block at Union and Duke Streets.

Wire said the hotel plan includes a restaurant, parking and a small conference room to be available for hotel guests' use and requested the Commission's guidance regarding its preferences regarding the hotel's architectural style and other issues. He said the information provided was the same as that given by Carr at the Board of Architectural Review (BAR) at its September 25, 2013 work session and at the Old Town Civic Association on October 10, 2013, with the exception of two final slides added after those discussions.

He said it is Carr's intent to develop a design that incorporates the Waterfront Small Area Plan's goals to provide block porosity and a clear view shed of the water. Among the details provided

Wire said the hotel, as planned, is expected to generate approximately $1 million per year of net new City tax revenue and will make an affordable housing contribution of $1.50 per square foot. In response to Wojtanowski's questions about building elevation, active and passive conservation systems and changes to planned open space, Wire said Carr's goal is to achieve a Gold or Silver LEED certification and he would ask the architect about open space.

Smedberg said he is concerned that Carr's desire to incorporate as many features as possible from the many ideas offered during public outreach does not result in a final design that looks like it has been designed by committee. He offered the design of the Time-Life building on Duke Street as an example of how a final design can go very wrong from too much effort to incorporate all the many features requested during the public outreach process. Wire said Carr recognizes this challenge. Smedberg said many Alexandrians have talked with him about this concern and said they hope the final hotel design will be one that can break the bland overall impression created when the current buildings along the Waterfront are viewed from the water.

Van Fleet said the design should be similar in scale to the smaller Morrison House and said he does not think underground parking here is feasible because of its vulnerability to flooding. He submitted for the Commission record a 1933 Washington Post article included in the book, Washington Weather, by Kevin Ambrose, Dan Henry and Andy Weiss, that describes the City's 10-foot flooding on August 23, 1933 when a hurricane's huge tidal surge up the Chesapeake Bay and the Potomac River flooded the City to a level of 10 feet.

Commissioners said they want to consider the complexity of the issues involved in the proposed hotel's design more carefully than time available at the morning's meeting allowed. Dunn said that because the issues surrounding the proposed Carr hotel are so important and the need to get them right so great, the Commission recommendation should be carefully crafted and made soon enough to influence decision-making in a timely fashion.

Dunn moved and Van Fleet seconded that the Chair appoint a small committee to review issues related to the Carr hotel development concept for the 220 S. Union Street site and to draft a Commission position to be forwarded to the full Commission for action at its next regular meeting. The motion passed by unanimous voice vote

Thayer appointed Commissioners Hall (Commission Chair), Manor, Baum, Delaney, Bethel, Van Fleet, Watters, Bordner and Hoogland to a committee to be chaired by Hall and said the committee's goal would be to meet within the next 10 days to review the issues and develop options that the full Commission will review, amend and finalize at its next meeting and then submit to Council. Browand said he will announce the meeting date when it is set.

Baum said she and a number of Waterfront Plan supporters she has spoken with prefer a design concept for the hotel that focuses less on emulating the boxiness of a warehouse and more on ways to incorporate warehouse-inspired elements within a more innovative design. Wire said it would be helpful to have Commission preferences regarding building design put in writing.

Citizen Garbow said he was concerned the design appears to have hotel guests, an employee parking shuttle and taxies all accessing the hotel via Union Street. Wire said Carr will choose a

design that reflects whatever the overall community preference is determined to be. Citizen Callahan said OTCA's members remain concerned by the hotel's overall mass and scale, the decision to rely mainly on an employee parking shuttle rather than on-site parking, and Carr's estimate that there will be only 10-20 employees per 8-hour shift. Wire said Carr will provide more details about how Carr addresses employee parking at its other Alexandria hotels and said the hotel's proposed size is the minimum for the hotel to be profitable.

Waterfront Plan Implementation

Planning & Zoning

Food Court SUP Application Status

Williams said staff will provide the Commission monthly updates of actions related to the City's review of Blackwall Hitch's SUP application.

Development Updates – Project Matrix Review

Williams said the Project Matrix distributed has been updated as of October 2013.

100 block of King Street – Multimodal Feasibility Study

Williams said the RFP the City plans to issue for a multi-modal feasibility study reflects Commissioners' guidance at previous meetings that outreach be undertaken with businesses in the 100 and 200 blocks of King Street, immediately north and south on Lee and Fairfax Streets, and other parts of the surrounding area. She clarified that this feasibility study is just an initial step and it will determine if the City will proceed further with a design.

Dunn said he thought it crucial to solicit opinions from neighboring stakeholders about how pedestrianization might affect them before the City takes any action. Browand and Baker reiterated that this first RFP is a study to help determine feasibility and it will take into account if and how adjacent local businesses and the surrounding community might be impacted by factors such as access to the businesses, changes in the multimodal flow of traffic through the area, and parking.

Thayer said the Commission wants to ensure that no action be taken that is related to implementing the closure of the 100 block of King Street to vehicles before the Commission has first reviewed the results of this feasibility study. Staff agreed that this would be done.

The Olin Studio Community Meeting Update

Williams reminded the Commission of the City's public meeting scheduled for that evening, October 15, 2013, at which Laurie Olin, award-winning landscape architect and founder of The Olin Studio, would discuss his design philosophy. The City has chosen the Olin Studio to work with the engineering firm URS Corporation to develop the landscape and flood mitigation designs for the Waterfront. She said the meeting will be the first of a series of City meetings on the landscape and flood mitigation design to be developed and urged Commissioners to attend what was expected to be an interesting discussion and kick-off for this process.

General Services
Beachcomber RFP Update
Stewart reported that General Services continues to review proposals that were received, is using outside economic experts to assess the economic viability of each proposal's business model, and hopes to complete its review by December 2013.

Transportation & Environmental Services
Windmill Hill Park Bulkhead Replacement Summary Scope of Work
Baker reported that, as the first step in a multi-phase process, the City plans to hire a consultant to conduct a concept review of the City's existing Windmill Park Bulkhead Replacement Plan, approved by Council in 2003. She said the review is being conducted to ensure the City has considered the most appropriate bulkhead design options available before it proceeds with the work and that current best practices and regulatory requirements are followed. She said the City also wants to ensure that the community's current preferences for bulkhead replacement can be considered and that they reflect a realistic public understanding of the current schedule and funding constraints. Baker said one additional option staff would like to review is that for a natural shoreline. Browand said the proposed schedule is consistent with the timing of project funding included in the FY2015 operating budget, and the FY2014-23 CIP Budget.

Citizen Buzzell said Hurricane Isabel's impact should be reviewed and citizen Randall said the City should ensure both the basin and shoreline are addressed. Commissioners said they support the proposed Scope of Work.

The Strand Flood Mitigation (Backflow Preventer) Update
Baker reported that the contract had been awarded and work will start once agreement is reached on the contractor's proposed staging of the work.

Report from Commissioners
Marina Committee
Thayer reported the committee did not meet in October and its next tasks will include developing a recommendation for the full Commission's response to the 2013 Marina Conditions Assessment Report and reviewing the Marina's rules and regulations to identify any needed changes.

Announcements / Public Comments
Browand said the City meeting with Laurie Olin of The Olin Group was set for that evening, October 15, 2013,

Browand said the Waterfront Commission and Park and Recreation Commission would hold a joint meeting Thursday evening October 17, 2013 to hear from the contract purchasers of Robinson Terminal North and Robinson Terminal South.

Browand said a Commission meeting is scheduled for Thursday November 7, 2013 at 5:30 p.m. to consider possible options for the City to use when implementing the Waterfront Small Area Plan, including eminent domain as a way to resolve the City's longstanding dispute with the Old

Dominion Boat Club's parking lot and adjacent areas. He said Council has scheduled a November 19, 2013 public discussion and hearing to consider the issue.

Browand said the next regular Commission meeting is November 19, 2013 at 7:30 A.M.

Manor said a party is scheduled for 4 p.m. Sunday November 17, 2013 to celebrate the opening of the Waterfront Market.

Adjournment

The meeting adjourned at 10:10 A.M.

City of Alexandria
Waterfront Commission & Park and Recreation Commission Meeting
Briefing by Robinson Terminals' Contract Purchasers
Lee Center
1108 Jefferson St.
Thursday, October 17, 2013
7 p.m.

Waterfront Commission Members

Present: Gina Baum, Alexandria Park and Recreation Commission
Christine Bernstein, Founders Park Community Association (FPCA)
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Stewart Dunn, Alexandria Planning Commission
Art Fox, Citizen east of Washington St. and south of King St.
Doug Gosnell, Alexandria Marina pleasure boat leaseholder
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Jacob Hoogland, Alexandria Archaeological Commission
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Stephen Mutty, Citizen Park Planning District I
David Speck, Citizen Park Planning District III
Steven Thayer III, Citizen east of Washington St. and north of King St., and Chair, Marina Committee
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: Dennis Auld, Citizen Park Planning District II
John Bordner, Citizen west of Washington St.
Morgan Delaney, Historic Alexandria Foundation
Allison Nance, Alexandria Arts Commission
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Park and Recreation Commission Members

Present:
Judy Guse-Noritake, Planning District 1, Chair
Gina Baum, Planning District I
Rich Brune, Planning District III
William Cromley, Planning District I
Brian McPherson, Planning District III

Absent: Jennifer Atkins, Planning District II
Stephen Beggs, Planning District II
Judith Coleman , Planning District III
Ripley Forbes, Planning District II

Emma Schutzius

City Staff: Jack Browand, Division Chief, Marketing, Special Events and Waterfront Operations, Recreation, Parks, and Cultural Activities (RPCA)
Al Cox, Historic Preservation Manager, Planning and Zoning, P&Z
Robin DeShields, Executive Administrative Assistant, RPCA
Laura Durham, Open Space Planner, Park Planning, RPCA
Faroll Hamer, Director, Planning and Zoning (P&Z)
Richard Lawrence, Urban Planner I, P&Z
Catherine Miliaros, Urban Planner III, P&Z
Iris Portny, Commission Recording Secretary, RPCA
Brian Rahaz, P&Z
James Spengler, Director, RPCA
Nancy Williams, Principal Planner, P&Z

Guests: On file

Welcome Hall called the meeting to Order at 7:15 P.M. and introduced Judy Guse Noritake, Park and Recreation Chair Noritake and meeting co-chair, and Jonathan Rak. Hall said the two Commissions' joint discussion of development plans for RTN and RTS was one of many to be held to discuss Waterfront development.

Presentation – McGuireWoods LLC
Note: The full presentation is posted to the City website.

Rak said EYA, chosen by the Washington Post Company (Post) three weeks earlier as the buyer to develop the Post property Robinson Terminal South (RTS), was eager eager to introduce to the public the two teams, including owners and designers, for RTN and RTS. Rak said no decisions had yet about its development plans for RTS and their objective for the evening was to begin their community outreach process and listen to the community interests and preferences about the property's development. Rak said the Waterfront Small Area Plan (Waterfront Plan) is the guidepost for the teams' planning, but they are particularly interested in inputs on issues not entirely determined by the Waterfront Plan, such as community preferences regarding styles of architecture and passive versus active uses for the public spaces.

He reviewed the timeline planned for moving the RTN and RTS process forward between fall 2013 and winter 2013/2014: to develop concept plans during fall 2013, develop architecture during winter/spring 2014, submit applications for development special use permits (DSUP) and Board of Architectural Review (BAR) approval during summer/fall 2014, and work towards Planning Commission and Council hearings in fall/winter 2014)

Robinson Terminal South (RTS)
Youngentob said EYA recognizes the great importance of RTS to the City as a whole and to the Waterfront and its nearby neighborhoods. He said all of the communities EYA has developed since it began in 1992 in Alexandria are within the Washington D.C. region and EYA has developed 11 communities within Alexandria to date, including Ford's Landing. He said EYA's

process is heavily focused on community input, its developments have won many design awards and the company has been recognized as an industry leader for its focus on environmentally conscious and walkable urban neighborhoods. Youngentob said the EYA process begins with public outreach before any work has begun on design planning. Youngentob said the Fords Landing development process included many technical complexities similar to those that will be involved in redeveloping the RTS site, including working with multiple jurisdictional authorities and incorporating into the process environmental, marine engineering and other factors related to Waterfront sites.

Youngentob introduced EYA's development team: Shalom Baranes Architects, an award-winning firm whose experience includes master planning, mixed use developments, historic preservation and new infill construction, and M. Paul Friedberg and Partners (landscape architects). He said JBG is EYA's financial partner on the RTS project. Youngentob said EYA's redevelopment of The Oronoco, also designed by Shalom Baranes, is an example of EYA's experience with "adaptive reuse", a design that redevelops an existing building.

Baranes introduced Burkhart, also with his firm, said Shalom Baranes and Associates (SBA) had been in the area since the 1980s, has designed two projects in Old town to date, and he said firm's local projects include historic preservation and redevelopment projects, mixed use, residential, and commercial projects, including several in Georgetown that include projects south of M Street along the Potomac waterfront that build upon the industrial character of neighborhood and its former warehouses.

Parisi reviewed some of the landscape architecture projects on which M. Paul Friedberg and Partners has worked, including waterfront projects such as the master plan for New York City's Battery Park, and said private/public partnerships such as RTS where a private developer will incorporate public open space into the design, are a specialty of the firm.

Robinson Terminal North (RTN) – CityInterests
Farrell introduced CityInterests' team and said the RTN project will be his firm's first Virginia project. He said they are experienced working with waterfront redevelopment, boutique residential projects, and complex development projects in locations that have multiple jurisdictional authorities that include local and federal authorities. He said their Parkside project on the Anacostia Trail had included over 100 community meetings.

Caudle said Hickok Cole, in business for 25 years, and its architecture experience includes projects throughout the region such as mixed-use urban waterfront development and revitalization projects that include D.C.'s southwest waterfront, Georgetown and Shaw neighborhoods. He said their projects are each unique and create meaningful connections to their neighborhoods.

Hoover, with Oculus, the RTN team's landscape architects, said the firm started in D.C. in 1993, has offices in D.C., Charlottesville and Australia and their work includes larger projects such as Alexandria's South Carlysle master plan; numerous waterfront projects in the U.S. and Australia, and small projects such as Arlington's Pembroke Square.

Rak said the questions about which the RTN and RTS teams are particularly interested in receiving inputs include, for RTN and RTS, preferences regarding architectural style (e.g. traditional or contemporary) and whether active or passive uses for public spaces are of preferred; and, for RTS, how the public pier should be used and what types of civic uses people are most interested in having at RTS.

Commission Discussion

Hall opened the discussion by members of the Waterfront Commission and Park and Recreation Commission and Commissioners introduced themselves and the constituencies and geographic areas they represent on each commission.

OVERVIEW

Commissioners said they are very excited by the award-winning teams of landscape architects and architects who will be working on both the City's landscape design for the Waterfront's public spaces (the Olin Studio team) and on the RTN and RTS sites. Commissioners' priorities discussed included:

- a Waterfront welcoming and accessible to all City residents
- the Waterfront's key role in the City's urban parks and recreation
- the unique opportunity presented by designs for the City's public Waterfront spaces being created at the same time RTN and RTS planning begins
- designs that minimize potential conflicts between Waterfront residential, and park and public open space users.
- the need for a permanent Waterfront location for the non-profit Seaport Foundation, now located at RTS
- the importance of a building's view as seen from the river.

Building designs should consider how open space for parks and recreation will be used

Noritake (#1) said the Park and Recreation Commission (P&RC) continues to focus on the importance of considering how neighboring parks and open space are likely to be used when designing buildings and said the fact that the Olin team is designing the Waterfront's public open spaces at the same time as the RTN and RTS planning begins offers a rare opportunity to dovetail the planning.

She said that, for example, planning for the buildings and their ground floor spaces should account for the neighboring open spaces and parks rather than having the City's parks designed to respond to the neighboring buildings. She said that, for instance, RTN planners should consider how Oronoco Park, located across Pendleton Street, might be used and whether the City might want to use Pendleton Street as a plaza for certain events. She said it's important for RTN and RTS planners to coordinate their ideas with those being developed for the public Waterfront areas and said the philosophy of landscape architect Laurie Olin, hired by the City to design the Waterfront public spaces, should be kept in mind: design for the people who live here, not for visitors. Noritake said that when planners consider options for small scale active and passive uses of open spaces they should remember that "active" and "passive" are not either/or but exist along a spectrum. Bernstein said she and the Founders Park Civic Association, neighbors to RTN, will be an active presence as the RTN design develops.

Accessibility: the importance of the Waterfront to urban parks and recreation
Cromley said the designs should reflect the importance of the Waterfront's role to the City's urban parks and recreation and should learn from past mistakes that produced buildings that "don't interact with the parks, streetscapes and people who live here at all.". He said cafes and things that make the spaces between the buildings and the parks should interact and make each other vibrant.

Cromley said planners should create designs to minimize the "inherent hostility that residential and park land use creates". He said new developments should engage these urban parks and address the special challenges posed by residential development: it tends to be "bunker-like". He said he hopes the world-class designers will create some bold ideas.

Brune said ensuring access to the Waterfront and its activities for all City residents, not just those who live or work there, is especially important for West End residents. He said private Waterfront space design should avoid creating a perception for Waterfront visitors that they are imposing on a private space and said Fords Landing is an example of a design that feels like a private Waterfront area even though public access is provided. Bethel said the design should incorporate the Waterfront Small Area Plan's emphasize on connectivity. Livingood said It is Important to remember that access to the water is key for boats, for kids, especially in the West End, and for people throughout Northern Virginia.

Manor said Waterfront accessibility should be integral to both sites because the current Waterfront feels like "forbidden territory", hard to find, broken up, fenced off and lined with rip rap. He said this is a moment of historic opportunity to redress these problems.

Bernstein said that if residential units rather than a hotel are placed on the east side of RTN's mixed use plan it would make the site feel more exclusive than the Waterfront Plan's original concept which had a hotel on the site's east side.

Keeping the Seaport Foundation on the Waterfront
Hoogland and Mutty said a permanent Waterfront home for the Seaport Foundation, now on the RTS site, needs to be found. Mutty said that because the Seaport Foundation serves community needs and reflects the community's history as a port the need to provide a permanent home for the Seaport Foundation is a priority. Hall said the developers must understand the importance Commissioners attach to the need to find a permanent Waterfront home for the Seaport Foundation.

Architectural style and incorporating history and art
Cromley said the challenge will be how to preserve an artistic vision while accommodating a great variety of community. Speck said if designers try to satisfy everyone they will end up "exciting no one" and said that although he loves the City's history and character, "we have a lot of brick, and this is an opportunity to
do some things that will excite people, though not everyone. He said it is "the buildings that look a little different" that a person remembers about a city and this is an opportunity for a design that maintains the scale, mass and character of the area but does not look like everything else."

Thayer said developers should consult early with the Waterfront and other City commissions to ensure that their insights can be received as design concepts are being developed, not after decisions have been made.

Hoogland said the Waterfront should incorporate the City's history and pre-history into its development and offer "teachable experiences" that show the range of the City's history, including its roles in the tobacco and slave trades. He said the design should reflect the City's historic architecture, including its industrial and commercial nature, but not necessarily "mimic" it and developers will need to be prepared to recognize any archeological remains that may be uncovered on the site. Bernstein and Watters said that art and history should be integrated into the design concepts from the start and Bernstein said RTN planners should incorporate West's Point as a site of historic significance to the City. Gosnell said the City's role as an historic seaport, having been one of the eastern seaboard's busiest, should be reflected. Watters said Alexandria's historic nature should be respected but "don't fear straying from the historic pattern". Mutty said the architecture should not be limited to brick. Manor said he favors creating a unique world-class architectural statement, one that could be a beacon for the City, especially at RTN.

Bernstein said developers should work with the City to ensure their site designs do not exceed the capacity of the City's infrastructure.

Community concerns about potential impacts on density
Van Fleet said the City's historic nature makes it especially important to minimize the mass and scale of the developments because the Waterfront is already crowded and dense. Dunn said that, although he strongly supports the Waterfront Plan and does not think the area is currently too crowded or dense, there are a number of able, thoughtful, caring and concerned Alexandrians who have "grave concerns" about the Plan's potential impacts. He said developers should consider their decisions within the context of the overall plan and "not push at the edges" of what is allowed, an approach he often sees on the Planning Commission. He said Old Town is a very unusual area, especially within the Washington region and RTN and RTS developers should consider their own site choices in the broader context of the Waterfront Small Area Plan.

Watters said developers should work to create a process and outcome that helps those residents who fear the development's impact instead to experience it as a way to improve the City's quality of life for everyone.

The importance the Waterfront view from the water
Baum said the developers should remember that the view from the water is as important as from the street. Gosnell said the conspicuousness of the Waterfront should be remembered: it is viewed from the air, by boat and from the Woodrow Wilson bridge and he hopes the Waterfront can become a gateway attraction for yachts.

Contract purchasers are within their 45 day contract reassessment period
In response to Baum's question about the status of the developers' 45 day reassessment period, Rak said the contract purchasers were still within this time available to review information

affecting a site's feasibility, including environmental and structural information and inputs about site expectations from initial consultations with the public and City planners. Both EYA and CityInterests said the review is ongoing and there is "every indication at this point" they will move forward with their projects.

Public Comment/Announcements

Keeping the Seaport Foundation, now in RTN, on the Waterfront
Hall asked the speakers if finding a place for the Seaport Foundation is one of the factors they will incorporate within their planning. She said four audience members had asked developers to commit to finding such a location in addition to the Commissioners' support for finding a Waterfront location to preserves the Alexandria Seaport Foundation vibrant Waterfront presence.

Rak said it is too early in the process for developers to be able to offer any details about what may be located where on the sites. He said their goal for the evening was to listen and this was the first of what would be many public engagement meetings discussing their plans.

Q: How are you taking climate change's impact on sea level into account?
A: Rak said water levels, the flood plain, and related engineering challenges are issues foremost in the minds of both teams and they have engaged engineering firms to examine how this should be incorporated into the plans.

Q: How will the arts and artists be integrated into the plan?
A: Youngentob said EYA and CityInterests both consider integrating art and the arts into their design planning to be a serious factor that affects the waterfront experience and EYA incorporated this into their other projects as well.

Q: What restrictions exist on the site vis a vis the flood plain?
A: Rak said the EYA and CityInterests teams will work closely with the City and the Department of Project Implementation to consider how the designs should integrate the City's flood mitigation actions and plans. Youngentob said one of the unique and more costly challenges of the RTN site will be the complexities of dealing effectively with the underground parking, flood plain and related structural issues.

Q: How will EYA's planning for the RTS site design relate to and be integrated with planning for the Carr hotel on the Cummings site?
A: Youngentob said EYA has been studying the Carr hotel's design and its garage access, its grading and other aspects closely and the RTS architecture will related to its eventual design and scale once it has been finalized. He said he'd been very excited to hear the evening's comments about there being some interest in the possibility of a design being created that might be less traditional because EYA's initial thoughts about the RTS site design had been that the location presented unique opportunities to create a statement from all four sides, potentially incorporating glass and steel,

Q: Is there toxic material on either of the sites?

Youngentob said there is toxic material on the RTS site and that will likely be dealt with during the excavation for the underground garage structure. He said EYA dealt with the same problems when building Fords Landing.

Q: Carr Hospitality's proposal for a hotel on South Union Street seeks to max out the zoning to make their financial model work. To what extent does your financial model require greater density in order to be feasible?
A: Youngentob and Farrell both said they believe they can work within the density, height and scale specified by the City's Waterfront Plan.

Q: How will you mitigate the creosote and arsenic in the soil? Are there any EPA obstacles?
A: Rak said the question of how to quantify the costs of addressing the RTN and RTS sites' environmental issues is being very carefully considered during the due dliligence period.

Q: What meaningful connection to the community do you see for the RTS site?

A: Youngentob said they do not have a plan yet, but their landscape architect specializes in creating such connectivity but given the elements of the Waterfront Plan they believe there are tremendous opportunities to create a connection that will always be accessible to the public.

Q: Does EYA consider a marina off the pier of RTS to be practical?
A: Youngentob said they had hired Moffet and Nichols, marine engineers, to examine the pier and create a feasibility cost estimate for creating a marina there. He said EYA's goal is to create, at a minimum, active day slips for boats to tie up along the pier to access restaurants, but putting a pier out into the channel can be very challenging because of factors such as strong currents and water flows. He said the types of breakwaters that would be needed to protect boats might not be something the City would want to have.

Q: What plans to you have to minimize and eliminate the impact of additional parking demands on the already congested neighborhood streets nearby for parking, by for retail, restaurants and the hotel?
Rak said it is too early to have specific strategies but EYA and CityInterests understand that this will be a signficant issue to address.

Q: (Katherine Papp): Regarding climate change, the context over the next 30 years will be totally changed from that today, posing enormous challenges, and some of the various solutions posed by engineering firms and architectural solutions that are diametrically opposed to each other. If we learn from the Dutch experience, there will need to be close coordination among the various landscape architect and engineering firms. Because Alexandria was built on a mini-watershed it will require enormous absorptive capacity from both the river- and land-side. Energy efficiency will also be very important.

Comment: (To the Commissioners) I have no doubt you will look after the aesthetics of the project but I also expect you to set expectations for traffic and parking impacts, issues of real concern to the neighborhoods.
A: (No response)

Q: How do the developers intend to unify their ideas to create a sense of place while using so many different architects and landscape architects?
A: Rak said they assume the City will ensure the RTN and RTS developments will fit within their immediate environments and their broader Waterfront context as the projects go forward.

Q: Why is another dock for business craft being envisioned for RTN?
A: Gosnell, Waterfront Commission member, said the original idea of adding such a dock at RTN was driven by the fact that the City Marina cannot accommodate the docking of small cruise lines or larger yachts but the RTN terminal's wharf would be able to do so.
Q: ***Regarding RTN, the City's model has a building on the west side of Union Street that has no connection to the historic heritage of Old Town. Will your RTN buildings be more consistent with that heritage? Red brick is good***.
A: Rak said the developers recognize that there are a diversity of community opinions about the style of the architecture and this will have to be worked out over time based on community inputs, discussions with the Board of Architecture Review and other stakeholders.

Q: Will you support reserved on-street parking for residents in Old Town residents?
A: Rak said they would follow the City's decisions.

Q: If you put cafes on the pier – there will need to be room to walk around them to access to water. (A: Everyone agreed.)

Q: Since public space at Ford's Landing is uninviting, will you do better at RTS?
A: Youngentob said he takes this concern seriously, including the importance of ensuring access to the Waterfront for all, and was surprised to hear that people don't feel welcome there. He said EYA had at the time worked closely on Ford's Landing with City planners and other jurisdictional entities such as the National Park Service, but he said no commercial uses had been permitted as part of Ford's Landing. He said the RTS commercial uses planned for the ground floor should activate the area and make it publicly accessible and welcoming.

Q: What steps will the developers take to mitigate the impact on the community during construction?
Youngentob said EYA works hard to minimize the impact of its construction on the community and both the RTS and RTN teams have the finances that will let them proceed uninterrupted with the construction and removal of materials from the site.

Q: Does EYA intend to put a marina at RTS?
A: The feasibility of a marina feasibility is being evaluated.

Q: What architectural style is planned?
A: Rather than "replicating" historical buildings, they work with materials and other elements to reflect the historic area.

Q: Virginia Museum of Fine Arts (VMFA)

A: Deputy City Manager Jinks said the City had held generic discussions with VMFA about the possibility of establishing a City Waterfront location for a museum, that VMFA has been interested, as a state agency, in establishing a northern Virginia museum to serve the whole state better than its Richmond-only museums can do, but VMFA lacks access to the financial resources needed to make this happen.

Jinks said the City will continue to discuss VMFA other options for creating a presence in Alexandria although a bricks and morter museum is not currently in the works.

Q: Will the RTN hotel be on the east or west side?
A: There has been no decision yet. The current focus is on completing the necessary due diligence research.

Q: The Waterfront Plan calls for two hotels. Are hotels being considered for both RTN and RTS?
A: Rak said there will be a hotel either at RTN or RTS.

Adjournment
The meeting adjourned at 8:55 P.M.

Summary Minutes
ALEXANDRIA WATERFRONT COMMISSION
Thursday, November 19, 2013
Alexandria City Hall, Sister Cities Conference Room
7:30 A.M.

Members
Present: Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Christine Bernstein, Founders Park Community Association (FPCA)
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
John Bordner, Citizen West of Washington St.
Stewart Dunn, Alexandria Planning Commission
Doug Gosnell, Alexandria Marina pleasure boat leaseholder
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Jacob Hoogland, Alexandria Archaeological Commission
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Stephen Mutty, Citizen Park Planning District I
Paul Smedberg, Member, Alexandria City Council
David Speck, Citizen Park Planning District III
Christa Watters, Citizen East of Washington St. and North of Pendleton St.
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Excused: Townsend A. (Van) Van Fleet, Old Town Civic Association

Absent: Morgan Delaney, Historic Alexandria Foundation

Vacancies: Citizen, East of Washington St., North of King St.
Representative, Alexandria Commission for the Arts

City Staff Jack Browand, Division Chief, Commission Staff Liaison, Recreation, Parks, and Cultural Activities (RPCA)
Battalion Chief Michael Cross, Alexandria Fire Department (AFD)
Anthony Gammon, Civil Engineer, Department of Project Implementation (DPI)
Faroll Hamer, Director, Planning & Zoning (P&Z)
Lt. Don Hayes, Alexandria Police Department (APD)
James Hixon, Dockmaster, RPCA
Mark Jinks, Deputy City Manager
Sandra Marks, Division Chief, Transportation & Environmental Services (TES)
Karl Moritz, Deputy Director, P&Z
Iris Portny, Commission Recording Secretary, RPCA
Diane Ruggiero, Deputy Director, Office of the Arts, RPCA
Nancy Williams, Principal Planner, P&Z

Guests: Will Belcher, The Olin Studio
Patrick Bores, citizen
Yvonne Weight Callahan, President, Old Town Civic Association (OTCA)
Leigh Ann Campbell, The Olin Studio
Dennis Carmichael, Parker Rodriguez Inc.
Cathleen Curtin, Friends of Founders Dog Park
Bert Ely, citizen

Frank Fannon, citizen
Austin Flajser, President, Carr Hospitality
Dene Garbow, Dene Garbow, Harborside Community Association, and Alexandria Art and History Waterfront Implementation Committee
Mel Garbow, Harborside Community Association
Skip Graffam, The Olin Studio
Harry Harrington, Old Dominion Boat Club (ODBC)
Bud Hart, HCGK, ODBC
Michael Hobbs, citizen
Beal Lowen, citizen
Craig McClure, Parker Rodriguez Inc.
Ruth McKenty, Alexandria Beautification Commission
Kathryn Papp, citizen
Joanne Platt, citizen
Nate Macek, citizen
Ted Pullian, Alexandria Art & History Waterfront Implementation Committee
Skip Graffen, The Olin Studio
Maria Ross, Dandy Cruises
Jen Strauss, UDAC
Steve Thayer, citizen
Ken Wire, McGuire Woods, counsel to Carr Hospitality
Mike Young, Olde Towne Gemstones

Welcome and Introductions

Hall called the meeting to order at 7:30 A.M. and said that, due to the unusually full agenda, a decision would be made at 9:30 A.M., the Commission's usual adjournment time, on whether to continue and which remaining agenda items could be covered in the time remaining. She commended owner Jody Manor on the opening of the new Waterfront Market & Cafe and said the Commission looks forward to further such openings.

Waterfront Commission Special Meeting on ODBC

(Note: The Waterfront Commission's letter on this matter as voted on today is posted to the City's website)

Hall said the Commission would discuss a recommendation to City Council (Council) as a follow up to the Commission's special meeting November 7, 2013 at which City and ODBC representatives presented information about their long-time dispute about how the City might acquire the ODBC parking lot so the City can implement the public plaza planned by the Waterfront Plan. She said the recommendation agreed upon would be submitted to Council for its Public Hearing tonight on this same matter.

Hall gave Commissioners a working draft letter to Council to use as a basis for the Commission's discussion and said it reflected Commissioners' comments during the previous discussion, including those from Van Fleet who could not attend this meeting.

Discussion:

Speck said he had to leave the discussion early due to a personal commitment then went on to say the Commission's goal should be to support a process likely to produce an outcome rather than a specific position that might be reached during further possible negotiations between the City and ODBC. He said a key to any successful negotiation is for both parties to feel like equal participants and aim to have an outcome that leaves neither party feeling as winner or loser.

Bordner proposed that in light of upcoming holidays the draft language be changed to read "That a time limit of 90 days after commencement be placed on these negotiations" and Commissioners agreed. Dunn said a 120-day time limit might be preferable to 90 days but deferred to Bernstein and other Commissioners who said they worried that having too extended a time period might encourage further delays. Auld said he supported the draft language with Bordner's edit and he thought the two parties should discuss the best approach to be followed within the 90 day period. He said he also hoped that within that 90-day period the City would be in a position to advise the Commission of what is likely to occur regarding development choices about Robinson Terminal North (RTN) and Robinson Terminal South (RTS) so the Commission can view developments related to the ODBC parking lot area within that broader context.

Watters said she thought the parties' positions as described at the Commission's November 7, 2013 meeting were close enough to offer a chance at a negotiated compromise agreement and said adding someone to the negotiations with fresh eyes and an outside perspective, such as a member of the Olin design team, might increase the chances for success. She said the fact that the Commission supported the Waterfront Plan and that Plan includes as a key element the proposed Fitzgerald Park at the current site of the ODBC parking lot which makes it additionally important for the Commission to help facilitate a satisfactory outcome to the dispute that can generally satisfy both parties and provide an equitable outcome. Hall said she had planned to propose Speck as a Commission mediator and several Commissioners agreed his experience suited him to the task. Speck said that after having been on the ODBC membership waiting list for over seven years he had been offered membership a few months earlier and had asked instead to be kept on the waiting list to avoid any potential conflict of interest issue.

After discussion, there was a Commission consensus that hiring an outside mediator would avoid any potential perception that the mediator had a Waterfront-related conflict of interest. Hoogland offered to recommend some candidates for the task. Dunn proposed deleting the draft letter's penultimate paragraph that begins "The Waterfront Commission further advises....." since it raises a controversy that the letter does not need to address. Baum said she supported the draft letter's focus on process but asked whether the draft implied that a compromise would let the ODBC parking lot remain at the bottom of King Street in some form and, if so, questioned whether this would undermine the Waterfront Plan's goal of creating a world-class Waterfront. Commissioners changed "constructive compromise" to "constructive solution."

Muttyy asked if a participant in earlier negotiations could explain why having a mediated negotiation now might be more successful than the summer 2010 mediated effort that failed. Jinks said the last time mediation had been tried the then-ongoing federal lawsuit had been a major influence and with the lawsuit now resolved this is no longer the case.

Bernstein asked if the report issued by the City's Alexandria Waterfront Plan Work Group (WPWG) two years earlier, after several months of briefings and discussions about the then-draft Waterfront Plan, offered ideas that might be helpful in resolving the City-ODBC dispute. Commissioners asked Nate Macek, former Commission chair and the Commission's representative on the WPWG in 2011, what the report's position was regarding the Waterfront Plan's vision for the foot of King Street.

Macek said the majority position of the WPWG was that 'the long term destiny for that site" was that the Fitzgerald Square concept should be implemented, including the public square and the pier off the foot of King Street, but that in the interim it might not be possible to achieve. He said the WPWG had, because of this, recommended that the parties work to create a negotiated interim use of the site that could facilitate both the objectives of providing ODBC parking and of providing public access to the Waterfront. Ely said that, as a WPWG member, he had opposed the City's ever taking the parking lot so that a public plaza or pier could be created at this location.

Speck said all agree that the dispute cannot continue on for more years without resolution. He said the draft letter says that because we are close to some sort of resolution, if both parties were to return to the discussions, a successful outcome is possible if neither side aims to be the negotiations' "winner". Fox said ODBC had looked at several potential Waterfront locations for relocating its parking lot but the City had not approved them. Baum said the parties' goal should be to look forward rather than rehash the past and said a possibility might develop in which the City's Beachcombers property might become available. Gosnell said it should be recognized that if the City were to invoke eminent domain there would likely be a lengthy legal fight over whether the City has the right to do so for this purpose and that if eminent domain were approved by the courts the eventual price set by the court would likely be expensive.

Bernstein asked if it is appropriate for the Commission to recommend to Council that the parties engage in "confidential" negotiations that would not be open to the public since the WPWG meetings had been open to the public. Dunn said the WPWG was a public entity but that this letter refers to City discussions with a private property owner.

Bordner wanted to keep the language to avoid having eminent domain hanging over the negotiators' heads. Wojtanowski said the letter should focus on issues about which there is a consensus and concentrate on conveying a positive tone. Fox asked if the letter would, without referring to eminent domain, imply that it is appropriate to invoke eminent domain during the 90-day negotiation period. Dunn said that it was reasonable to assume that the City would not invoke eminent domain during the 90-day period because to do so would break off the negotiations. Bernstein said the letter as drafted focuses on a very positive process but she asked if the Commission has a role to play in regard to the City's consideration of whether and when to invoke eminent domain and whether the letter's recommendations might go beyond those issues about which the Waterfront Commission is authorized to advise the Council.

Smedberg said he thought it was appropriate for the Commission to recommend bringing into the process an independent third party as a mediator and agreed with Dunn that it would be inappropriate for the public to be invited into the negotiating process as observers.

Mutty asked if would be appropriate to recommend the parties agree immediately to binding arbitration if no agreement is reached within a 90-day period. Auld said he thought binding arbitration might be too specific for either side to accept. Fox said the word "mediate" should be changed to "facilitate" (in bullet 1) and he did not think either party to the negotiation would agree to binding arbitration. Hoogland and other Commissioners said it was important to include a trained mediator in the process. There was a Commission consensus that the letter should not specifically endorse an active role for the Commission within the negotiating process.

Motion: Dunn moved and Bordner seconded that the Commission approve the draft letter as modified.

The motion passed with 13 votes in support; 2 opposed (Bethel and Baum); and 1 abstention (Smedberg).

Hall said the letter would be sent to Council that day and Commissioners agreed she should read the letter at the Council meeting that evening. Staff said the Commission's letter to Council would be posted to the City website that afternoon.

In response to Auld's question why the ODBC information presented at the Commission's November 7, 2013 meeting had not been posted to the City website, Browand said ODBC had refused staff's request that they provide the information for posting to the City website.

Harry Harrington, former ODBC officer, said he would check with ODBC that day to see if the information could be provided to the City for its website. Harrington said he was concerned that imposing a 90-day limit on the negotiations might encourage the City to delay until the 90-day period had run out without reaching a negotiated settlement but he commended the Commission for its effort to encourage a negotiated settlement.

Carr Development (220 S. Union St.) Subcommittee Report

(Note: The Waterfront Commission's letter regarding this matter as voted on today is included on the Waterfront Commission's website)

Hall read the draft letter to Council summarizing the subcommittee's finding regarding Carr Hospitality's plans for a boutique hotel at 220 S. Union Street.

> *At the Alexandria Waterfront Commission's meeting on October 15, 2013, the Commission established a small committee to review issues related to the Carr hotel development concept for the 220 South Union Street site and to draft a committee position to be forwarded to the full Commission for action at its next regular meeting (November 19, 2013). The sub-committee met on October 23, 2013 and reviewed the plans for the Carr Hotel to be located between Duke and Prince Streets, known as the Cummings-Turner block.*
>
> *1. The committee reviewed the six Development Goals within the Alexandria Waterfront Small Area Plan and believed that the plan presented for the Cummings/Turner block was in line with the Goals, and satisfactory.*
>
> *2. The next step was to review the Development Guidelines. The committee reviewed each of the 14 Guidelines at length, in conjunction with the proposed plan and found that the plan conformed in every way.*
>
> ***Special Notes that were taken:***
> *A. Guideline #5 – Detail to the confirmation of Public alleys.*
>
> *B. Guideline #6 – The wording of 18th Century Alexandria warehouse architecture should be changed to 19th Century architecture.*
>
> *C. Guideline #7 – Redevelopment of any portion of the block should fit in with the "Olin concept".*
>
> *D. Guideline #9 – Contribute significantly to the public amenities in the new park – attention needs to be focused on the redevelopment and care of properties across Strand.*
>
> *In total, this sub-committee believes that the proposed plan is following the Guidelines as proposed in the Alexandria Waterfront Small Area Plan.*

Dunn said he did not disagree with the Carr Development Subcommittee's statements but could not agree with the Carr subcommittee's conclusions because the report did not address the concern that had prompted him to propose, at the Commission's October 15, 2013 meeting, that the Commission create the Carr Development Subcommittee to review the Carr plans.

Dunn said his main concern had been whether it would be constructive to approve the Carr development proposal at this time before development choices about Robinson Terminal South (RTS) and Robinson Terminal North (RTN) are known and because he considers the Carr proposal to have a number of shortcomings. Dunn said he thought it premature for the Commission to make a decision on the Carr

Hospitality proposal and the Commission's letter to Council conveying its review of the Carr proposal should be delayed. He said that although the Carr development is probably not the most important of the five or six "moving parts" related to implementation of the Waterfront Plan that are moving ahead more or less simultaneously, the City's decision about the Carr hotel will be crucial because it is the first to be decided upon. He said the City's decision on the Carr hotel will set the tone for the other City choices that follow.

Dunn said he thought the proposed architecture raises concerns, even though Carr has said they would design the hotel in a manner that reflects the majority of stakeholder preferences. He said the conventional hotel being proposed is not what the City needs here and those members of the BAR who had commented on the proposed architecture had opposed it and raised concerns about its mass and scale, even though the BAR did not vote on it. Baum said she understood Dunn's concerns but Carr had been working on their proposal for a long time and delays in the approval process add to the expense of the project. She said choices about another development, such as RTS and RTN, should not delay City action on the Carr proposal. Manor said the Commission's Carr Development Subcommittee had been told to evaluate the proposal based on the Waterfront Plan's guidelines.

Bordner said the City process should be more business-friendly and he thought Commissioners had addressed the need for the Carr development to relate to neighboring developments when they had said the Carr property designers should consider designs for neighboring development sites as that information becomes available. Bernstein said it is especially critical for the City's review process to ensure personal property rights if a purchaser is adhering to the City's development guidelines.

Auld said it would be helpful to know the outcome of the RTN and RTS due diligence reviews as the City considers Carr Hospitality's application for a Special Use Permit. Hamer said it is unlikely that plans for the RTN and RTS sites will be known by January 2014, the time by which Carr hopes to have a City decision on their SUP application.

Wire said Carr Hospitality was excited by the site when it bought it two years earlier and remains so. He said that even though Carr does not know what choices will be made for RTN and RTS, Carr's design choices comply with the City's design guidelines in the Waterfront Plan. He said Carr's timeline for deciding on whether to go forward with the project extends perhaps another few months, but Carr is unlikely to remain interested if a decision on the project were to be delayed as long as a year. Wire said Carr Hospitality welcomes Commission comments on the proposed hotel's architecture even though the Commission has no specific authority over architectural decisions. He briefly reviewed the hotel's planned Strand and Union Street elevations and compared it to the Waterfront Plan's model.

Dunn said with regard to property rights, the applicant has a right to apply for a Special Use Permit (SUP) but it is up to the Planning Commission and Council to decide whether this is the appropriate time to approve that SUP. Dunn said other issues needing consideration include whether the entrances should be on Duke or Union Street and how the hotel's design is likely to affect the whole neighborhood. Watters said the Commission should restrict its review to the question of whether Carr Hospitality's design is consistent with the Waterfront Plan guidelines and leave it to the Planning Commission and BAR to evaluate its architecture and mass.

Motion: Watters moved and Wojtanowski seconded that the Commission accept the Carr Development Subcommittee's report reviewing the Carr proposal and forward it to City Council as approved on November 19, 2013.

Mutty said he thought the Commission should also pay attention to several additional issues: (1) the hotel's Union Street elevation and cut-in and the developer's need to pay attention to potential traffic

clogging on Union Street; and (2) for the hotel's loading dock area planned for its frontage on historic lower Duke Street developer should pay special attention to the trash area's maintenance and operation. Bernstein said maintenance of the loading dock areas is a continuing issue with Waterfront area restaurants but not one addressed by the Waterfront Plan.

The motion passed with 13 supporting, 1 opposed (Dunn) and 2 abstentions (Mutty, due to a business conflict, and Smedberg)

Olin Studio: Plan Analysis, Art, History & Lighting

Note: Olin's full presentation "Implementation of the Waterfront Small Area Plan" is posted to the City website.

Skip Graffam gave an overview of work completed to date by the Olin landscape design team, in conjunction with URS Corporation on flood mitigation for the Waterfront. He began by reviewing, again, the six tasks on their Work Program schedule and provided highlights of the comments received at the first two Community Meetings that have been held to-date and received through online comments, and through stakeholder meetings relative programming, art, history, and lighting. He also noted that the Olin team has completed their initial feasibility analysis of the Waterfront Plan (task 2 on their Work Program) examining the technical aspects and costs relating to implementation of the Waterfront Plan's various elements and provided highlights of that too to the City and at Community Meetings. He said the design Work Program includes several additional meetings with the Commission and the public with the intent of bringing the landscape and flood mitigation design to 15-30% completion by June 2014 as planned. Graffam said the Olin design team will integrate information about the Robinson Terminal North and Robinson Terminal South design elements into their plan when they become available. Graffam said the Olin team will be prepared to go more deeply into the conceptual design elements at its next meeting with the Commission and the public. but offered the following update based on community input received thus far.

November 4, 2013 community meeting discussing programming and art and history elements of the design

Graffam said the public meeting reviewed the Waterfront Plan's major elements impacting these features. He said 112 responses were received, both at the meeting and via the website, and the specificity and thoughtfulness of the feedback has been very helpful.

Graffam said major design takeaways from the public feedback include confirmation of the Waterfront Plan's proposed programmatic elements for activities, uses and design scale to be uniquely Alexandrian; and for City history to be revealed at its actual physical locations in a way that makes the historic thematic zones in the Plan more prominent along the Waterfront. Graffam said major public interests included preserving views north and south from along the river, preserving the connection to nature, enhancing ecological and sustainable systems, incorporating art and history into the activities and design elements, providing public restrooms, and the importance of having activities whose scale and type is appropriate to the character of the different areas along Alexandria's Waterfront. He highlighted

Graffam mentioned types of public elements that might be appropriate for the Robinson Terminal piers recognizing that these sites will be an important place to bring the public out onto the water. He said possible elements include seating, a public café, restrooms, and more. Graffam said a number of public comments for the Robinson Terminal South pier have included having outdoor classes such as drawing and fitness, children's play spaces that incorporate the maritime experience, non-motorized boat access, and Seaport Foundation activities.

Graffam asked Commissioners: Are we headed in the right direction? Do we have things generally in the right place? Have we missed anything related to programming and implementation of the arts/history elements?

Commission comments
In response to Gosnell's question about the cost of developing and maintaining the programs and activities suggested, Graffam said the Olin team will provide cost estimates, including those for operation and maintenance (Olin) as part of their proposal.

Public-private partnerships
Manor, Baum, and Livingood said all three questions had been well covered. Livingood said it is important to include how to ensure public access to the Waterfront. Bethel asked that the report include the names of entities currently responsible for providing arts programming, including her own organization the Art League, and said the idea of the City partnering with existing organizations' activities should be included. Bernstein said public-private partnerships should be emphasized as a way to make the ideas more affordable.

Mutty and Auld asked that the problem of Waterfront debris' impact on the Waterfront's aesthetic be noted. Auld said the design plan should realistically anticipate how areas will be used to minimize the need later to redesign an area in response to how the public uses it.

Watters said it's important for the design elements and activities recommended to reflect the City's limited operations and maintenance (O&M) budget and asked that the role of public/private partnerships to fund Waterfront O&M be discussed.

Hoogland said Graffam's overview accurately reflected public comments about history and the arts at the November 4, 2013 public meeting. Wojtanowski said the Environmental Policy Commission's focus: on 'reduce, reuse, refurbish, recycle' should be included within the discussion of the environmental issues.

Wojtanowski asked if the City had asked the Olin team for ideas about how the design at the foot of King Street might be modified in a way that reflects the current realities of how the ODBC parking lot issue might affect the Fitzgerald Park plan but still preserves the Waterfront Plan goals of creating a public hub at this location and ensuring a continuous public promenade along the Waterfront. Graffam said the Olin design team's focus has been on the Waterfront Plan's existing elements.

In response to Fox's question why the pier is shown at Fitzgerald Park since it may not be possible, Graffam said the Olin design team their team includes marine engineers who understand how the pier could be feasible from a regulatory and design perspective. Hamer said the City has received federal permission to put a pier within the river's federal channel.

Bernstein said it is important to ensure that art and history design elements are appropriate to their proposed locations and that Founders Park's use as a passive recreation space should be preserved.

<u>Approval of Minutes from October 15, 2013 & October 17, 2013 meetings</u>
Deferred until the next meeting.

<u>Development Updates/Agency Reports</u>
November 2013 Project Matrix Review
Williams referred Commissioners to the Matrix for status updates of ongoing projects.

General Services (GS)
Beachcombers RFP. Browand said, on behalf of General Services, the City had hired a firm with experience in restaurants and public/private partnerships to evaluate the viability of the business models used in three proposals received by the City for the site.

Smedberg said one of his concerns about the Beachcombers was whether the type of group likely to be able to afford the sizable investment needed to bring the Beachcombers building up to code might not be appropriate for this location. Hamer said those questions had not yet been analyzed. Smedberg said the City should have dropped its RFP when no proposals were received in response to issuance of the RFP.

Planning & Zoning
Torpedo Factory Food Pavilion
Williams said the application to locate a proposed Blackwall Hitch restaurant at the Torpedo Factory Food Pavilion site is scheduled for Planning Commission consideration on December 3, 2013 and, if approved, for Council consideration on December 14, 2013. Hall said it is important for Commissioners, their constituencies, and City residents who support the proposal to convey their support to Council.

Waterfront Market
Manor said his restaurant was scheduled to open on Tuesday, November 14, 2013.

Project Implementation - *No report.*

Public Safety – Police & Fire
Alexandria Police Department (APD)
Hayes reported that the APD investigation of the Safeway armed robbery the previous Sunday is ongoing.

Alexandria Fire Department (AFD)
Cross said AFD had responded to a minor fire at Marina Towers. He reported that the City had returned its new fireboat to the manufacturer for servicing for a variety of minor issues covered under warranty. He said the City expects work to be finished by January 2014. In response to Wojtanowski's question, he said that the City had not yet ordered spare parts to be made for the fireboat's custom-engineered pieces because the $30,000 funding needed is not available. Hall said the Commission is ready to support a Fire Department request for City funding to purchase the custom spare parts and urged AFD to do so.

Recreation, Parks and Cultural Activities
Browand reported that the Marina Facilities Condition Assessment report had been posted to the City Marina website and the City has begun implementing its recommendations. He said repairs on the Flexi-pave trails in Founders Park are moving forward.

Transportation & Environmental Services
Pay-by-phone parking
Marks reported that pay-by-phone for on-street metered parking spaces will be implemented citywide in mid-December 2013, referred Commissioners to the memo provided as part of their meeting packets, and said information will be posted to the City website.

100 block of King Street
Marks said the study reviewing potential implications of closing the 100 block of King Street to vehicles is expected to begin in early 2014 and will be coordinated with the study of the unit block of King Street and other related ongoing activities. She said staff will consult with the Commission on both of these efforts as they proceed.

Unit block of King Street -
Marks said concepts will be available to be presented at the next Commission meeting so that staff can receive Commission input.

Reports from Commissioners
Northern Virginia Regional Commission (NVRC) Water Taxi discussion
Smedberg said the Commission should be briefed in early 2014 about the Commuter Ferry Market Analysis of the economic viability of regional commuter water taxis that was presented at NVRC's October 24, 2013 meeting. He said he had also asked staff to provide this information to Council as soon as possible. Smedberg said the plans being considered would, if implemented, have a direct impact on the City's Waterfront area.

Art & History Committee Update
Hall said the report from the City's Waterfront Art and History Committee would be rescheduled for the Commission's next meeting due to the late hour and apologized to the Committee's representatives who had been prepared to present a briefing.

Announcements / Public Comments - *None.*

Adjournment
The meeting adjourned at 10:05 A.M.

CITY OF ALEXANDRIA

SUMMARY OF SCOPE OF SERVICES FOR ENGINEERING DESIGN
CITY MARINA DREDGING

NOVEMBER 22, 2013

Background & Description

As a part of the City of Alexandria's (City) capital improvement program, the City's Department of Project Implementation (DPI) is soliciting proposals to provide engineering and inspection services for the design, permitting, and construction of dredging activities in the City Marina.

The Project is required as an ongoing maintenance item to remove accumulated sediment from the Marina area. This work is done on average every five years. The project intent is to provide adequate water depth and continued waterside access to the piers, boat slips, and bulkheads within the City Marina. The Consultant is generally expected to develop plans, specifications and estimates; conduct the acquisition of necessary permits, and provide construction management and inspection services.

The project limits are generally within the City Marina and navigable areas beyond for clear access to the Potomac River channel; however, the specific limits shall be defined through the design process as appropriate for the disposal volume generated and existing contours of the riverbed.

Scope

A preliminary plan will be developed and presented to stakeholders to ensure the proposed dredging accommodates existing and proposed marina activities. Following presentation and review of the preliminary plan, final construction documents and specifications shall be developed to bid the construction work.

The following are some of the key issues and challenges of this design effort:

- Effective Civic Engagement program – Dredging is a routine maintenance project, but an effective civic engagement program to provide information and gather input is necessary due to the nature of the work. This project will periodically impact operations within the marina, and may require the temporary relocation of vessels during construction. The Consultant will take the lead on providing general project information and gathering public input at two community meetings. Along with the two community-wide meetings, the consultant will meet with those stakeholders directly impacted by the work in up to

three small group sessions to provide more detailed and directed information, and work to mitigate those impacts.

- Permitting – The Consultant will identify and develop a strategy to obtain all required permits and approvals.

- Marina operations – The Consultant will be tasked with developing a design and construction documents, incorporating the information gathered through the civic engagement program, to mitigate any impacts to operations.

- Construction schedule – The timing of getting the permits and approvals necessary along with the dredging restrictions (to protect anadromous fish spawning and migration) will require the Consultant to develop and adhere to a detailed project schedule in order to complete the dredging by February of 2015.

Tasks

The Consultant will be hired for all phases of work through construction of the project. The work is divided into several phases for management purposes, as most will be executed *concurrently*. The phases are as follows:

- Phase 1 – Project Management
- Phase 2 – Permitting
- Phase 3 – Civic Engagement
- Phase 4 – Design Development
- Phase 5 – Construction Management

The City will provide the completed bathymetric survey to the Consultant for use as the design basis. The Consultant will begin the civic engagement and permitting processes early on in the project, as they are critical items in the successful completion of the project. The preliminary design will be presented to the Waterfront Commission, along with supporting photos and graphics to convey the design intent, construction staging, phasing of work, and marina impact mitigation strategy. Following that presentation, the second community meeting will be held and the Consultant will begin final design and preparation of construction documents.

Estimated Project Schedule

Below is the estimated project schedule; however, this will be refined as the Consultant is hired, the permit summary is completed, and the civic engagement program is underway.

Milestone	**Estimated Date**
RFP Issuance	December 2013
Select Contractor	March 2014
Design & Permits	March 2014 – June 2014
Civic Engagement	April 2014 – July 2014
Construction: Advertise, Bid & Award	July – October 2014
Construction	November 2014 – February 2015

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

CITY PROJECTS STATUS DECEMBER 2013			
Project/Location	**Lead Agency**	**Status**	**Status**
King Street Traffic and Multi-Modal Study - 100 Block of King Street Multi-modal feasibility analysis study to determine the potential pedestrianization of the 100 Block of King Street	T&ES	December 2013 - Procurement process for a Multi-modal Feasibility Study is anticipated to be completed.	• December 2013 – Procurement process for only the multi-modal circulation feasibility analysis is anticipated to be completed in December 2013; the results of the feasibility analysis will determine if it is advisable to proceed further with economic and design analyses. • Waterfront Commission reviewed a summary of the draft RFP scope in mid-June 2013; their comments made in June and additional comments made in September related to outreach to businesses on Lee Street, Fairfax Street and the Boutique District were incorporated in the RFP.
Union Street Corridor Study In December 2012, the CC approved this study. Currently, the City is focusing on design options to pedestrianize the unit block of King Street, per a recommendation in the Study	T&ES	Ongoing • Late fall/early winter 2013 – Potential design options will be explored for internal and community review for the pedestrianization of the unit block of King Street, per an approved study recommendation.	• Late fall/early winter 2013 – The City will explore potential design options for internal and external review and input per an approved study recommendation.
Windmill Hill Bulkhead Replacement	T&ES	December 2013 – The RFP was issued November 22, 2013 and proposals are due December 27, 2013 for engineering services for design and replacement of the bulkhead.	• December 2013 – RFP was issued on November 22, 2013 and bids are due on December 27, 2013 with a pre-submittal conference on December 10, 2013. • A Draft Summary of the RFP scope was submitted to the Waterfront Commission for review in October 2013 and is posted on the Waterfront Commission website
Phase II of the City's Wayfinding Program will include pedestrian signs in Old Town with 24 on King Street and 3 on Union Street. 3 large Kiosks are also planned for Phase II along King Street	T&ES/P&Z	Ongoing – • Late fall/early winter 2013 - The City anticipates providing Gamble Design with information and data to complete design for Phase II.	• Late fall/early winter 2013 - City is compiling historic information and signage data to provide to Gamble Design Consultants for Phase II of the Wayfinding Program. • Phase II graphic design work will be completed in winter 2013/2014. • Fabrication and implementation are expected to be completed winter 2013/2014 or spring 2014.
Landscape Architectural and Flood Mitigation Design Project Begin 30% landscape design of the Waterfront Core Area and 15% design of the wider plan area, including common elements. Coordination with Flood Mitigation and other Projects will occur	P&Z, DPI, & T&ES	Ongoing – • December 2013 – The City has moved Community Meeting #3 from December 2013 to January 2014; proposed concept refinements to the Plan's illustrative design will be provided for community review and input at Community Meeting #3.	• December 2013 – **Community Meeting #3 scheduled for December 16, 2013 has been moved to January 21, 2014,** with the location to be announced. Also, **the December 16th joint Waterfront Commission and Parks Commission meeting has been moved to January 21, 2014.** • The January 21, 2014 Community Meeting #3 will provide proposed refinements to the Plan's illustrative design for community review and input. • Two other community meetings have been held to-date.

CITY PROJECTS STATUS DECEMBER 2013			
Project	**Lead Agency**	**Status**	**Status**
Flood Mitigation (Backflow Valve Project) for King Street/The Strand	T&ES	. Ongoing - • December 2013 – Measurements were taken to fit the backflow device in mid-November 2013 and the ordering of parts is now underway.	• December 2013 – Measurements were taken to fit the backflow device in mid-November and the ordering of parts is now underway.
Marina Conditions Assessment Study Undertake an above ground and underwater assessment of current conditions of the Marina to determine immediate, mid- and long-term repair needs	RPCA	Completed • Michael Baker Corporation was the Consultant on this project. The Study is complete and is online.	• December 2013 - Final Report is posted on the City's website at www.alexandriava.gov/marina • Michael Baker Corporation consultants presented preliminary findings to the Waterfront Commission's Marina Committee in June 2013, with the full Commission seeing an early version of the Report findings in July 2013.
Utility Master Plan Develop a Master Plan for undergrounding Utilities in collaboration with DVP and other utilities; funds are in the FY 14 budget.	T&ES	Initiating – • December 2013 - Draft schematic from DVP is being developed in conjunction with staff.	• December 2013 – A draft schematic from DVP is being developed in conjunction with staff and staff is also reaching out to other utilities such as Comcast and Verizon for input and participation.
The Beachcombers Restaurant RFP 0 Prince Street Solicitation of proposals to restore the Beachcombers building as a restaurant	GS	Ongoing – • RFP issued on February 28, 2013 • RFP closed on June 15, 2013	Anticipated Schedule: • 3 Proposals received; economic analysis of the proposals underway

PRIVATE PROPERTIES STATUS DECEMBER 2013		
Property/ Location	**Project Status**	**Project Details/Status**
Brandt Warehouse Buildings 204 – 206 South Union Street	Construction Completed *Preservation and adaptive reuse of 2 historic warehouse buildings for office use*	• A second Waterfront Commission tour of finished building expected in winter 2013/14. • Waterfront Commission 1st tour of buildings, hosted by the Brandts, held in Jan. 2013. • Construction completed with occupancy of Columbia Capital on July 1, 2013.
The Oronoco (Sheet Metal Workers Building), 601 N. Fairfax Street	Under Construction – Adaptive Reuse of *office building into 60 luxury condominiums*	• Construction of shell to be completed in fall 2013. Occupancy by March 2014. • EYA's Waterfront Commission status tour is expected in fall 2013.
Robinson Terminals North/South RFP (*Owned by the Washington Post*)	December 2013 - *Successful bidders are EYA (RTS) and City Interests (RTN) per Sept 2013.*	• December 2013 – Due diligence period has been extended from November 7th. • October 2013 – Contract purchasers made presentations to the Waterfront Commission.
Carr Hospitality Boutique Hotel Proposal 220 South Union Street	December 2013 - Carr Hospitality submitted a Preliminary Plan in October 2013 and it has been deemed complete. Staff review is now underway.	• December 2013 – Staff is undertaking a review of the completed Preliminary Plan. • Waterfront Commission received presentations in October and November 2013 and submitted a letter of support in November 2013. • BAR will review the project again in December; PC and CC review in January 2014.
Food Court	December 2013 – SUP Application was reviewed by the Planning Commission and is scheduled for review by the BAR and in December 2013 also.	• December 2013 – Application was approved by the Planning Commission on December 3, 2013 and is scheduled for a City Council Public Hearing on December 14, 2013. • October 2013 – Waterfront Commission received a presentation from the applicant..