ALEXANDRIA WATERFRONT COMMISSION

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

AGENDA

1. Welcome and Introductions
2. Approval of Minutes from February 18, 2014
3. Agency Reports
4. Update on the City-ODBC Negotiations
5. Commissioner Responsibilities: Jackie Henderson, City Clerk
6. Recommendation on Flood Mitigation & Landscape Design
7. Robinson Terminals (North & South)
8. FY 2015 Proposed Budget
9. Project Updates
    a. Windmill Park Bulkhead RFP
    b. City Marina Dredging RFP
    c. King & Strand Street Backflow Preventer
    d. Lower King Street Multi-modal Feasibility Study
10. Alexandria Transit Company (DASH) – Trolley Service
11. Waterfront Plan Implementation Project Status Matrix
12. Marina Subcommittee
13. Report from Commissioners
14. Announcements / Public Comments

UPCOMING EVENTS

- **Planning Commission Work Session – Flood Mitigation and Landscape Design**
  April 1, 5 p.m., Council Chambers, City Hall, 301 King St.
- **City Council Work Session – Flood Mitigation and Landscape Design**
  April 8, 5:30 p.m., Council Chambers, City Hall, 301 King St
- **Waterfront Commission Meeting**
  April 15, 7:30 a.m., City Hall Sister Cities Conference Room, 301 King St.

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

Summary Minutes - DRAFT
ALEXANDRIA WATERFRONT COMMISSION MEETING
Tuesday, February 18, 2014
City Hall
Sister Cities Conference Room
7:30 a.m.

Commission Members
Present:

Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Howard Bergman, Founders Park Community Association (FPCA)
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
John Bordner, Citizen west of Washington St.
Morgan Delaney, Historic Alexandria Foundation
Stewart Dunn, Alexandria Planning Commission
Arthur Fox, east of Washington St. and south of King St.
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
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:

David Speck, Citizen Park Planning District III
Stephen Thayer, Citizen east of Washington St. and north of King St.

Absent:

Doug Gosnell, Alexandria Marina Pleasure Boat Leaseholder

Vacancy:

Representative, Alexandria Commission for the Arts

City Staff:

Rich Baier, Director, Transportation & Environmental Services
Emily Baker, Director, Department of Project Implementation (DPI)
Jack Browand, Division Chief, Commission Staff Liaison, Recreation, Parks, and Cultural Activities (RPCA)
Tom Canfield, City Architect, Planning and Zoning (P&Z)
Al Cox, Architect, P&Z
Anthony Gammon, DPI
Faroll Hamer, Director, Planning and Zoning (P&Z)
Lt. Don Hayes, Alexandria Police Department (APD)
James Hixon, Dockmaster, RPCA
Mark Jinks, Deputy City Manager
Cheryl Lawrence, Regional Program Director, RPCA
Iris Portny, Commission Recording Secretary, RPCA

Steve Sindiong, T&ES
Nancy Williams, Principal Planner, P&Z/DPI

Guests:

Duncan Blair, Land, Carroll & Blair, PC
Dennis Burns, Burns & Associates; architect, Blackwall Hitch Alexandria
Brian Buzzell, citizen
Yvonne Callahan, President, Old Town Civic Association (OTCA)
Jon Carr, CityInterests, LLC
Scott Davies, Maritime Administration (MARAD), U.S. Department of Transportation
Jim Durham, citizen
Bert Ely, Friends of the Waterfront, Old Tow\n Civic Association
Tina Fink, Traffic Engineer, Toole Design Group
Pete Gibson, Maestro Management, LLC; Alexandria Boating Festival
Bill Gordon, Maestro Management, LLC; Alexandria Boating Festival
Harry Harrington, Old Dominion Boat Club
Lauren Kaufmann, Staff Engineer, Toole Design Group
Charles Lindsay, citizen
Ruth McKenty, Alexandria Beautification Commission Ruth McKenty
Alan Novak, CityInterests, LLC
Mark Oliphant, Regional Employee Transportation Coordinator, Naval District of Washington
Tim Payne, Nelson/Nygaard, (Northern Virginia Regional Commission study)
Ken Ray, Toole Design
Larry Ray, owner, Blackwall Hitch Alexandria, LLC
Dan Straub, Alexandria Urban Design Advisory Committee, (UDAC)
Peggy Tadej, Northern Virginia Regional Commission

Welcome and Introductions

Hall called the meeting to order at 7:30 a.m. and announced that Sandy Modell, General Manager of the Alexandria Transit Company (DASH), who had been scheduled to meet with the Commission that day, would instead be at its March 2014 meeting. Commissioners, staff and guests introduced themselves.

Approval of Minutes from January 21, 2014

Motion: Moved by Dunn, seconded by Auld, to approve the summary minutes of the January 21, 2014 meeting as corrected. The motion passed by voice vote.

Commissioner Responsibilities: Jackie Henderson, City Clerk

City Clerk Jackie Henderson's review of Commissioner Responsibilities was rescheduled to the Commission's March 2014 meeting.

Browand submitted for the Commission's review and approval the staff draft of the Commission's annual report for FY2013, the year ending July 30, 2013, and he briefly reviewed highlights of the year's activities by the full Commission and its Marina Committee as covered by the draft. Commissioners commended Browand for the draft and asked that it be modified to include some additional Commission accomplishments before the report is finalized.

Mutty moved and Wojtanowski seconded, that the Commission approve the draft report subject to the incorporation of Commissioners' comments submitted by Friday, February 21, 2014, and that Commission approval should not be deferred to the Commission's March 2014 meeting.

Schooner Virginia Visit: April 11-14, 2014

Browand reviewed the December 13, 2013 letter received from the Virginia Maritime Heritage Foundation (the Foundation) requesting City approval to dock the schooner Virginia at the City Marina during its April 11-14, 2014 visit. He said the purpose of the schooner's visit is to conduct educational programs for youth and adults and, as such, the Foundation has requested the City waive the Marina docking fee. Browand said the City will provide additional staff, public restrooms, trash pickup and other needed maintenance to support the visit and the Foundation will cover any related costs. Manor said that, in light of the Olin design team's idea to locate a public restroom at a pump house near the end of Thompson's Alley, the City should place temporary restrooms there for events such as the schooner's visit to test out how easily Waterfront visitors find public restrooms at the location. Commissioners agreed they should continue to consider locations for additional public restrooms.

Bergman asked if there would still be Marina space available for future visits by historical, educational and other such vessels if the new Waterfront design were to relocate all commercial vessels to the Marina. Williams said the Olin design had not yet developed details for Marina usage but she thought some details would be included in the design version to be presented at the City's March 6, 2014 public meeting.

Commissioners said that, in response to the Foundation's offer to host a City-sponsored activity on the schooner at no cost during its visit, the Commission should be used to coordinate such plans.

Motion: Baum moved and Auld seconded that the Commission supports the proposed April 2014 visit to the City by the schooner Virginia and the proposal to waive the Marina's docking fee in a manner consistent with RPCA rules and regulations, assuming the Virginia Maritime History Foundation accepts these. The motion was approved by unanimous voice vote.

Alexandria Boating Festival - Bill Gordon & Pete Gibson, Maestro Management, LLC

Gordon presented plans for the first Alexandria Boating Festival (Boating Festival) scheduled for Saturday, May 17 and Sunday May 18, 2014. He said he hopes it will become an annual City Waterfront event as reflects the Waterfront Plan's goals for activating the Waterfront. He said his idea was inspired by his work on the board of the Grand Teton National Park Foundation in Wyoming, an organization whose private contributions support activities connecting youth to nature and celebrating environmental protection and he sees the Alexandria Boating Festival as a City activity reflecting similar values. Gordon said Mystic Connecticut's annual Wooden Boat Show, with its boat building-related activities, is another event that inspired the Alexandria Boating Show's concept and the Boating Festival will feature the Alexandria Seaport Foundation's boat-building program among its activities. Gordon said the Boating Festival's net profits will be donated to the Alexandria Seaport Foundation and RPCA.

He said the Boating Festival would activate Oronoco Park without having activities on Oronoco Bay itself and he hopes the Boating Festival will also encourage other Waterfront-related activities reflecting the Waterfront Plan's goals. He said the Boating Festival, in contrast to the

City's Red Cross Waterfront Festival of earlier years, will not include rides or entertainment appropriate to carnival-type events, but will highlight local organizations focused on water-related activities and emphasize recreational activities such as non-motorized boating such as kayaking, canoeing and sailing. He said it will close at 7 p.m. on Saturday and 5 p.m. Sunday and hoped this timing will also encourage Festival visitors to patronize nearby City restaurants and venues. He said some morning music is planned in connection with children's activities and is also being considered for the lunch hour.

Discussion
Gordon said Boating Festival organizers first focused on inviting community organizations to participate. In response to Smedberg's question whether it might be premature for the City to support an event whose participants had not yet been finalized, Gordon said organizers had delayed reaching out to sponsors until the City had approved the event's being held in the park.

Livingood said Gordon's concept for the Boating Festival as a community and philanthropic-focused event was commendable and welcomed the opportunity for the Seaport Foundation to convey the City's maritime history and focus. She said the Boating Festival will be a good way to introduce Waterfront visitors, especially those from the City's West End, to the City's many water-related activities. Wojtanowski said the event can be a way to attract activities such as kayaking and he wished the City could afford to dredge the Bay. He said the City should consider ways to fund adding a small floating pier that could offer kayakers and other boaters' safer access.

Oronoco Bay's water quality and depth
Manor, Auld and others said they hoped the Boating Festival would draw attention to the need to improve Oronoco Bay's water quality so visitors could access the Bay's water. Bergman asked whether the nature of Oronoco Bay Park should encourage a different view of types of activities suitable there since Oronoco Bay is too shallow for some activities.

Mutty said he thought the Boating Festival should be put off a year or two to allow more planning time, questioned Oronoco Bay Park as a suitable site, and suggested the event's organizers instead make a donation directly to the City's water-related non-profits that organizers expect to participate.

In response to Hall's question, Gordon said they had asked that the north block of Union Street and nearby Pendleton Street be closed for the event.

Project Updates
Olin Design Studio – February 6, 2014 Community Meeting
Hamer provided a brief summary of public feedback about the Olin team's design as it was presented at both the February 6, 2014 community meeting and, a week later, at an Old Town Civic Association meeting during a staff presentation.

Popular elements
Hamer said participants in the meetings have been more supportive of Olin's design Option B, which includes a diagonal pathway, and had not been particularly supportive of the design's option to bring the water up to the foot of King Street.

Hamer said the elements that have been very popular have included: the manner in which the continuous Waterfront promenade has been designed, gardens and art at street ends, having the outline of the historic pier on the ground surface, including kayak and non-motorized boat rentals, the interactive splash fountain in Fitzgerald Square, and keeping the Seaport Foundation on the Waterfront. She said P&Z will reconsider options for Thompson's Alley from a functional point of view since there has been no clear preference for the proposed options. She said the final decision will probably be based on functionality.

Issues of additional interest
Hamer said questions have been raised by the public about whether there could be more space for boats and boating activities and what activities and organizations would be in the proposed civic building. She said there has been significant interest, particularly at OTCA, in how environmental issues will be addressed, including grading, wall height, and cleanliness of that water that will be released into the Potomac from the pump wells.

Discussion of proposed skating rink
Hamer said the proposed ice skating rink has attracted both positive and negative reactions. Many support it; some consider it inappropriate for an historic area; others are interested in the rink's design and whether it would be permanent or temporary. She said the rink is in the Waterfront Small Area Plan as programming and the Olin design is proposing ideas for how the design can accommodate planned programs. Hamer said she has asked the Olin team to develop two or three additional options for how the ice skating rink might function and that appearance and cost will both be key factors to consider.

Wojtanowski said the ice rink should be temporary and designers should look to the Georgetown Harbor ice rink as an example of a wonderful family-friendly way a rink has activated a waterfront. The Dandy regularly pauses so guests can watch the tableau created by Georgetown Harbor skaters.

Van Fleet asked if the City has addressed whether its plan would violate the pier head line with D.C. and Hamer said the City has consistently reported this would not be an issue.

Hall invited public comments on Hamer's presentation. There were none.

Robinson Terminals
Hamer reported that the contract purchasers for both Robinson Terminal North and Robinson Terminal South are actively pursuing applications for Development Special Use Permits and P&Z will provide the Commission some preliminary details of these redevelopments' "general concepts" at the Commission's March 2014 meeting.

Blackwall Hitch Alexandria LLC
Blair, counsel for Blackwall Hitch Alexandria LLC (Blackwall Hitch), introduced owner Larry Ray and architect Dennis Burns. He said the Planning Commission and City Council had approved their application for a Special Use Permit (SUP) and Blackwall Hitch's goal is to complete the renovation by October 2014.

Burns summarized the design goals: to give the building a brand new feel; to soften the harshness of the building by measures such as using wood to counteract the glass walls and to

replace the metal roof, and to convey the area's industrial character. He said the building's lower level brick will be replaced by Potomac River stones. Burns said among the changes planned will be adding a transparent six-foot tall acoustic glass wall in the rear alley to soften sounds emanating from the service alley. He said the existing public restrooms on the outside of the building will remain in place.

Discussion:
Opportunity to work with Torpedo Factory on a mural
Manor suggested Blackwall Hitch consider working with the Torpedo Factory to create a tableau or mural for the building's rear area where the public restrooms are. Ray said he thought this an interesting idea.

Marina Gazebo
Commissioners, Blackwall Hitch representatives, and staff briefly discussed the problems posed by the poor condition of the Marina gazebo that is located in front of the Blackwall Hitch site. Hamer said the Olin design team will consider options for the gazebo. Smedberg said City action to address the gazebo's poor condition should be a priority. Ray said he would like to find a way to integrate the gazebo into the restaurant's design and he had begun to discuss with RPCA the idea of developing it as a site for family-friendly events. Dunn said that in light of the historic nature of the gazebo the City should carefully consider how to improve it. Commissioners identified two gazebo-related issues needing to be addressed: programming and maintenance. Browand said RPCA continues to discuss gazebo maintenance with General Services and will explore potential interim enhancements.

Blair said Blackwall Hitch's proposal is on the agenda for the Board of Architectural Review's March 4, 2014 meeting. Hall said Commissioners and the constituencies they represent continue to be available to help Blackwall Hitch plans move forward and noted the Commission's continuing efforts over time to spur City actions to find a new tenant to revitalize the Food Pavilion area.

Windmill Hill Park Bulkhead RFP
Gammon reported that the selection committee had decided that, based on the response to the RFP, the bulkhead project should be re-advertised. Browand said the City is requesting proposals to study and provide multiple (3) options for bulkhead replacement and shore stabilization, including the option in the Windmill Hill Park Plan approved by City Council almost 12 years ago. Baker said the City's goal is to find a consultant to present options reflecting changes in best practices for shoreline stabilization and in the permitting process related to implementation. She said creating a natural shoreline will be among the options considered. She said the City plans to solicit public input as part of the decision-making process regarding options. In response to Commission questions, Browand said re-issuing the RFP will not delay action on the project since CIP funding remains available.

City Marina Dredging RFP
Gammon said a decision is likely within a few weeks on which consultant to hire.

Lower King Street Multi-modal Feasibility Study
Smedberg said the analysts should include inputs from the Parking and Traffic Board. Baum said residents on neighboring blocks should be notified since they will also be impacted. Hall said

residents from the 100 blocks of Prince and Cameron Streets had conducted walking audits of the traffic impacts the last time pedestrianizing the King Street block was briefly tested.

Sindiong said the study is responds to the Waterfront Commission's recommendation, made during the City's Union Street Corridor Study, that the City consider pedestrianizing this block. Ray said the study is in the discovery phase and will consider pedestrianization's potential impacts on activities such as: (1) parking, (ii) deliveries, (iii) the King Street Trolley, (iv) local business and (v) transit. He said ideas to reduce conflicts between pedestrians, bicyclists, and vehicles will be covered as well as the potential traffic impact on the 15 intersections around the area.

Ray said civic engagement and outreach will be a key part of the study. Sindiong said a flyer will be sent to businesses in the area. He said upcoming activities will include a March 10 walking audit of the area to hear from business and restaurant owners, a March 20, 2014 public meeting, stakeholder focus groups, and a briefing to the Bicycle & Pedestrian Advisory Committee (BPAC). Ray said the analysts plan to present their interim results at the Commission's May 2014 meeting.

Discussion

Additional stakeholders to include

Smedberg said the analysts should also meet with the Parking and Traffic Board to receive their inputs. Baum said a letter should be sent to residents in the areas neighboring the block since they will also be impacted. Hall said residents from the 100 blocks of Prince and Cameron Streets had conducted walking audits of the traffic impacts the last time pedestrianizing the King Street block was briefly tested.

Impact on neighboring streets such as South Lee

Baum said analysts should recognize that other changes to existing traffic patterns seem to have aggravated traffic problems. She said closing King Street to traffic would push traffic to South Lee Street, a more historic, narrow, and congested street. She suggested sidewalks might perhaps be enlarged and parking reduced on this block of King Street. Smedberg said City needs to make it a priority to address the parking-traffic flow relationship in general. He said the analysts should ensure that motor coach traffic is factored in.

Impact on traffic related to future redevelopment

Van Fleet said the study should factor in likely traffic impacts of expected changes to the neighborhood such as Carr's boutique hotel at 220 S. Union Street, the elimination of the Chadwick's parking lot, the Robinson Terminal redevelopment. Fink said Kittelson & Associates will develop projections for potential impacts of planned developments in the area out to 2025.

Other pedestrian plazas' successes and failures

Delaney said he was concerned the change would undercut a vital area and said Charlottesville's pedestrian plaza was an example of pedestrian plazas that fail. He said there is no need for a pedestrian area so close to where Fitzgerald Square is planned and the proposed change would undermine the historic nature of the Old and Historic District's urban street pattern. Dunn said affected residents and merchants should be canvassed and the pedestrianization tested over a 6-month to one-year trial period before the City makes any irrevocable decisions without

understanding the full impacts of the pedestrianization. Manor said he has seen successful pedestrian plazas such as Miami's Lincoln Road but the design of the pedestrianization should be carefully thought through to enhance its success. He said an example of a needed modification to the proposal would be putting the proposed pedestrian seating in the street's center instead of on the sidewalk area adjacent to buildings so that seating does not impede access to the block's businesses.

Importance of designing a pedestrian plaza that addresses merchants' concerns
Bethel said retailers and restaurants should be asked to track the impact on their businesses during the pedestrianization trial period. Van Fleet said the City should talk with each merchant impacted by the proposed pedestrianization since merchant opposition killed the last King Street pedestrianization pilot project several years earlier despite an OTCA poll of its members at the time that showed 75 per cent of residents supported it. Callahan said a recent Informal poll of OTCA members shows Old Town residents still support the pedestrianization concept.

OTCA question about possible changes to N. Royal Street stop signs related to City's bicycle boulevard
Callahan reported that Old Town residents are concerned by reports that the City's Complete Streets' bicycle boulevard planned for North Royal Street would remove stop signs along Royal Street to encourage bicyclists to use North Royal rather than Union Street. Baier said planning on this separate project is in the early stages, the City has not yet initiated a study of the proposal, and resident inputs would be included in that study.

Lindsay asked the City to look at problems related to delivery trucks using the alley on the south side of the 100 block of King Street. He said one problem is delivery trucks being ticketed. Baier said they are ticketed only if they park in the alleys. Hall asked that Lindsay be included in one of the pedestrianization study's focus groups since he concerned about how it would impact the private alley between 100 and 110 King Street. Hall also asked staff to ensure the study includes Police Department insights from the last time the City tested pedestrianizing the block.

UPDATE: Northern Virginia Regional Commission (NVRC) Commuter Ferry
Tadej introduced Nelson/Nygaard's Steve Payne (consultant on the study prepared for NVRC and briefed at NVRC's October 24, 2013 meeting),Mark Oliphant, with the U.S. Naval District of Washington, and Scott Davies with the U.S. Maritime Administration (MARAD) who were at the Commission meeting to answer questions.

Tadej said NVRC first became interested in investigating a potential regional commuter ferry when traffic impacts related to decisions by the Base Realignment Commission (BRAC) were discussed. Tadej said NVRC had applied for and was accepted into MARAD's federal Marine Highways program in September 2013 when MARAD designated the Occoquan, Potomac, and Anacostia Rivers as the "M-495 Marine Highway Crossing", sponsored by the Northern Virginia Regional Commission.
[http://www.marad.dot.gov/news_room_landing_page/news_releases_summary/news_release/DOT80_13.htm]

NVRC study: "Market Analysis for Commuter Ferry Service on the Occoquan, Potomac and Anacostia Rivers"
Payne provided a brief overview of NVRC study.

[https://www.alexandriava.gov/uploadedFiles/recreation/info/WC18Feb2014NVRCCommuterFerry.pdf]

Payne said the study reviewed the market potential for passenger ferry service but did not evaluate potential ferry routes. He said the viable shorter ferry routes identified by the study included (i) Old Town to Southeast/Southwest D.C. (Coast Guard headquarters at St. Elizabeth's campus), (ii) National Airport to Southeast/Southwest D.C., and (iii) between Alexandria and Joint Base Anacostia/Bolling (JBAB).

Discussion
An Old Town ferry station?
Payne said the NVRC study evaluated the viability of a having a ferry station at the Alexandria Marina because it's technically feasible but did not assume an Alexandria ferry station would eventually be located there. He said the study considered Jones Point Park a point of opportunity for a station but did not model it for the study.

Smedberg asked if the study's review of potential ferry commuters between Alexandria and JBAB had distinguished between employees who live within the City of Alexandria and those in Fairfax County with Alexandria postal addresses since the BRAC traffic studies had not made the distinction. Payne said the study used JBAB staff addresses as available from personnel files. Smedberg asked if the study had considered factors such as parking and traffic and Payne said it had not since it looked only at a transit access walk-up mode - similar to that used for the King Street Metro station, not park-and-ride. Watters said if it were determined a significant number of JBAB employees with Alexandria addresses live in Fairfax County the Belle Haven marina should be considered a potential station site. Oliphant said there are about 900 City of Alexandria residents who work at Coast Guard headquarters at St. Elizabeth's and said this data is at www.stelizabethsdevelopment.com.

Questions not yet addressed
Smedberg said Alexandria Council members present at the October 2013 NVRC meeting were surprised planning for a regional commuter ferry seemed so advanced since the study had been described as an initial planning study and many questions will need to be addressed before any decisions about a ferry station in Old Town's center can be made. For example: How would the ferry impact Old Town traffic and parking? Would Defense Department and Homeland Security interest in ferry service let the Federal Government bypass local governments' authority during the approval process? How would the fact that the D.C. line goes up to the City's shoreline impact the City's decision-making role?

Baier said he assumes Council would need to approve the ferry proposal before it could be implemented. Tadej said there are a number of steps needed before implementation, including an environmental impact statement. Manners said it was his understanding that federal funding might be available to fund a City study of options related to a ferry station in Old Town and noted it would not be inconsistent with the City's history since the current Old Dominion Boat Club building had been a ferry station earlier at an earlier time.

Commission follow-up
Hall said the morning's discussion was the start of the Commission's look at the regional ferry issue. Smedberg proposed it be discussed earlier at a future meeting to facilitate a fuller public

discussion. Hoogland asked briefers to discuss ongoing planning by jurisdictions outside Alexandria for a Potomac commuter ferry service.

Tadej said NVRC has applied for federal funding from the Federal Transit Administration (FTA) to build two ferry docks and procure two boats to use in a pilot project between (JBAB) and Alexandria. She said Woodbridge has also received $15 million to be spent over the next three to five years to fund actions related to a commuter ferry. Smedberg said asked why NVRC would submit a grant request for a commuter ferry pilot project with an Alexandria station when an Alexandria station location had not been secured. Davies said after FTA grants are announced in March 2014, the five years that grantees have to spend the funds would allow ample time for a grantee to continue its public engagement process and develop potential win-win regional approaches.

Navy interest in potential Potomac ferry commuter service
In response to Smedberg's question about a Navy test run of a potential ferry route in fall 2013, Oliphant said the military had run a separate trip between (JBAB) and the Pentagon because many people live at JBAB and work at the Pentagon.

The need for involvement by elected officials
Smedberg said local elected officials' support will be needed before a pilot study can move ahead. Baier said NVRC applied for the federal grant to test a regional ferry from an Old Town site even though T&ES told NVRC that T&ES would not participate in the pilot project and an Alexandria site might not be available for it. Baier said T&ES made it clear to NVRC that Council approval is needed for a plan to land a commuter ferry at a City-controlled facility like the Marina.

Next Commission steps:
Hall recommended the Marina Committee be given the responsibility to follow up on this issue.

Waterfront Plan Implementation Project Status Matrix
The project matrix distributed before the meeting was not discussed.

Report from Commissioners
Commissioners requested an update on the City's review of responses to the Beachcomber RFP and an update on City negotiations with the Old Dominion Boat Club regarding its parking lot after the 90-day negotiation period ends March 17, 2014.

Announcements / Public Comments
Hall said the Commission would tour The Oronoco on February 27, 2014.

Adjournment.
The meeting was adjourned at 10:35 a.m.

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 11, 2014

TO: WATERFRONT COMMISSION

FROM: JACK BROWAND, DIVISION CHIEF
RECREATION, PARKS & CULTURAL ACTIVITIES

SUBJECT: FY2015 SUMMARY BUDGET REPORT – CITY MARINA

ISSUE: Staff update to the Waterfront Commission regarding the status of the FY 2015-2024 Capital Improvement Program Budget and FY 2015 Operating Budget for the Department of Recreation, Parks and Cultural Activities' Waterfront District.

RECOMMENDATION: That the Waterfront Commission receive the staff memorandum as an information update.

BACKGROUND: The City Manager has proposed a Draft Budget for FY 2015, including the Capital Improvement Program (CIP) budget for FY 2015-2024. The draft budget was presented to City Council on Tuesday, February 25, 2014. Following a series of public meetings, the final budget will be adopted on May 1, 2014.

DISCUSSION: The FY 2015 Budget includes operating cost reductions and changes to the FY 2014-2023 Approved CIP Budget. New CIP funding in FY 2024 is added to fill out the City's ten year plan. Detailed information is available at http://alexandriava.gov/Budget. Attached is a summary of proposed changes impacting the Department of Recreation, Parks and Cultural Activities (Attachment 1).

The following are the Proposed FY 2015 budget recommendations for the Waterfront District:

WATERFRONT OPERATIONS

FY 2015 Operating Budget Reductions

- $20,000: Elimination of the one skilled labor/supervisor FTE, transfer of base salary to contract services and the reduction of associated benefits.
- $19,953: Reduced contractual services by streamlining standard operations to enable seasonal in-house staff to perform with reduced supervision.
- $10,193: Reduction in overtime.

CITY MARINA

FY 2015 Operating Budget Reductions

- $30,000 reduction: Decrease in the number of seasonal staff hours during non-boating season November through March.
- $25,000 increase: Additional operating support (staff & support) for the operation of proposed public restrooms in the City Marina (Food Court Redevelopment).

FY 2015-FY2024 CAPITAL IMPROVEMENT PROGRAM (CIP)

Community Development

- City Marina Waterfront Dredging – FY 2015 funding was increased from $2,550,000 to $3,000,000. FY 2020 funding is proposed to be increased from $3,000,000 to $5,000,000. No other changes proposed.

Recreation and Parks

- City Marina Maintenance - No changes are proposed for FY 2015-2024. $90,000 of new funding is proposed in FY 2024.

- Windmill Hill Park Improvements - No changes are proposed for FY 2015-2024. $300,000 in FY 2015 and $3,700,00 in FY 2016 remains.

- City Marina Seawalls - No changes are proposed for FY 2015-2024. $255,000 in FY 2016 and $1,445,000 in FY 2017 remains.

- City Marina Utility Upgrades - No changes are proposed for FY 2015-2024. $187,000 in FY 2016 and $1,063,000 in FY 2017 remains.

- City Marina Restrooms – New Project. $75,000 is proposed in FY 2015.
  FY 2015 Impact: Funding will be combined with private contributions.

Attachment: March 11 Budget Information Memo from James Spengler, Director

cc James Spengler, Director, Recreation, Parks and Cultural Activities

City of Alexandria, Virginia

MEMORANDUM

DATE: MARCH 11, 2014

TO: PARK AND RECREATION COMMISSION
BEAUTIFICATION COMMISSION
COMMISSION FOR THE ARTS
WATERFRONT COMMISSION
YOUTH SPORTS ADVISORY BOARD

FROM: JAMES B. SPENGLER, DIRECTOR,
DEPARTMENT OF RECREATION, PARKS AND CULTURAL ACTIVITES

ITEM: FY 2015-2024 CAPITAL IMPROVEMENT PROGRAM UPDATE
SUMMARY OF CHANGES FROM FY 2014-2023

ISSUE: Staff update to the Commissions regarding the status of the FY 2015-2024 Capital Improvement Program Budget.

RECOMMENDATION: That the Commissions receive the staff memorandum as an information update.

BACKGROUND: The City Manager has proposed a Draft Budget for FY 2015-2024, including the Capital Improvement Program (CIP) budget for FY 2015-2024. The draft budget was presented to City Council on Tuesday, February 25, 2014. Following a series of public meetings, the final budget is anticipated to be adopted in early May.

DISCUSSION: The FY 2015-2024 Draft Budget includes numerous changes from the FY 2014-2023 Approved Budget. The proposed changes impact Capital Facilities Maintenance Programs (CFMP) for the City's existing assets and standalone projects for major renovations projects and new facilities. New funding in FY 2024 is added to fill out the City's ten year plan. Detailed information may be found at http://alexandriava.gov/Budget. A summary of proposed changes impacting Recreation, Parks and Cultural Activities is provided below:

Community Development

- Public Art Acquisition – No changes are proposed for FY 2015-2023. $500,000 of new funding is proposed in FY 2024.

- Public Art Conservation - $15,000 is proposed to be deducted from FY 2015, reducing the funding in FY 2015 to $0. No changes are proposed for FY 2016-2023. $22,500 of new funding is proposed in FY 2024.
  FY 2015 Impact: Projects planned for FY 2015, including improvements at King Street Gardens Park will be delayed until FY 2016. Staff will continue to implement projects proposed through FY 2014.

- City Marina Waterfront Dredging – FY 2015 funding was increased from $2,550,000 to $3,000,000. FY 2020 funding is proposed to be increased from $3,000,000 to $5,000,000. No other changes proposed.

Recreation and Parks

- Americans with Disabilities Act (ADA) Requirements - $29,000 is proposed to be deducted from FY 2015, reducing the funding in FY 2015 to $0. No changes are proposed for FY 2016-2023. $29,000 of new funding is proposed in FY 2024.
  FY 2015 Impact: Projects planned for FY 2015, including improvements at Holmes Run Park, Mount Jefferson Park and Greenway and Windmill Hill Park will be delayed until FY 2016. Staff will continue to implement projects proposed through FY 2014.

- Ball Court Renovations - $150,000 is proposed to be deducted from FY 2015, reducing the funding in FY 2015 to $0. No changes are proposed for FY 2016-2023. $150,000 of new funding is proposed in FY 2024.
  FY 2015 Impact: Projects planned for FY 2015, including improvements at Hunter Miller Park, and Chambliss Park will be delayed until FY 2016. Staff will continue to implement projects proposed through FY 2014.

- Park Renovations Capital Facilities Maintenance Program (CFMP) - $100,000 is proposed to be deducted from FY 2015, reducing the funding in FY 2015 to $238,000. No changes are proposed for FY 2016-2023. $438,000 of new funding is proposed in FY 2024.
  FY 2015 Impact: Projects planned for FY 2015, including improvements at the Four Mile Run Dog Park will be delayed until FY 2016. Funding for the Park Furniture Replacement Program will be slightly reduced in FY 2015. Staff will continue to implement projects proposed through FY 2014.

- Playground Renovations Capital Facilities Maintenance Program (CFMP) - $200,000 is proposed to be deducted from FY 2015, reducing the funding in FY 2015 to $650,000. No changes are proposed for FY 2016-2023. $700,000 of new funding is proposed in FY 2024.
  FY 2015 Impact: Funding for FY 2015 projects, including improvements at the Beverley Park Playground and Four Mile Run Playground will be reduced. Funding for the Lynhaven Playground Renovation planning was removed. Staff will continue to implement projects proposed through FY 2014.

- Tree and Shrub Capital Maintenance - $50,000 is proposed to be deducted from FY 2015, reducing the funding in FY 2015 to $176,000. No changes are proposed for FY 2016-2023. $326,000 of new funding is proposed in FY 2024.
  FY 2015 Impact: Projects planned for FY 2015, including improvements at Holmes Run Scenic Easement Trail and King Street/Washington Street/Market Square will be delayed until FY 2018. Staff will continue to implement projects proposed through FY 2014.

- Soft Surface Trails - $60,000 is proposed to be added to FY 2015- FY2021, increasing the funding in each year to $120,000. No changes are proposed for FY 2022-2023. $120,000 of new funding is proposed in FY 2024.
  FY 2015 Impact: Projects previously proposed for FY 2016, including improvements at Dora Kelly Nature Park and the waterfront parks moved to FY 2015.

- Water Management and Irrigation - $128,000 is proposed to be deducted from FY 2015, reducing the funding in FY 2015 to $0. No changes are proposed for FY 2016-2023. $128,000 of new funding is proposed in FY 2024.
  FY 2015 Impact: Projects planned for FY 2015, including improvements to the Citywide Maxicom Central Control System and individual sites upgrades will be delayed until FY 2016. Staff will continue to implement projects proposed through FY 2014.

- Pavement Improvements in Parks - No changes proposed for FY 2015-2023. $250,000 of new funding is proposed in FY 2024.

- Athletic Field Restroom Renovations - No changes are proposed for FY 2015-2017. $20,000 of new funding is proposed in FY 2018 and $205,000 of new funding is proposed in FY 2019.

- Park Maintenance Facilities – New project. $30,000 is proposed in FY 2017 and $210,000 is proposed in FY 2018.

- Athletic Field Improvements Including Synthetic Turf - No changes are proposed for FY 2015-2023. $2,000,000 of new funding is proposed in FY 2024.

- City Marina Maintenance - No changes are proposed for FY 2015-2023. $90,000 of new funding is proposed in FY 2024.

- Public Pools - No changes are proposed for FY 2015-2023. $52,000 of new funding is proposed in FY 2024.

- Recreation Centers Capital Facilities Maintenance Program (CFMP) - $200,000 of new funding is proposed for each year in FY 2015-2024, bringing the funding to $700,000 annually.
  FY 2015 Impact: Improvements at Chinquapin, Charles Barrett, Cora Kelly and Buddie Ford Nature Center moved to FY2015. Various project timelines adjusted to take advantage of economy of scale construction benefits.

- Braddock Area Park Plan - No changes are proposed for FY 2015-2016. $403,843 of new private funding is added to FY 2017. No changes are proposed for FY 2018-2024.

- City Marina Restrooms – New Project. $75,000 is proposed in FY 2015.
  FY 2015 Impact: Funding will be combined with private contributions.

- Open Space Acquisition and Development - No changes are proposed for FY 2015-2017. $100,000 was deducted from FY 2018, reducing the funding in FY 2018 to $0. $250,000 was deducted from FY 2019, reducing the funding in FY 2019 to $4,000,000. No changes are proposed for FY 2020-2023. $4,000,000 of new funding is proposed in FY 2024.

No changes are proposed to the following CIP accounts: Four Mile Run Stream Restoration, Restaurant Depot Contribution Projects, Windmill Hill Park Improvements, Chinquapin Aquatics Center (Renovations with Competition Pool), Aquatics Facilities to be Determined, Patrick Henry Recreation Center, Boothe Park and Playground Renovation, East Del Ray Avenue Pocket Park (Phase II), City Marina Seawalls, and City Marina Utility Upgrades.

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CITY OF ALEXANDRIA, VA
WATERFRONT SMALL AREA PLAN (SAP) IMPLEMENTATION
PROPOSED FY 15 – FY 24 CAPITAL IMPROVEMENT PROGRAM (CIP) BUDGET

The following new monies are included in the City Manager's proposed FY 15 – FY 24 CIP Budget to continue work related to the implementation of the Waterfront SAP.

(1) **Waterfront Landscape and Flood Mitigation Design Project:** Funding to continue landscape and flood mitigation design and related services for Waterfront SAP Implementation ($1.4 million in FY 15 and $600,000 in FY 16).

Additionally, remaining FY 14 CIP monies are retained to enable the continuation of the following projects:

(1) **Utility Master Plan:** Remaining FY 14 funding was retained to continue to pursue the Utilities Master Plan in FY 15, in collaboration with Dominion Virginia Power, and other utility companies, to relocate existing overhead utilities underground in the Core Area of the Waterfront SAP planning area ($100,000).
(2) **Union Street Corridor Study:** Remaining FY 14 funding was retained to continue implementation of the Union Street Corridor Study recommendations in FY 15 ($450,000).
(3) **King and Union Street Improvements** ($245,000): Remaining FY 14 funding was retained to continue studies and improvements in and around King and Union Streets in FY 15. ($245,000).

The City Manager's proposed FY 15 – 24 Operating and CIP Budgets are online at http://www.alexandriava.gov/Budget along with a list of public meetings relative the proposed budgets.

The CIP Work Session is scheduled for Thursday, April 10, 6:30 p.m. – Sister Cities Conference Room 1101.

Budget Adoption is scheduled for Thursday, May 1 - Special City Council Meeting - 6 p.m. – Council Chambers.

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

CITY PROJECTS STATUS MARCH 2014			
Project/Location	**Lead Agency**	**Status**	**Status**

Lower King Street Multi-Modal Feasibility Study - 100 Block of King Street
Multi-modal circulation feasibility analysis study to determine the potential pedestrianization of the 100 Block of King Street.
	T&ES	**March 2014** – City staff and Toole Design to begin existing conditions assessment and civic engagement for this multi-modal feasibility study.	• **March 2014** – The consultants (Toole Design) were introduced to the Waterfront Commission on February 18, 2014. They will undertake the Existing Conditions Analysis in March 2014 and Civic Engagement will be undertaken as follows:
			  • BPAC (February 18, 2014)
			  • Transportation Commission (March 5, 2014)
			  • Walking Audit and Focus Groups (March 10, 2014)
			  • Public Meeting (March 20, 2014)
			• A Future Development analysis and cost analysis will occur in April 2014 and the consultants will return to the Waterfront Commission in May 2014.

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/P&Z	**March 2014** – Staff will report in April 2014 on outreach to businesses relative possible maintenance partnerships, and staff's efforts relative the relocation of the fire hydrant.	• **March 2014** – Staff will report in April 2014 on outreach to businesses relative possible maintenance partnerships, and it will report on efforts relating to the relocation of the fire hydrant. The Traffic and Parking Board has approved the relocation of the police parking spaces to The Strand.
Windmill Hill Bulkhead Replacement This RFP is for planning and permitting services for the design of the Windmill Hill Bulkhead replacement.	T&ES/RPCA/ DPI	**March 2014** – RFP is to be reissued. The previous RFP was issued November 22, 2013 and proposals were due December 27, 2013; only one response was received. The RFP is for engineering services for design and replacement of the bulkhead.	• **March 2014** – The new RFP is under review in Procurement with the date for issuance of the RFP to be determined. Staff will continue to keep the Waterfront Commission and public informed of the progress.
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/ OHA	**March 2014** - The City has compiled all historic data for the pedestrian wayfinding signs to be installed along King Street under Phase II of the City's Wayfinding Program.	• **March 2014** – The City has compiled the historic information for the pedestrian signs to be installed along King Street. The data has been provided to Gamble Design, the firm that will complete the design in spring 2014. • Fabrication and implementation are expected to be completed fall/winter 2014.
Landscape Architectural and Flood Mitigation Design Project Achieve 30% landscape design of the Waterfront Core Area and 15% design of the wider plan area, including common elements. Coordination with Flood Mitigation will occur. Project completion anticipated at the end of June 2014 for 15-30% design phase.	P&Z/ DPI	**March 2014** – Community Meeting #4 is scheduled for March 6, 2014 and a joint meeting of the Waterfront Commission and Parks and Recreation Commission is scheduled for March 13, 2014.	• **March 2014** – Community Meeting #4 was held on March 6, 2014, and a joint meeting of the Waterfront Commission and Park Commission is scheduled for March 13. A composite of the best elements of Alternative A and B shown at Community Meeting #3 in February 2014 for the Core Area was well received at Community Meeting #4. As were other aspects of the design. • A total of 4 Community Meetings have been held to-date as part of this phase of the Landscape and Flood Mitigation Design Project. Planning Commission and City Council Work Sessions are scheduled for April 2014.

CITY PROJECTS STATUS MARCH 2014			
Project	**Lead Agency**	**Status**	**Status**
Flood Mitigation (Backflow Valve Project) for King Street/The Strand	T&ES/DPI	**March 2014** – This project is awaiting parts.	• **March 2014** – This project is waiting parts; staff will continue to keep the Waterfront Commission and public informed of the status.
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 report is complete and is online with improvements underway.	• **March 2014** – Fencing and gating at the marina are anticipated to be completed in late February/early March 2014. A stress test on the Torpedo Factory decking is scheduled for March 2014. www.alexandriava.gov/marina
Utility Master Plan Develop a Master Plan for undergrounding Utilities in collaboration with DVP and other utilities.	DPI	**Initiating** • **March 2014** – This is a master plan to identify a process for undergrounding utilities in the Core Area of the Waterfront Planning Area.	• **March 2014** –It was reported in February 2014 that this master plan is for the Core Area of the Waterfront Planning Area where overhead lines exist. The master plan will likely divide the Core Area into three phases (Duke to Prince, Wolf to Duke, and Prince to King). A draft DVP schematic has been developed with City staff for the first phase (Duke to Prince) 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 building as a restaurant	GS	**Ongoing** • RFP issued on February 28, 2013 • RFP closed on June 15, 2013	• **March 2014** –It was reported in January 2014 that the internal review of the economic analyses for 3 proposals, under the RFP, is still ongoing. No change.

PRIVATE PROPERTIES STATUS MARCH 2014		
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 has occurred.*	• A second Waterfront Commission tour of the finished buildings is expected in April. • Waterfront Commission 1st tour of buildings, hosted by the Brandts, held in Jan. 2013. • Construction is complete with occupancy of Columbia Capital on July 1, 2013.
The Oronoco (Sheet Metal Workers Building), 601 N. Fairfax Street	**Under Construction** – Adaptive reuse of an *office building into 60 luxury condominiums*	• The Waterfront Commission toured the building on February 27, 2014. As of then, 48 of the 60 units were sold with delivery of units anticipated in May 2014.
Robinson Terminals North/South RFP (*Owned by the Washington Post*)	**March 2014** –Updates to the Waterfront Commission will occur in March 2014.	• **March 2014 –**The purchasers of RTN and RTS have filed concept plans with the City and the Waterfront Commission will be updated on the status of those plans in March 2014. • October 2013 – Contract purchasers made presentations to the Waterfront Commission. • *Successful bidders announced as EYA (RTS) and City Interests (RTN) in Sept 2013.*
Carr Hospitality Boutique Hotel Proposal 220 South Union Street	**March 2014** – BAR review in March 2014; Project approval occurred in January 2014 by both the Planning Commission and City Council.	• **March 2014** – BAR deferred action on March 5, 2014, but requested a work session for March 12, 2014. • January 2014 Planning Commission and City Council Public Hearings were held and both bodies approved the project.
Food Court – Blackwall Hitch Alexandria	**March 2014** – BAR review in March 2014; SUP approved by the PC and CC in December 2013. The proposal **includes public restrooms** for the Waterfront.	• **March 2014** - BAR deferred action on March 5, 2014, indicating a need for further study of the architectural drawings and building materials. SUP was approved by the PC and CC in December 2013 and includes **public restrooms.** Waterfront Commission voted to support the project in November 2013 and received a presentation from the applicant in October 2013 and an updated presentation in February 2014.