

ALEXANDRIA WATERFRONT COMMISSION

Tuesday, September 16, 2014
City Hall Sister Cities Conference Room
301 King Street
7:30 a.m.

AGENDA

1. Welcome and Introductions
2. Approval of Minutes from July 15, 2014 and July 24, 2014
3. August 6, 2014 Waterfront Commission City Shoreline Boat Tour Debrief
4. Landscape & Flood Mitigation Design Phase I Update
5. Agency Reports (attached)
6. City Marina Update
 - a. Dredging
 - b. Wharf Strengthening
 - c. LaFayette's Hermione Voyage 2015
7. Joint Meeting: Commission for the Arts & Waterfront Commission
8. Marina Subcommittee
9. Report from Commissioners
10. Announcements / Public Comments

UPCOMING EVENTS

- **Marina Subcommittee Meeting**
October 9, 5 p.m., City Hall, Room 2000, 301 King St.
- **Waterfront Commission Meeting**
October 21, 7:30 a.m., Sister Cities Conference Room, City Hall, 301 King St.

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

Summary Minutes - DRAFT
ALEXANDRIA WATERFRONT COMMISSION MEETING
Tuesday, July 15, 2014
City Hall
Sister Cities Conference Room

Commission Members

Present

Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Howard Bergman, Founders Park Community Association (FPCA)
Morgan Delaney, Historic Alexandria Foundation
Stewart Dunn, Alexandria Planning Commission
Arthur Fox, east of Washington St. and south of King St.
Doug Gosnell, Alexandria Marina Pleasure Boat Leaseholder
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Stephen Mutty, Citizen Park Planning District I
Paul Smedberg, Member, Alexandria City Council
Stephen Thayer, Citizen east of Washington St. and north of King St.
Townsend A. (Van) Van Fleet, Old Town Civic Association
Christa Watters, Citizen east of Washington St. and north of Pendleton St.

Excused

John Bordner, Citizen west of Washington St.
Jacob Hoogland, Alexandria Archeological Commission

Absent:

Shirley Downs, Alexandria Commission for the Arts
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Vacancy:

Citizen Park Planning District III

City Staff:

Emily Baker, Director, Department of Project Implementation (DPI)
Fran Bromberg, Office of Historic Alexandria (OHA)/ Archeology
Tony Gammon, Civil Engineer IV, DPI
Lt. Monica Lisle, Alexandria Police Department (APD)
James Hixon, Dockmaster, RPCA
Dan Imig Transportation and Environmental Services (T&ES)
Karl Moritz, Acting Director, Planning and Zoning (P&Z)
Iris Portny, Commission Recording Secretary, RPCA
Nancy Williams, DPI and Principal Planner, P&Z

Guests:

Engin Artemel, resident
Christine Bernstein, resident
Ignacio Bunster, landscape architect, WRT (CityInterests team)

Jon Carr, CityInterests, LLC (RTN team)
Susan Cohen, Public Art Committee
Bert Ely, Friends of the Waterfront, Old Town Civic Association
Peter Farrell, CityInterests (RTN team)
Val Hawkins, Alexandria Economic Development Partnership
Mike Hickok, Hickok Cole Architects (RTN team)
James Lee, Rooney Properties, LLC (RTN team)
Alan Novak, CityInterests, LLC (RTN team)
Jonathan Novak, CityInterests (RTN team)
Kathryn Papp, resident
Dan Straub, Urban Design Advisory Committee (UDAC)
Ken Wire, McGuire Woods LLC (RTN team)

Welcome and Introductions

Hall called the meeting to order at 7:30 a.m. and Commissioners and staff introduced themselves.

Approval of Minutes from June 17, 2014

The minutes were approved after the Robinson Terminal North briefing. At that time, Thayer moved and Fox seconded that the June 17, 2014 minutes be approved. The motion was approved by a unanimous voice vote.

Robinson Terminal North (RTN) Update (500 & 501 N. Union Street)

Wire introduced the project team members for the RTN/500 & 501 N. Union Street project site, one of the three private redevelopment sites included in the City's Waterfront Small Area Plan. He said they now refer to the site by address rather than its former name, Robinson Terminal North (RTN), to emphasize the site's future not its past. He said the project team had submitted its set of Concept 2 plans to Planning and Zoning (P&Z) a month earlier and was awaiting City comments. Wire said the illustrative model presented at the Commission meeting had been created unusually early in the design process to offer an idea as early as possible of what the team is considering.

Building architecture

Note: *The architecture presentation at the meeting is posted to:*

<http://www.alexandriava.gov/uploadedFiles/recreation/info/RTNIWC15July2014.pdf>

Mike Hickok reviewed the design concepts and site layout for the west building (500 N. Union St.) and the east building (501 N. Union St.). He said the goal is to have distinctively different designs that relate to each other. His briefing covered design aspects such as building layout, materials, architectural vocabulary, and relationship to the Waterfront and neighboring buildings, streets and parks. Hickok said the west building's site is regarded as within the Old Town grid, though it is outside the historic district, while the east building's site, set between Founders Park and Oronoco Bay, is considered as being of the waterfront.

Hickok said the design concepts reflect the Olin team's ongoing design for the Waterfront public realm and the Waterfront Small Area Plan's goals for the site, e.g. maintaining the scale of

existing buildings, maximizing water views, enhancing the streetscape, adding a new pleasure boat marina, providing public open space, and activating the Waterfront through commercial and cultural uses.

West building (500 N. Union)

Hickok said the west building would have a hotel at its center, with its entrance on North Union Street, two blocks of condominiums on each side of the hotel with separate entrances on the side streets and the building's Union Street frontage to be dedicated primarily to retail shops and the hotel. He said the northeast corner of the west building would be set back from the street further than the current building to add green space and to give pedestrians, bicyclists and drivers along Pendleton and Union Streets a better view as they approach the Pendleton/Union Street corner.

East building (501 N. Union St.)

Hickok said the early-stage design concept of the east building, with its residential units and commercial space, is tied into the site's Waterfront location with parks and the water on either side. He said the goal is to open up views and vistas of the river and Oronoco Bay and to enhance the public spaces and pedestrian connections between Oronoco Park and the new public pier and pleasure boat marina that are planned. He said the site's ground floor would be dedicated to retail and cultural uses.

Hickok said that, although at an early stage, the concept envisions a modern design compatible with the neighboring historic neighborhood that incorporates stone, glass and brick in ways that minimize the building's visual impact. He said native plantings, a bio retention pond, and open space would be among the project site's features. Hickok said the building would fit within the zoning district's allowable Floor Area Ratio (FAR).

Landscape Architecture briefing - Bunster

Note: *The landscape architecture presentation is posted to:*

<http://www.alexandriava.gov/uploadedFiles/recreation/info/RTN2WC15July2014.pdf>

Bunster reviewed the site's public realm design concepts, including north and south garden spaces along the Waterfront, a floating public pier, a bio retention garden, and site celebrating West's Point at a location that facilitates an interpretative space. He said the concept currently includes a public Waterfront passage from Pendleton Street to Founders Park, many opportunities for public art and historic interpretative inscriptions, and a lawn on the pier that would include a performance space.

Next steps

Wire said the project team's next step would be to present this concept plan to the City's Urban Design Advisory Commission (UDAC) at its July 16, 2014 morning meeting and to the Board of Architectural Review (BAR) at its July 16, 2014 evening meeting. He said the BAR's recommendations to Council and the Planning Commission would be advisory since the project site is outside the Old and Historic District. He said the project team expects receive staff comments on the current Concept 2 design in the next few weeks and plans to hold another series of community meetings and briefings in the fall 2014 timeframe.

Commission Comments

Decision to move the hotel from the east to the west-building site

In response to Dunn's question, Wire said the concept complies with all the goals and guidelines of the Waterfront Small Area Plan. He said the only deviation from the original concept is locating the hotel on the west site rather than the east site to ensure the site generates sufficient revenue to cover the site's planned public amenities.

Parking

Wire said the buildings' parking plan is still being developed but will include shared parking, one floor of below-grade parking for each building (due to the water table), and valet parking. He said the west building would likely have about 120 hotel rooms and 15 condominium units on either side of the building and roughly 89 parking spaces below the building. Wire said the east building would be a shorter building with a larger below-grade parking garage that will have roughly 129 below-grade parking garage spaces.

River debris

In response to Auld's question, Wire said the project team still needs to devise a plan to address the problem of river debris.

Possible changes as the east building's design evolves

In response to Smedberg's question, Hickok said any changes to the east building's design would likely be relatively subtle. He said, for example, he is working with staff on ideas for how to bring the brick in the building design closer to the ground without adding more brick to the overall building.

Roles of City review bodies overseeing the project

Wire said the Waterfront Commission is the only City review body that will make a formal finding to Council as to whether the project design meets the Waterfront Plan's goals and guidelines. He said the project team will be consulting in an advisory capacity with the Board of Architectural Review (BAR), since the project site is outside the historic district, and with the Urban Design Advisory Committee (UDAC) since the site used to be included within Old Town North.

Public Spaces

In response to Manor's question, Wire said the site owner had not yet discussed with the City whether the project's public space will be owned by the City or site owner or who will be responsible for public area operating expenses. Moritz said Planning and Zoning will work with all the interested parties in the coming months to develop a plan for covering operations, maintenance and other issues.

In response to Auld's question, Wire said options for the east building ground floor uses include a mix of open space, retail, two restaurants and a possible cultural use. In response to Bethel's question, Wire said it is too early in the process to have details about types of retail that might be located there.

East building too modern?

Van Fleet and Bergman said the east building's design concept, including its glass and stone materials, was inappropriate for Old Town's historic architecture. Wire said he expects this question to discuss at length as the public review process moves ahead. Hickok said the east building materials would likely include, but not be dominated by, brick since the east site's unique relationship to the neighborhood and water let it accept a more innovative design concept than would be suitable for other Waterfront sites. Baum said she likes the design concept's ability to minimize the impact of its size.

Watters said brick is not the only material that can tie the east building into Old Town's design concept. She said the Torpedo Factory is primarily concrete, the proposed east building will replace a noticeably ugly corrugated metal-sided warehouse, and if brick is a dominant material on the west building, it might become less important to have brick dominate the east building.

In response to Baum's question, Wire said the design team has not yet addressed what might be the most effective way to use Oronoco Street's unit block to facilitate public interaction between Founders Park and the east building because the design team had decided the Waterfront Plan idea to put the building's loading dock there would make it too visible from the park.

East building marina plans

Thayer asked if the project team would be open to including long-term lease slips for pleasure boats at the east building's marina. Wire said the current marina concept included use, primarily, by kayaks and transient pleasure boats, plus occasional tie-ups of larger vessels visiting the City. He said the site currently does not have the infrastructure to support longer-term stays but they are open to discussing it.

Livingood asked if an additional floating pier could be added to accommodate more tie-ups of smaller boats, kayaks and canoes in light of the shallow water at this point. Wire said adding an additional pier might conflict with the Army Corps of Engineers guidance that it would be inappropriate for the site design to cover any more water than is currently planned.

Wire asked if there were a community consensus exists about types of boats that a new marina should serve. Hall asked Thayer, Marina Subcommittee chair, to review the Subcommittee's recent meeting that considered pleasure boats. Thayer said the Marina Subcommittee is considering options for addressing the needs of pleasure boat owners who lease slips at the City Marina and will lose them, at least temporarily, because of the City's recent agreement with the Old Dominion Boat Club (ODBC). He said these slip leaseholders are looking for a new marina home somewhere in Old Town and to date have been satisfied with the City Marina's offering only water, electricity, and a pump-out station. Gosnell said having a clear governance concept for the east building's pier and marina will be important. Wire agreed.

Public Comments

Artemel, the City's P&Z director when the City's 1981 waterfront plan was completed, said the project's designers had effectively provided public access to these sites and created a building design concept with a nice "lightness". He said, as an Old Town North Rivergate resident, he

thought the west building was too high and both buildings' need more attention paid to their northern facades. Artemel said the project team should meeting with Rivergate Townhouse residents. Wire said public art and landscaping for the northern facades will be important.

In response to Ely's questions, Wire said there would be about 20,000 square feet and 8,000 square feet of retail in the west and east buildings respectively, but it was too early to know the seating capacity of any restaurants that might be on the site.

Christine Bernstein said the design concepts appear to offer some architectural harmony looking northward and with the nearby Oronoco condominiums, but a transition is needed between the architectural styles of the townhomes on Union Street and the east and west buildings' very modern design. In response to a second Bernstein question, Wire said it would be several years before the project would be completed because of the many steps to the process.

Parking

In response to Bernstein's question, Wire said a parking study will be done to show how parking needs for the 200 combined units and hotel rooms would be met by options that would cover peak demands at different times of day. A Founders Park townhome resident said she was concerned the expense of a valet parking option might encourage some visitors to seek on-street parking in an already-congested parking area.

Performance area

Susan Cohen said that, consistent with the Waterfront Plan's consideration of a black box theater, the project team should consider including a cultural performance area.

Kathryn Papp said incorporating the water and river elements effectively into the design could tie the concept into Old Town's authenticity in an iconic way, blending Old Town's historic elements with the modernity of the evolving Waterfront redevelopment. She said the east building's design should have more of an emphasis on naturalistic materials and less on glass. She said attention to environmental issues will be very important.

Traffic impact

Dan Bernstein asked how the risk of vehicles lining up on the street to access the hotel entrance will be minimized. Wire said the development team will work with P&Z, Transportation, and Environmental Services (T&ES) to create a design that avoids this.

Blackwall Hitch Update

Williams reviewed highlights of Waterfront Plan implementation milestones that have been reached, e.g., Council's unanimous approval of the Phase 1 Waterfront landscape architectural and flood mitigation design; Council's approval the property exchange and settlement agreement between the City and Old Dominion Boat Club (ODBC); and the City purchase of parking lot properties at 204 and 208 Strand that will make possible Point Lumley Park's expansion.

Blackwall Hitch Restaurant

Williams reported that City permits were approved for the Blackwall Hitch restaurant that will replace the former Torpedo Factory Food Court at the Marina. She said construction is expected

to start in August 2014 and finish in January 2015. She said a new Marina public restroom facility will be included in the Blackwall Hitch redevelopment and she commended the Commission for its long-time advocacy for the City's providing a public Marina restroom and for finding a new tenant for the vacant food court site.

Oronoco Street Outfall Project Update

Note: The information is posted to

<http://www.alexandriava.gov/uploadedFiles/recreation/info/WC15July2014OronocoDredging.pdf>

Imig reported that Phase 2 of the City's dredging and remediation of sediment in the vicinity of the Oronoco Street storm sewer pipeline, undertaken to remove tar-related substances that had migrated from the former adjacent Alexandria Town Gas Plant, was about to be bid. He said Phase 1 was completed in 2013 and Phase 2, to dredge the area adjacent to the outfall, will be put out for bid simultaneously with the City's bid for Marina dredging. He said the outfall dredging is expected to be finished by February 2015. In response to Van Fleet's question, Imig said Phase 1 had effectively addressed the leeching into the river and Phase 2 would eliminate any odor that remains.

Agency Reports

Note: Reports posted to City website with meeting information

package. <http://www.alexandriava.gov/uploadedFiles/recreation/info/WCMeetingInfo15July2014.pdf>

Update: Backflow Valve Project for King Street/The Strand (Backflow Preventer)

Emily Baker (Department of Project Implementation) said testing was completed for the Backflow Preventer installed recently in the manhole at the foot of King Street to lessen nuisance flooding. She said the operational problems were created by an improper installation, the contractor will correct it and staff will provide updates as needed.

Marina Subcommittee

Thayer announced the Marina Subcommittee is investigating potential sites that may be options for replacing the pleasure boat leaseholder slips at the City Marina that will be lost due to the City/ODBC agreement. He said nine sites are being considered and the results of its review will be presented at the Commission's September 2014 meeting.

Report from Commissioners - No additional reports.

Announcements / Public Comments

There were no public comments on additional topics.

Hall said the Commission would receive a Robinson Terminal South redevelopment update on July 24, 2014 and the Commission's August 6, 2014 boat tour to review current and planned Waterfront projects would leave the Marina at 8 a.m.

Adjournment

The Commission adjourned at 9:15 a.m.

Summary Minutes
ALEXANDRIA WATERFRONT COMMISSION
Thursday, July 24, 2014
City Hall
Sister Cities Conference Room

Commission Members

Present

Dennis Auld, Citizen Park Planning District II
Gina Baum, Alexandria Park and Recreation Commission
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Howard Bergman, Founders Park Community Association (FPCA)
Morgan Delaney, Historic Alexandria Foundation
Shirley Downs, Alexandria Commission for the Arts
Stewart Dunn, Alexandria Planning Commission
Arthur Fox, east of Washington St. and south of King St.
Charlotte Hall, Alexandria Chamber of Commerce and Chair
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Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Stephen Mutty, Citizen Park Planning District I
Paul Smedberg, Member, Alexandria City Council
Stephen Thayer, Citizen east of Washington St. and north of King St.
Townsend A. (Van) Van Fleet, Old Town Civic Association
Christa Watters, Citizen east of Washington St. and north of Pendleton St.
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Excused

John Bordner, Citizen west of Washington St.

Absent:

Doug Gosnell, Alexandria Marina Pleasure Boat Leaseholder

Vacancy:

Citizen Park Planning District III

City Staff:

Joanna Anderson, Assistant City Attorney
Jack Browand, Commission Staff Liaison and Division Chief, Public Relations, Special Events & Waterfront Operations, Recreation, Parks, and Cultural Activities (RPCA)
Tony Gammon, Civil Engineer IV, Department of Project Implementation (DPI)
Iris Portny, Commission Recording Secretary, RPCA
Jim Roberts, Development Division, Planning and Zoning (P&Z)
Nancy Williams, DPI, and Principal Planner, P&Z

Guests:

Brian Allan (A J) Jackson, partner and senior vice president, EYA
Engin Artemel, resident
Christine Bernstein, resident

Dan Bernstein, resident
Brian Buzzell, resident
Susan Cohen, Public Art Committee;
Bert Ely, Friends of the Waterfront, Old Town Civic Association
Mel Garbow, Harborside HOA
Natasha Henderson, Pure Prana Yoga Studio
Pat Miller, resident
Kathryn Papp, resident
Rick Parisi, landscape architect, M. Paul Friedberg and Partners
Sloane Whelan, Fontaine & Company

Welcome and Introductions

Hall called the meeting to order at 6 p.m. and Commissioners and staff introduced themselves.

Dunn thanked all those who had participated in the negotiations between the City and the Old Dominion Boat Club (ODBC) for having helped fashion a successful consensus that led to a final agreement. He particularly thanked the ODBC members, current Commissioners Jody Manor and Steve Thayer, and former Commissioner Christine Bernstein for their efforts.

0 Prince (Beachcombers) & 200, 204, 208 Strand Street (parking lot) Subdivision

Roberts reported the City has acquired two parcels of commercial parking lot land, 204 and 208 Strand Street. He said the Planning and Zoning (P&Z) had received an application from the Department of Planning Implementation (DPI) to consolidate and re-subdivide four City properties, those at 0 Prince Street (Beachcombers) and 200, 204 and 208 Strand Street. Roberts said several actions related to implementing the Waterfront Small Plan are now possible: widening the Strand, creating the future Waterfront promenade along the riverfront here, expanding Point Lumley Park, and relocating the Old Dominion Boat Club (ODBC) clubhouse. Roberts said the combined properties are bordered by Waterfront Park on the north, Point Lumley Park and Robinson Terminal South on the south, and the commercial block that includes Chadwick's on the west.

Roberts said consideration of the proposed consolidation and re-subdivision is scheduled for the Planning Commission's September 4, 2014 meeting. He said a request for a Development Special Use Permit (DSUP) for the ODBC clubhouse is expected at a later date.

Roberts noted that Assistant City Attorney Joanne Anderson and Tony Gammon (DPI) were present to answer questions about the actions.

Questions

Wojtanowski asked whether the diagram's notation that the lot at 0 Prince Street, where the new ODBC clubhouse will be located, extends out into the river refers to a potential pier to be built at that location. Anderson said the shape is a technical notation that does not reflect an expectation a boat ramp would go there.

Robinson Terminal South Update

Note: *The RTS briefing is posted*

to: <http://www.alexandriava.gov/uploadedFiles/recreation/info/WCRTS24July2014.pdf>

Jackson introduced Sloane Whelan, coordinator for EYA's community outreach and communications for the project and reviewed highlights of the site design, with special attention to changes since the project team's presentation at the Commission's March 2014 meeting. Jackson said that since that time, the project team had had two meetings with the Board of Architectural Review (BAR) and the changes made in response to the BAR's directions to move ahead with a land layout design. He said the third BAR work session is September 17, 2014.

Next steps

Jackson said he expected the request for a DSUP for the mixed-use development of Waterfront condominiums, townhouses, and commercial uses will be submitted in fall 2014 and the project team will then meet again with the Commission before meeting with the Planning Commission and City Council in what will likely be early 2015.

Jackson said the main changes made to the earlier site design and were an expanded parking garage, modified pedestrian access points, changes to the pier area, and changes to the boat slip layout in response to new engineering data. He said the garage would now include 235-250 spaces with more on-site parking for the on-site commercial entities.

Changes to the pier area plan

Parisi, landscape architect for the project, said the changes made to the pier area included swapping the pier's active commercial and programmable space and providing more access points to the pier. He said the site design includes both passive and programmable open spaces, a linear public promenade designed in consultation with the City's Waterfront landscape and flood design plan.

Waterfront promenade and street walkways will ensure ADA accessibility

Parisi said all aspects of the design would be ADA-accessible. He said the design includes an unobstructed walkway around the building with at least a six-foot unobstructed path and a Waterfront promenade with a minimum eight foot width. He said the current warehouse would be replaced by Waterfront condominiums on the southern side and, along the northern side, a high-end restaurant with outdoor seating. He said the townhouses would be closer to Union Street.

Cafes, gardens, plazas, and other features

Parisi reviewed the seasonal cafe, gardens, upper and lower plazas, shade structures, and passive water features. He said there would be a performance space and fountain viewable from the Strand.

Boat slips

Parisi reviewed details of changes made to the site's planned slips for transient boats. Parisi said the design had to remove some of the planned transient boat slips in response to bathymetric study results showing a low tide depth insufficient for boats to dock at these points.

Commission Comments

Landscaping & sustainability

In response to Wojtanowski's question, Parisi said the design would include drought-tolerant and native species.

Performance area / cultural activities

In response to Downs' question, Parisi said the planned performance area would be 100 feet by 20-50 feet. He said 300- 400 people could, for example, be seated at a movie night held there.

Building design and size

Van Fleet said that, on behalf of the Old Town Civic Association, he thought the proposed design's density and height are too great for Old Town and the design does not fit with the historic Waterfront area. Jackson said he expects the building architecture to evolve as the design team continues to work with the BAR on ways to break the scale of the large building down into several smaller buildings.

Parking and Circulation

In response to Smedberg's question why the design does not call for garage parking to span the full building length, Jackson said their residential and commercial demand projections indicate the additional parking spaces would not be needed. Parisi said grading on the site determines where parking spaces can be placed. Smedberg asked if it would be technically possible to add additional below-grade parking spaces. Parisi said it would require a complicated layout. Downs asked how many parking spaces would be designated for commercial visitors. Jackson said 40-55 spaces in the garage designated for commercial visitors. He said each residential unit will have two spaces and there will be 52 street-level parking spaces for residence.

In response to Smedberg's question, Jackson said delivery trucks and all loading, including trash pickup, will take place in the garage and off-street.

Piers & slips

In response to Wojtanowski's point that a three-foot depth would be enough to accommodate many boats, Parisi said the depth at some points is only a little more than two feet. Wojtanowski suggested this could be addressed if EYA were to piggyback dredging this area onto the City's next dredging so the RTS site's depth could accommodate more slips for boats.

In response to Auld's question, Parisi said the design would facilitate tie-ups by transient boat but not encourage overnight stays.

Livingood said that if the Seaport Foundation's center is located at the foot of Duke Street it would be problematic if motorized boats were also moored in this area. She said the problems of Georgetown, where kayaks, canoes and motorized boats share the same space, show this.

In response to Wojtanowski's question, Jackson said the pier can accommodate larger ships, including Tall Ships, consistent with the Waterfront Plan goal of being able to berth a tall ship or other ship of character.

A possible location for long-term pleasure boat slips?

Thayer asked if, in light of the plan to reduce pleasure boat slips at the City Marina, EYA might consider adding slips for lease by pleasure boat owners, assuming the Corps of Engineers would approve extending the pier head line. Jackson said several factors might complicate adding

additional slips for pleasure boats, such as on-site parking availability, questions about the breakwater, and the expense of the continuous dredging that would be needed if the pier were extended further out into the channel.

Flood mitigation plan's impact

Van Fleet asked how the block's being raised as part of the City's flood mitigation plan would affect Harborside's flood line. Parisi said the grading will need to be a foot higher than the 100-year flood level.

Governance

Bergman asked who will be responsible for maintaining the public areas. Jackson said a master association will be created, a private entity funded by users of the site. He said they expect to manage public activities in the project's open space privately and coordinate it with the City. Jackson said there will likely be opportunities for activities such as flower markets, public art, performance art, and temporary festivals.

River debris

In response to Auld's question of how the EYA project team plans to address the problem of river debris, Jackson said this had not yet been addressed. Mutty said the EYA team should coordinate their river debris planning with the City.

Environmental hazards?

In response to Smedberg's question about whether the project team had identified any environmental challenges on the property, Jackson said nothing unusual had been found so far.

Public Comments

Parking and Circulation

Christine Bernstein and Bert Ely said the 43-58 commercial parking spaces planned for restaurant and retail visitors was too low. Jackson said the number of on-site commercial spaces planned would be enough because of additional parking available in the City. Ely said there is little available parking on nearby streets and pressures on existing on-street parking will be aggravated by the loss of some existing parking spaces due to the redevelopment. Papp said the development team needs to recognize the City's recent parking study said 85 percent of available on-street weekday parking nearby is in use between 5-7 p.m. in Parking District 1. In response to Ely's question, Jackson said townhouse guests would be expected to park in the on-site garage or on Duke or Union streets. Jackson said the planned valet parking would use the on-site garage and use offsite garages as needed.

Baum said the need to find a way to provide residents parking spaces close to their homes is a continuing City problem and one that needs to be addressed here.

Ely asked if RTS residents would be eligible for District 1 parking permits. Smedberg said residents should be eligible for them and the City should learn from mistakes that led to too little parking for Fords Landing residents' needs, including Fords Landing providing too little parking. He said the City's decision not to offer Fords Landing residents District 1 parking permits was wrong and the City should not repeat this mistake with RTS. Smedberg said a small working

group should be convened at this early point in the planning to address parking issues related to the RTS redevelopment.

Wojtanowski said visitor-parking demands may be less than expected because increasingly people are relying less on private cars. Watters said the question of how much parking should be provided by the RTS project will be for Council to decide.

In response to Mel Garbow's question, Jackson said there will be no vehicular access to the site from Wolfe street.

Landscaping & sustainability

In response to Kathryn Papp's question regarding how the hardscaping would meet new federal regulations governing storm water runoff, Jackson said the hardscape design will be aggressively low-impact, and use measures such as low-impact tree boxes to catch storm water, a design pioneered by Parisi 's firm for projects such as those in New York City and Washington, DC.

River debris and trash

Mel Garbow asked how constructing floating piers might influence river debris and trash at the neighboring Harborside condominiums. Jackson said at The Yards in Washington, DC river trash that accumulates in the canal is collected by boat every two days. He said it is unlikely that adding a floating pier would worsen Harborside's river debris/trash problem.

Hall said the concerns voiced underscore the need for the City to develop a comprehensive plan to collect the trash that accumulates along the full City Waterfront.

Site's relation to the historic district

Delaney said he is concerned the design will create a wall between the historic district and the riverfront. He said he is concerned the building's mass and scale will block views of the water for Duke Street and Wolfe Street residents.

Adaptive reuse

In response to Mutty's question about the design team's plan for the adaptive reuse of the building, Jackson said planning is at an early stage. He said the focus now is how to stabilize the building, including re-grading the area to support a stable one-level structure. He said not having historic pictures of earlier structures on the site to use as a reference has been a disadvantage for the design team.

Wolfe Street pedestrianization

In response to Smedberg's question, Jackson said the proposed design for Wolfe Street reflects the Olin design plan's pedestrianization of Wolfe Street near Harborside. Williams said the Olin plans includes converting the street ends of Wolfe, Duke, Prince, Queen, King and Oronoco streets to garden spaces capable of accommodate emergency vehicle access.

Storm water management

Wojtanowski said the Olin landscape design's plan to convert Waterfront street ends to gardens offers an opportunity for the City to help address its storm water management obligations.

Public access

In response to Dan Bernstein's question, Jackson said a private entity would be created to manage the residential, commercial and public spaces , including the pier, but public access would be ensured.

Arts/ cultural activities

Christine Bernstein said the project team should, when planning the floating pier's light tower, solicit design ideas from the City's large arts community. Downs said the project team should present their plans to the Commission on the Arts so they could be integrated into the City's Public Art Master Plan being developed. Jackson said the project team had already begun consultations with some in the arts community and will continue to do so.

Architecture too generic?

Hoogland said many other waterfront areas now being built resemble each other but the Waterfront Small Area Plan says the City's Waterfront designs should reflect the City's unique architecture and history. Delaney said designs that feel generic will undercut the City's sense of place, a mistake made by the urban renewal designs of the 1960s.

Next steps for the community

Natasha Henderson said that while change can be difficult, the community's efforts to accommodate change have been impressive and she is optimistic about the likelihood that ways will be found to make these next changes work well. She said she looks forward to participating.

Announcements

Hall said people should contact Sloane Whelan if they wish to arrange an RTS briefing by EYA for their community group

Hall said the public is invited to join the Commission's August 6, 2014 riverfront boat tour, to review elements of the City's Waterfront from the water's perspective that leaves at 8 a.m.

Adjournment

The meeting adjourned at 7:35 p.m.

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 10, 2014

TO: CHAIRMAN AND MEMBERS OF THE WATERFRONT COMMISSION

FROM: ROBERT KERNS, CHIEF OF DEVELOPMENT, PLANNING & ZONING
DIRK H. GERATZ, PRINCIPAL PLANNER, PLANNING AND ZONING

SUBJECT: FITZGERALD WAREHOUSE

Route Sixty-Six Ventures recently submitted a concept plan which proposed the consolidation of three parcels bordered by King Street, The Strand, Wales Alley and South Union Street and currently occupied by the Fitzgerald Warehouse, Mai Thai Restaurant and an office building. In the concept plan, the applicant proposes to demolish the buildings at 6 King Street (Mai Thai Restaurant), built circa 1960, and 1 Wales Alley, built in 2004, and develop a new three-story mixed-use building in the same footprint, with ground floor retail and restaurant space, and office on the upper floors. The applicant proposes to preserve the historic Fitzgerald Warehouse.

Staff provided several comments to the applicant in response to the concept plan submission, particularly related to ensuring that future improvements to the site and the adjacent rights-of-way are coordinated and consistent with the Waterfront Small Area Plan, including the landscaping, streetscape, and flood mitigation. In addition, staff noted that the new addition should serve as a background element to the Fitzgerald Warehouse. The addition should be compatible, appropriate and not overwhelm the historic building. The applicant has met with historic preservation staff to discuss the proposed building design, and staff anticipates that the applicant will hold a concept review work session with the Board of Architectural Review this Fall.

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 10, 2014

TO: CHAIRMAN AND MEMBERS OF THE WATERFRONT COMMISSION

FROM: ROBERT KERNS, CHIEF OF DEVELOPMENT, PLANNING & ZONING
DIRK H. GERATZ, PRINCIPAL PLANNER, PLANNING & ZONING

SUBJECT: ROBINSON TERMINALS MONTHLY UPDATE

Robinson Terminals Overview

Robinson Terminal North and Robinson Terminal South are continuing to refine their site design and prepare for the submission of a formal development application this Fall. Robinson Terminal North submitted a third concept plan on August 29th and staff continues to review the overall site plan of the waterfront pier, streetscape design as well as the architectural design of the two buildings, with an emphasis on the design of the waterfront building. Robinson Terminal South anticipates submitting their formal application, known as a completeness review, the week of September 22nd. Both applicants have also continued to work with Historic Preservation staff and the Board of Architectural Review (BAR) to refine, and in some cases, revise these building designs.

Staff continues to review the proposals for consistency with the Waterfront Plan including how the projects support activating the waterfront and creating pedestrian connectivity. Staff is also focusing on the overall parking strategy with consistency with the OTAPS Parking Study recommendation as well as governance issues with regard to newly created public spaces as the projects move forward.

Robinson Terminal North is scheduled for a BAR work session November, while Robinson Terminal South anticipates a BAR work session October 15th.

Project Review Status

- **August 29:** RTN submitted their Concept Stage 3 plans. Comments to be issued September 18th.
- **September 22 (Anticipated):** RTS plans to submit their formal development application (completeness submission).

Outreach

- **October 15:** RTS: Old & Historic Alexandria Board of Architectural Review Work Session

Anticipated Public Hearing Dates

- **RTS:** March 2015
- **RTN:** Winter 2014/2015

Strand Subdivision and ODBC Relocation – Waterfront Commission update

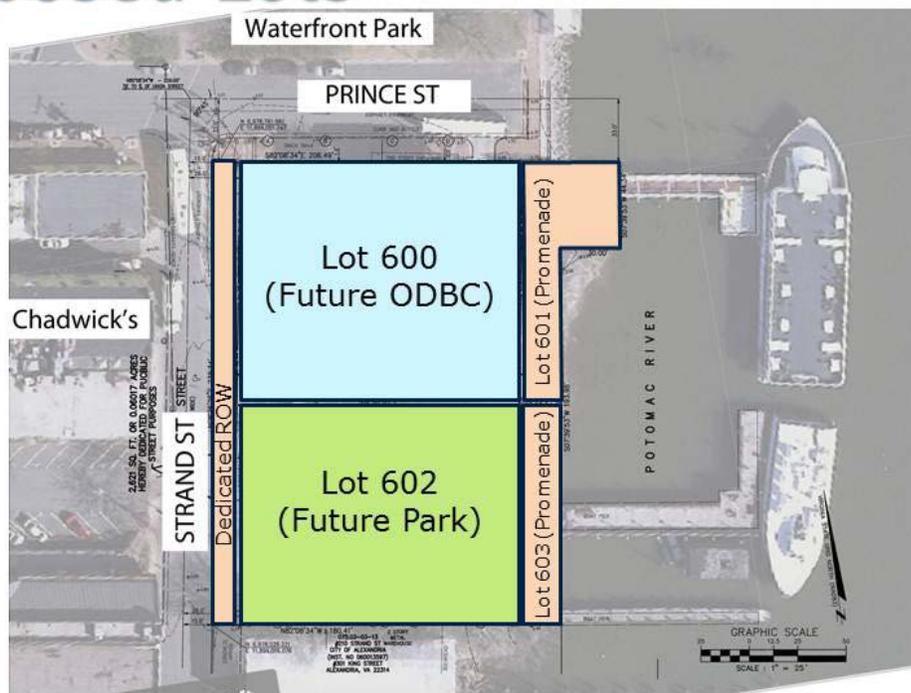
The Strand subdivision and the proposed relocation of the ODBC clubhouse and parking lot are separate but related processes.

Strand Subdivision

On September 4th, the Planning Commission unanimously approved SUB2014-0007 which will create four new lots:

- A lot to expand Point Lumley Park (c.16,000 sf);
- A lot for the relocation of the ODBC clubhouse and parking lot (c.18,000sf); and,
- Two lots which will form part of the continuous waterfront promenade.

Proposed Lots



The lots are located on the 200 block of Strand Street, including the 0 Prince Street lot which accommodates the Beachcombers building.

The subdivision will assist in fulfilling several goals of the Waterfront Plan:

- To assist in the transfer of properties between the City and the Old Dominion Boat Club (ODBC) in order to relocate the ODBC clubhouse;
- To provide space for the expanded Point Lumley Park

- To provide for a widened Strand Street; and,
- To provide space for a promenade along the river.

Proposed ODBC Relocation

The relocation of the ODBC clubhouse and parking lot to the Strand/Prince site is required to follow a Development Special Use Permit (DSUP) process and approval by the Board of Architectural Review (BAR).

The first Concept Plan for the DSUP was submitted to the City August 1st. It is anticipated that the next Concept Plan will be submitted in September 2014 and that the DSUP will be heard at public hearings in March 2015.

The first concept plan for the BAR was submitted September 8th and will be heard at a BAR work session October 1st 2014.

PZ
9/10/14

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 10, 2014
TO: MEMBERS OF THE WATERFRONT COMMISSION
FROM: MICHAEL A. CROSS, BATTALION CHIEF, LOGISTICS SECTION
SUBJECT: REPORT FOR MEETING ON SEPTEMBER 16, 2014

The following information is provided for your awareness of Fire Department issues around the Waterfront Small Area Plan:

- Fire/EMS Incidents: Fire Department responded to 55 incidents within the planning area between August 1 and September 9. To break these into general call types, there were: 1 – Fire, 22 – Medical, 2 – Rescue, 5 – Service, 10 – Good Intent, 13 – False, and 2 – Other. None of the incidents were significant in nature.
- Fire Boat: The new fire boat was delivered in June. The Marine Operations Team continues to training to ensure proficiency prior to being ready and available for emergency responses. The Fire Department is planning a public ceremony to display the new capability and recognize the accomplishment. The date and time have not been set.
- The Fire Department has initiated a change in roles in program management for various units. I have received a new assignment to lead the Logistical Section of the department. Battalion Chief Michael Sharpe is now leading the Special Operations Teams, and will be your representative for the Waterfront Area and Marina. It has been a pleasure getting to know and work with this group.

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

CITY PROJECTS STATUS FALL 2014 (FINAL)

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

CITY PROJECTS STATUS FALL 2014 (FINAL)

Project	Lead Agency	Brief Status	Status
Flood Mitigation (Backflow Valve Project) for King Street/The Strand.	T&ES/DPI	Fall 2014 – Installation and subsequent repairs have been completed. The City will be testing and inspecting the devices. Final approval of the work is anticipated in October 2014.	<ul style="list-style-type: none"> • Fall 2014 – Installation and subsequent repairs have been completed. The City will be testing and inspecting the devices. Final approval of the work is anticipated in October 2014.
Torpedo Factory Building Conditions Assessment – This is part of a City-wide Assessment of City owned buildings.	GS	Fall 2014 – This Assessment of the physical plant of City-owned buildings will include the Torpedo Factory and will begin fall 2014.	<ul style="list-style-type: none"> • Fall 2014 – The City will undertake an Assessment of City-owned buildings during Fall 2014, including the Torpedo Factory. This process is anticipated to occur from September to December 2014, with findings in late December 2014.
<u>Marina Conditions Assessment Report</u> - A Marina Dock and Marina Maintenance Assessment Study was completed by consultants, Michael Baker, for RPCA, in 2013.	RPCA/GS	Fall 2014 – The City is currently working on strengthening a portion of the wharf identified in the Marina Conditions Assessment as weak due to deteriorating beams.	<ul style="list-style-type: none"> • Fall 2014 - The City has, or is, undertaking a number of recommendations in the Assessment which are security or public safety related. The current project involves strengthening part of the wharf north of the Torpedo Factory. The City will rebid this project, with design plans, in late summer/early fall 2014 with responses to the bid due 2-3 weeks following bid issuance. Actual construction work should only take 1 week. • Items identified in the Assessment which are not security or public safety related will be evaluated for implementation under the landscape and flood mitigation construction phase of the Waterfront Plan Implementation Project.
Oronoco Street Outfall Remediation Project This project is designed to eliminate discharge of impacted material to the Potomac River associated with the former manufactured gas plant at Lee/Oronoco Streets.	T&ES	Fall 2014 – Phase I consisted of construction of a groundwater treatment system (biosparging remediation) to prevent contaminants from the former Lee/Oronoco Street gas plant from migrating in the River. Phase I is now complete.	<ul style="list-style-type: none"> • Fall 2014 – With completion of Phase I (completed in June 2013), the impacted river sediment around the outfall will be removed via dredging as part of Phase II. Timing for Phase II to be confirmed.

PRIVATE PROPERTIES STATUS FALL 2014 (FINAL)

Property/ Location	Project Status	Project Details/Status
The Oronoco (Sheet Metal Workers Building) 601 N. Fairfax Street	Under Construction – Adaptive reuse of an <i>office building into 60 luxury condominiums</i>	<ul style="list-style-type: none"> • September 2014 Update - 54 of the 60 units have been sold. • February 27, 2014 – Waterfront Commission Tour; and June 2014 – City Manager’s Tour.
Robinson Terminals North/South (Owned by the Washington Post)	Late Summer/Fall 2014 – RTN submitted its Concept 3 plan on August 29, 2014. RTS to submit its formal DSUP in late September 2014.	<ul style="list-style-type: none"> • Late Summer/Fall 2014 – Both terminals are moving through the pre-application processes with RTN at the Concept 3 stage as of late summer/early fall 2014 and RTS anticipated to submit its DSUP in early fall 2014. Both continued public outreach over the summer including updated presentations to the Waterfront Commission in mid-summer 2014. • Previous updates to the Waterfront Commission occurred in October 2013 and March 2014.
Carr Hospitality Boutique Hotel 220 South Union Street	Fall 2014 – Carr to demolish 210 Strand Street for use as staging during the construction process anticipated to begin in 2015.	<ul style="list-style-type: none"> • Fall 2014 – Carr anticipates demolishing 210 Strand Street for use as staging once all approvals are in hand to begin construction in 2015. • Planning Commission and City Council approved the project in January 2014; the BAR approved a Certificate of Appropriateness in March 2014. The Waterfront Commission voted to support the project relative consistency with the SAP in November 2013. One lawsuit is still pending.
Food Court – Blackwall Hitch Alexandria (Conversion to ~450 seat restaurant)	Fall 2014 – Construction anticipated to begin in fall 2014 with completed anticipated in Quarter #1 2015. SUP was approved in December 2013 and a BAR Certificate of Appropriateness approved in March 2014.	<ul style="list-style-type: none"> • Fall 2014 – Mobilization for construction is anticipated to begin by the start of fall 2014 and will include public restrooms. • Waterfront Commission voted to support the project in November 2013 and received a presentation from the applicant in October 2013 and an updated presentation in February 2014.



Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities

1108 Jefferson Street

Alexandria, Virginia 22314

September 16, 2014

Mayor William D. Euille
Vice Mayor Allison Silberberg
Councilman John Taylor Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin M. Wilson

Re: Pleasure Boat Slips/Marina

Honorable Mayor and members of City Council,

The City Council, during a public hearing in June 2014, approved the Phase I Landscape and Flood Mitigation Design in furtherance of the Waterfront Small Area Plan (WSAP). During the public hearing, the issue of keeping pleasure boats as a vital and integral part of the Old Town waterfront was raised and Council directed City Staff to work with the Waterfront Commission to determine the feasibility of including pleasure boat slips/marina in the WSAP. The Waterfront Commission tasked the Marina Subcommittee to identify potential locations for recreation boat slips that would provide for at least as many recreational slips as now exist at the city marina. The current WSAP, although providing the potential of increased docking locations, also represents a significant reduction in the number of publicly managed docking opportunities.

With the landmark agreement between the City of Alexandria and the Old Dominion Boat Club (ODBC) and the consolidation of commercial activity in the northern half of the City Marina, public accessible docking locations are reduced to fewer than 15 slips from the existing 60 plus. The Waterfront Commission recognizes that should the Old Dominion Boat Club exercise its riparian right to build two piers at the location of the relocated club, returning 26 slips to City management, a significant reduction in the total number of slips available to the public remains. Additionally, should the ODBC not build at their new location the ODBC will receive title to the City's A/B dock further reducing the number of slips available for recreational use.

The Marina Committee, working with City staff, initially identified sixteen Federal, City and privately owned locations on the waterfront, where piers could be constructed from Jones Point Park to Marina Towers. The Marina Committee considered several factors including distance from the King Street business district, available parking, pier vulnerability from debris, environmental concerns, consistency with other approved plans and settlement agreements, economic benefit to the city at large, ease of management and cost of preparing and constructing a suitable site, in its evaluation of these locations. As a result of the Committee's discussions and evaluation of potential locations, it appears the best location to maintain the current number of

public slips is from the Robinson North terminal to and including the Robinson South terminal, including the current City Marina.

The Waterfront Commission is requesting that City Council reaffirm its commitment to maintain an active publicly accessible recreational boat marina and direct staff to complete the planned feasibility study to support the Council's commitment by the end of calendar year 2014. The study should identify potential locations, select and identify criteria by which the locations are evaluated, and make recommendations. This will allow the findings to be incorporated in the planned Phase II of the Waterfront Plan implementation design process. The Waterfront Commission stands ready to work with staff as they develop the study.

Sincerely,

Charlotte Hall, Chair
Alexandria Waterfront Commission

cc: Stephen Thayer, Chair, Marina Committee
Waterfront Commission members
James Spengler, Director, Department of Recreation, Parks and Cultural Activities
Emily Baker, Director, Department of Program Implementation
Karl Moritz, Acting Director, Department of Planning and Zoning
Jack Browand, Division Chief, Staff Liaison to the Waterfront Commission