

ALEXANDRIA WATERFRONT COMMISSION

Tuesday, November 19, 2013
Sister Cities Conference Room - City Hall
301 King St.
7:30 a.m.

AGENDA

1. Welcome and Introductions 7:30-7:35 am
2. Waterfront Commission Special Meeting on ODBC – Discussion 7:35-8:05 am
3. Carr Development (220 S. Union) Subcommittee Report 8:05-8:25 am
4. Olin Studio: Plan Analysis, Art, History & Lighting 8:25-9:10 am
5. Approval of Minutes from October 15, 2013 & October 17, 2013 9:10-9:15 am
6. Development Updates/Agency Reports 9:15-9:30 am
 - a. November 2013 Project Matrix Review
 - b. General Services
 - c. Planning & Zoning
 - d. Project Implementation
 - e. Public Safety: Police & Fire
 - f. Recreation, Parks and Cultural Activities
 - g. Transportation & Environmental Services
7. Report from Commissioners 9:30-9:45 am
8. Art & History Committee Update 9:45-10 am
9. Announcements / Public Comments 10 am

UPCOMING EVENTS

- **City Council Special Meeting, Public Hearing on Waterfront Plan Implementation**
November 19, 6 p.m., City Hall, 301 King St.
- **Waterfront Commission and Park & Recreation Commission Joint Meeting**
December 17, 7:30 a.m., Room TBD

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

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

Members:

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

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

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

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

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

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

Welcome and Introductions

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

Approval of Minutes from September 17, 2013

Moved by Dunn, seconded by Speck, to approve the summary minutes of the September 17, 2013 meeting with corrections. The motion passed by a voice vote with Bernstein and Smedberg abstaining.

Report from Public Safety Organizations

Police Department

Provided by Chief Cook later in the meeting.

Fire Department

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

Report from Department of Recreation, Parks and Cultural Activities

Marina Security Update

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

Founders Park Flexipave Repairs

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

Beautification Commission Award – Founders Park Dog Park

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

Virginia Museum of Fine Arts - Mark Jinks

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

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

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

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

King & Union Street Intersection

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

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

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

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

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

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

Development Presentations

Blackwall Hitch Alexandria, SUP Applicant for the Torpedo Factory Food Court Pavilion
Applicant representative Duncan Blair introduced Larry Ray, a member of Blackwall Hitch Alexandria LLC, and reviewed their Special Use Permit application proposal for a restaurant in

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

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

Thayer invited questions from the public. There were none.

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

220 S. Union Street – Presentation by Carr Hospitality

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

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

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

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

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

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

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

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

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

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

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

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

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

Waterfront Plan Implementation

Planning & Zoning

Food Court SUP Application Status

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

Development Updates – Project Matrix Review

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

100 block of King Street – Multimodal Feasibility Study

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

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

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

The Olin Studio Community Meeting Update

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

General Services***Beachcomber RFP Update***

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

Transportation & Environmental Services***Windmill Hill Park Bulkhead Replacement Summary Scope of Work***

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

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

The Strand Flood Mitigation (Backflow Preventer) Update

Baker reported that the contract had been awarded and work will start once agreement is reached on the contractor's proposed staging of the work.

Report from Commissioners***Marina Committee***

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

Announcements / Public Comments

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

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

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

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

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

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

Adjournment

The meeting adjourned at 10:10 A.M.

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

Waterfront Commission Members

Present: Gina Baum, Alexandria Park and Recreation Commission
Christine Bernstein, Founders Park Community Association (FPCA)
Suzanne Bethel, Old Town Business and Professional Association (OTBPA)
Stewart Dunn, Alexandria Planning Commission
Art Fox, Citizen east of Washington St. and south of King St.
Doug Gosnell, Alexandria Marina pleasure boat leaseholder
Charlotte Hall, Alexandria Chamber of Commerce and Chair
Jacob Hoogland, Alexandria Archaeological Commission
Mari Lou Livingood, Alexandria Seaport Foundation
Jody Manor, Alexandria Convention and Visitors Association (ACVA)
Stephen Mutty, Citizen Park Planning District I
David Speck, Citizen Park Planning District III
Steven Thayer III, Citizen east of Washington St. and north of King St., and Chair,
Marina Committee
Townsend A. (Van) Van Fleet, Old Town Civic Association
Christa Watters, Citizen east of Washington St. and north of Pendleton St.

Excused: Paul Smedberg, Member, Alexandria City Council

Absent: Dennis Auld, Citizen Park Planning District II
John Bordner, Citizen west of Washington St.
Morgan Delaney, Historic Alexandria Foundation
Allison Nance, Alexandria Arts Commission
Ryan Wojtanowski, Alexandria Environmental Policy Commission

Park and Recreation Commission Members

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

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

Emma Schutzius

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

Guests: On file

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

Presentation – McGuire Woods LLC

Note: The full presentation is posted to the City website.

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

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

Robinson Terminal South (RTS)

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

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

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

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

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

Robinson Terminal North (RTN) – CityInterests

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

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

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

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

Commission Discussion

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

OVERVIEW

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

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

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

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

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

Accessibility: the importance of the Waterfront to urban parks and recreation

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

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

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

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

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

Keeping the Seaport Foundation on the Waterfront

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

Architectural style and incorporating history and art

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

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

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

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

Community concerns about potential impacts on density

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

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

The importance the Waterfront view from the water

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

Contract purchasers are within their 45 day contract reassessment period

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

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

Public Comment/Announcements

Keeping the Seaport Foundation, now in RTN, on the Waterfront

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

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

Q: How are you taking climate change's impact on sea level into account?

A: Rak said water levels, the flood plain, and related engineering challenges are issues foremost in the minds of both teams and they have engaged engineering firms to examine how this should be incorporated into the plans.

Q: How will the arts and artists be integrated into the plan?

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

Q: What restrictions exist on the site vis a vis the flood plain?

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

Q: How will EYA's planning for the RTS site design relate to and be integrated with planning for the Carr hotel on the Cummings site?

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

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

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

Q: Carr Hospitality's proposal for a hotel on South Union Street seeks to max out the zoning to make their financial model work. To what extent does your financial model require greater density in order to be feasible?

A: Youngentob and Farrell both said they believe they can work within the density, height and scale specified by the City's Waterfront Plan.

Q: How will you mitigate the creosote and arsenic in the soil? Are there any EPA obstacles?

A: Rak said the question of how to quantify the costs of addressing the RTN and RTS sites' environmental issues is being very carefully considered during the due diligence period.

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

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

Q: Does EYA consider a marina off the pier of RTS to be practical?

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

Q: What plans do you have to minimize and eliminate the impact of additional parking demands on the already congested neighborhood streets nearby for parking, by for retail, restaurants and the hotel?

Rak said it is too early to have specific strategies but EYA and CityInterests understand that this will be a significant issue to address.

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

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

A: (No response)

Q: How do the developers intend to unify their ideas to create a sense of place while using so many different architects and landscape architects?

A: Rak said they assume the City will ensure the RTN and RTS developments will fit within their immediate environments and their broader Waterfront context as the projects go forward.

Q: Why is another dock for business craft being envisioned for RTN?

A: Gosnell, Waterfront Commission member, said the original idea of adding such a dock at RTN was driven by the fact that the City Marina cannot accommodate the docking of small cruise lines or larger yachts but the RTN terminal's wharf would be able to do so.

Q: Regarding RTN, the City's model has a building on the west side of Union Street that has no connection to the historic heritage of Old Town. Will your RTN buildings be more consistent with that heritage? Red brick is good.

A: Rak said the developers recognize that there are a diversity of community opinions about the style of the architecture and this will have to be worked out over time based on community inputs, discussions with the Board of Architecture Review and other stakeholders.

Q: Will you support reserved on-street parking for residents in Old Town residents?

A: Rak said they would follow the City's decisions.

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

Q: Since public space at Ford's Landing is uninviting, will you do better at RTS?

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

Q: What steps will the developers take to mitigate the impact on the community during construction?

Youngentob said EYA works hard to minimize the impact of its construction on the community and both the RTS and RTN teams have the finances that will let them proceed uninterrupted with the construction and removal of materials from the site.

Q: Does EYA intend to put a marina at RTS?

A: The feasibility of a marina feasibility is being evaluated.

Q: What architectural style is planned?

A: Rather than "replicating" historical buildings, they work with materials and other elements to reflect the historic area.

Q: Virginia Museum of Fine Arts (VMFA)

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

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

Q: Will the RTN hotel be on the east or west side?

A: There has been no decision yet. The current focus is on completing the necessary due diligence research.

Q: The Waterfront Plan calls for two hotels. Are hotels being considered for both RTN and RTS?

A: Rak said there will be a hotel either at RTN or RTS.

Adjournment

The meeting adjourned at 8:55 P.M.

**ALEXANDRIA WATERFRONT COMMISSION
Special Meeting re: Waterfront Plan Implementation
Old Dominion Boat Club Parking Lot & Adjacent Area
Thursday, November 7, 2013
Alexandria City Hall, Sister Cities Conference Room
5:30 P.M.**

Members

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

Excused: Paul Smedberg, Member, Alexandria City Council
Townsend A. (Van) Van Fleet, Old Town Civic Association

Absent: Morgan Delaney, Historic Alexandria Foundation

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

City Staff: Emily Baker, Director, Department of Project Implementation
Jack Browand, Division Chief, Marketing, Special Events and Waterfront
Operations, Recreation, Parks, and Cultural Activities (RPCA)
Faroll Hamer, Director, Planning & Zoning (P&Z)
Mark Jinks, Deputy City Manager
Karl Moritz, Deputy Director, P&Z
Iris Portny, Commission Recording Secretary, RPCA

Guests: List on File

Welcome & Purpose

Hall called the meeting to order at 5:30 P.M., and welcomed attendees and speakers. She said the Commission had scheduled the special meeting to hear from representatives of both sides in the longstanding dispute between the City and the Old Dominion Boat Club (ODBC) about the

ODBC parking lot and adjacent area, a site the City wants to acquire from ODBC to facilitate implementation of the next phase of the Waterfront Small Area Plan (Waterfront Plan).

Hall said the next Commission meeting will be November 19, 2013 7:30 A.M. She said at that time Commissioners will consider a recommendation to be submitted to Council for its 6 P.M. meeting on November 19, 2013 being held for a discussion and public hearing on options, including eminent domain, to implement the next phase of the Waterfront Small Area Plan (Waterfront Plan) and resolve a longstanding dispute over the Old Dominion Boat Club's parking lot and adjacent area. Hall said public comments and questions would follow Commissioners' comments.

Note re meeting presentations

The full City presentation at the meeting ("The Public Interest at the Foot of King Street") is posted to the City website at www.alexandriava.gov/Waterfront. The City will post ODBC's presentation at the meeting once it is received from ODBC.

City Remarks – Mark Jinks, Deputy City Manager and Faroll Hamer, Director of Planning and Zoning

Waterfront Revitalization History

Jinks said Waterfront revitalization has been a "hugely important issue for the City" since the 1970s and, as background to the City-ODBC negotiations, reviewed highlights of actions related to Waterfront revitalization planning since that time. Highlights included (a) City acquisition of the Torpedo Factory (1970), (b) Federal land ownership lawsuit filed (1973), (c) City Waterfront planning (1970's), (d) City acquisition of Waterfront Park (1976), (e) City Council adoption of Waterfront planning principles (1977), (f) City's reclaiming of King Street Park (1979), and (g) the Street Ends Agreement between National Park Service and the City and approved by a federal judge (1981), including King Street, Fayette Alley and Wales Alley.

Jinks said creating convenient public access along the Waterfront and a continuous pedestrian promenade were key elements of the City's 1977 set of Waterfront planning principles. He said the City's current Waterfront Plan restates the goal of creating uninterrupted public access along the Waterfront and expands parks and public spaces within the Waterfront's core area. Jinks said the ODBC parking lot and adjacent area is central to the Waterfront Plan's creation of this continuous public access.

***City – ODBC negotiations since 1998
1998 and 2004-2008***

Jinks reviewed highlights of the City-ODBC negotiations since 1998, when the two parties had almost reached an agreement, and the timeline of key actions between 2004-2008, including: (a) release of the Draft Open Space Plan released (2004), (b) a City Council decision to take eminent domain off the table as an option while City-ODBC negotiations took place (2005); (c) City-ODBC negotiations (2005-2008); and (d) a negotiating impasse reached over ODBC's off-site boat storage (2008). He reviewed several options for the site that were developed by an outside land use planning firm and used as a basis for detailed City-ODBC discussions between 2005 and 2008.

2008-2012 actions related to City-ODBC negotiations

Jinks reviewed highlights of actions related to the City-ODBC negotiations between 2008 and 2012. He said key actions over the time included: (a) negotiations restart (2009); (b) US Court of Appeals mediation failure (2011); (c) City start of Waterfront planning (2009); (d) resumption of City-ODBC negotiations (2011); (e) City-ODBC agreement reached on 8 of 9 points (2011); and (f) City adoption of the Waterfront Plan (2012/13). He said in September 2011 negotiations had ended when ODBC had said ‘no’ to a public walkway along the river.

Most recent City proposal made to ODBC (June 13, 2013)

Jinks reviewed the Mayor’s June 13, 2013 letter to ODBC and said that even though the City prefers having an open plaza at the foot of King Street, its willingness to compromise is reflected by its proposal to ODBC that its parking lot can be kept at the reduced size of 11,500 square feet.

Jinks said that even though ODBC’s October 2013 letter responding to the Mayor’s June 2013 letter said ODBC thought agreement could be reached, some drawings were included that the City thinks implicitly implied that ODBC rejected the City’s proposal.

He said the basics of the ODBC and City positions over the years have remained generally similar over time and reflect “two organizations that have different visions, different desired directions and different endpoints... two organizations in relatively fixed positions that have not been able to find a solution acceptable to both.” He said the City now needs to decide how to proceed to move forward with implementing the Waterfront Plan.

Hamer reviewed the ODBC parking lot site’s central role in implementing Waterfront Plan’s vision for open space

Hamer reviewed the open space and history portions of the Waterfront Plan. She said that throughout the public hearings on the draft Waterfront Plan it was its proposed open space elements about which there was the most public agreement. She said the ODBC parking lot area is the only remaining barrier to the City’s ability to create uninterrupted public access along the Waterfront now that the Robinson Terminal North and Robinson Terminal South sites are moving towards development.

The foot of King Street: an historic gateway to the City and planned outstanding public space.

Hamer reviewed the foot of King Street’s historic role as a port and gateway into the City and the City’s plans to recreate the area as a gateway transportation hub, including the pier for water taxis and boats, the King Street Trolley, and a public plaza as a gathering place for Alexandrians that reflects the City’s identity. She said it is the Waterfront Plan’s goal to “create an outstanding public space at foot of King Street”.

Hamer said that as the City moves forward with its flood mitigation planning that will include the King Street/Strand flood mitigation project, it is important that the ODBC parking lot area be incorporated into the City planning being coordinated with its designs for Waterfront open space and park areas.

Hamer said the City's three years of community meetings about the Waterfront Plan were "in many ways a form of negotiation about the ODBC parking lot on the public's behalf and it would be shame to have a parking lot at the foot of King Street."

Jinks said elements of the 1998 and 2011 negotiations that were close to an agreement that were included in the City's June 2013 offer.

Old Dominion Boat Club Remarks – Eric Desoto, Chairman, Board of Governors, ODBC
Note: The City will post ODBC's presentation to the City website once it received.

DeSoto said ODBC had not be able to respond formally to the City's June 13, 2013 compromise proposal from Mayor Euille because, as a volunteer organization, people were not available during the summer to develop an agreed upon response. He said he had met twice with the City Manager and Assistant Manager to informally discuss the possibility of meeting further to narrow the difference but no such meetings were scheduled. He said ODBC had "kept an open mind, but failed to reach agreement for a lot of different reasons."

DeSoto said ODBC hopes the Commission will recommend to Council that a framework of an agreement has been agreed to and eminent domain should not be used at this time. He said ODBC would like to update the Commission monthly on the status of their negotiations with the City.

DeSoto said ODBC wants to reach a global settlement with the City, reviewed ODBC's positions on the various issues, said Wales Alley had not been discussed, the 1979 King Street litigation remains open, and the City's proposal would let them keep only half of their parking lot. He said ODBC considered his October 2013 letter to the City as an effort to convey they would like to work out an agreement and ODBC has always been interested in cooperating with the City on flood mitigation.

DeSoto said keeping the ODBC parking lot is a key component of boat club membership and lets its members avoid taking parking away from its neighbors.

DeSoto said the ODBC's request to the Commission is that it recommend to the City that the framework of a solution has been agreed to, that it is in the best interests of the City, the ODBC and its taxpayers that further good faith negotiations be pursued as soon as possible and that eminent domain not be pursued at this time.

Jinks said he considers the two sides' positions to be very far apart and he explained why, including the ODBC proposal for a parking lot of almost 19,000 square feet versus the City's proposal for an 11,500 square foot parking lot.

Discussion & Questions – Waterfront Commission

Hall invited Commissioners' questions.

*Compromise for each side's proposed parking lot size?
 Setting a defined timeframe for agreement?*

Binding arbitration as an option?

Speck said during his 40 years of public service he could not remember a time when the ODBC parking lot was not a contentious issue and everyone would like the issue to be finally resolved. He asked the City and ODBC why, since the City has proposed an 11,500 square foot parking area and ODBC has proposed an 18,659 square feet parking area, a compromise for a 15,000 square foot parking area could not be agreed upon by the parties, splitting the difference between ODBC's and the City's proposed sizes.

Jinks said the Waterfront Plan's long-term plan is to have a public plaza at the foot of King Street that takes up the entire area now covered by the ODBC parking lot, and the City's proposed 11,500 parking lot already cuts the size of the planned public plaza by about half. DeSoto said ODBC would prefer a global settlement to covers all outstanding issues but the idea of splitting the proposed size difference was a good one, and he would present the question to the ODBC Board for an answer.

Dunn said both sides' positions are reasonable. He said ODBC has done many good things for the City, it owns the land and wants to stay there, while the City has approved its Waterfront Plan and the disputed area is on the Waterfront site where the City plans to create a significant public plaza. Dunn said splitting the proposed parking lot sizes down the middle is always a good idea when trying to reach an agreement. . He said he thought the option of eminent domain should not be taken off the table and kept as a last resort but said the City and ODBC should first seek ways to develop a consensus. He said that, for example, the two sides could begin by meeting privately to identify areas of possible agreement and commit to a time table of perhaps six or eight months to work something out.

Dunn said another option, one requiring "a certain amount of guts", might be for the City to agree to binding arbitration to resolve the dispute. He said this alternative to eminent domain would let the City avoid the consequences and stigma of eminent domain. **Bernstein** said she agreed with the compromise idea suggested by **Speck** and **Dunn** and asked why the City might object to it. Hamer said that to provide adequate public access to the water side, there needs to be a generous path along the water, for safety and other reasons, and a generous path along The Strand side.

Bernstein said that if the choice is between having a generous path and having a more utilitarian property like a park perhaps a compromise could be negotiated that could include moving those lines closer to The Strand or giving up some of the Strand property.

Hamer said that although the proposed park for the site would be relatively small it would open up onto the adjacent Waterfront Park. She said the City's concern is less about the parking lot size than about the inability to negotiate an agreement with ODBC over the past 30 years. **Bernstein** said that, "as a taxpayer, resident, and Commission member," she thought there should be a way to resolve the dispute that would be "more fiscally responsible than using eminent domain."

Wojtanowski said, speaking for himself not the EPC, the City should seek a compromise that splits the proposed parking lot size difference and the City should ask the Olin Studio team, now working on a comprehensive Waterfront landscape design for the public spaces, to propose additional options for public space within the disputed area that could fit within smaller, 15,000 square feet area. In response to **Gosnell's** point that people don't negotiate well when they are fearful of, for example, the City bulldozing their fence. **Jinks** said that was why the City took eminent domain off the table in 2005 during the negotiations at that time.

Gosnell said he is interested in the City's idea of relocating the parking lot to, for example, Waterfront Park. **Miles Holtzman**, ODBC president, said ODBC was open to that idea. **Hamer** said the "community consensus" during the Waterfront planning process opposed using the Waterfront Park area for parking because it would reduce Waterfront green space. **Jinks** said the community consensus was that the ODBC parking lot should not be put at the Waterfront Park site. He said any change to the City's use of Waterfront Park's area would require an amendment to the City's settlement agreement between the City and the National Park Service. **Gosnell** said he supports creating more green space at the foot of King Street for use as a plaza and gateway and thinks the City should consider trading some City property to ODBC that could be used as a parking lot.

DeSoto said the idea should be considered and was discussed earlier with ODBC but "outside factors" such as the 1981 settlement agreement caused it to be rejected. He said some other ideas ODBC has discussed with the City included creating bigger walkways, moving the parking lot to King Street Park or Waterfront Park, and exchanging the City pier for a walkway.

DeSoto said ODBC is not willing to give up trying to reach an agreement with the City and wants to continue discussions. ODBC has wants to reach a global agreement that would resolves all remaining issues, including Wales Alley.

Mutty asked why the City did not propose creating a deck for a park that would cover the ODBC parking lot since the City had at one point proposed building a restaurant over the ODBC lot. **Jinks** said the public consensus opposing a parking lot at the foot of King Street. **Mutty** said the idea should be revisited since the Olin team is working on a comprehensive public space design.

Precedents of a municipality using eminent domain to create a centerpiece public space?

Mutty asked the City to investigate whether there is a precedent of another municipality that has used eminent domain to acquire private property for the purpose of creating a City gateway or centerpiece space, perhaps other seaport or riverfront areas,

Manor said he : agrees with **Mutty's** request.

Baum asked who owns the south fence that abuts Waterfront Park. **DeSoto** said ODBC erected the concrete fence and would love to replace it.

Environmental factors: Changing the impervious parking surface to pervious

Wojtanowski said the environmental costs of the battle continuing – considering just the paper used up – are ridiculous.

Wojtanowski said the City should consider converting the impervious parking lot surface to a pervious surface, an action that would give the City Chesapeake Bay credits for an action that avoids creating run-off into the Potomac River. DeSoto agreed.

Bordner said having the threat of eminent domain hanging over the heads of negotiating parties could undermine the negotiations but the Commission first needs to be assured by ODBC that new negotiations will not simply repeat past stalemates. He asked DeSoto if ODBC would agree to measures such as a pre-set negotiating timeline and briefing the Commission monthly on the status of negotiations.

DeSoto said he could not predict the outcome in advance but he thought it would be possible to move the discussions forward if negotiations resume. He said years of unsuccessful efforts to reach an agreement might be making it difficult for both sides' representatives to recognize some relatively straightforward opportunities for compromise that might now be available.

Hall reminded people the Commission would take no action that evening but at its November 17, 2013 meeting

Eminent domain option as an incentive for reaching agreement.

Watters and **Baum** said the City should keep the eminent domain option available as an incentive for reaching an agreement. Watters said a time limit to reach an agreement should also be set.

In response to **Livingood's** question whether the ramp in ODBC's diagram of a proposed settlement would be a public or private access ramp, **DeSoto** said it is a private ODBC ramp.

Requesting additional lower King Street public space options from the Olin Studio's Waterfront landscape design team

Hoogland said there should be an "aggressive negotiation schedule set , and within that timeframe, consider how to incorporate into an "equitable solution" aspects of alternative designs that the Olin Studio might propose, including more suitable fencing to delineate the parking area, **DeSoto** said ODBC has asked the City to commit a negotiator to meet with ODBC.

Moving the boat ramp to Prince Street?

In response to **Baum's** question whether the City saw any obstacles to relocating the boat ramp to the end of Prince Street, **Hamer** said it was one of a number of options considered by the City, but a private boat ramp on Prince Street would need to be screened off, preventing public access to the Waterfront and that discussions about how that might be done would be needed.

(Dunn and Moritz left for the Planning Commission meeting.)

Public Questions:

Bert Ely asked if a compromise agreement that might be reached would be regarded by the City as an interim agreement that could be revisited by the City at some point later in the future to

pursue its vision of having no parking lot at the end of King Street. Jinks said that under State law a future City Council could not be bound by the decisions of a current City Council.

Waterfront Plan Work Group supported a “significant public space”

Bob Wood said the December 20, 2011 report recommendations to Council from the Waterfront Plan Work Group (WPWG), on which he served, had been accepted without change by Council and three elements were especially relevant to the ODBC parking lot discussion: (a) staff had “repeatedly” advised the WPWG that the Waterfront Plan’s drawings were “conceptual drawings”, and as such **Wood** said it would be incorrect to interpret Council’s approval of the Waterfront Plan as requiring the public plaza to be created “exactly” as it was depicted in the Waterfront Plan’s conceptual drawing for the foot of King Street; (b) the WPWG report recommended there be a “significant public space at the foot of King Street” but did not endorse the public plaza as presented in the Waterfront Plan’s conceptual drawing for that location; and (c) the WPWG report to Council “discouraged the use of eminent domain to accomplish the recommendations of the Plan” and recommended “negotiation with private propertyowners as the preferred land acquisition strategy”.

Helen Marie Corcoran asked the City to ensure the principle of eminent domain is fully explained at the November 19, 2013 Commission meeting so people can make an informed decision about whether using eminent domain to acquire the ODBC parking lot and surrounding area would be appropriate.

Add Waterfront Commission members to the next round of City-ODBC negotiations?

Frank Fannon said an aggressive series of ODBC-City meetings designed to reach an agreement should be set up. He said it is important to remember that City staff and ODBC representatives in the negotiations cannot make final decisions but can only recommend proposed actions, respectively to Council and the ODBC members whom they represent. Fannon said having a few members of the Waterfront Commission included in the City-ODBC meetings might help move discussions forward. **Fannon** said that because a future Council could override any compromise agreement that the City and ODBC might reach now about the parking lot property, he thinks ODBC should provide public access to the disputed land by using long-term leases rather than selling a portion of it to the City.

Is a solution possible in which ODBC maintains ownership of the property?

Beal Lowen asked if the City can “envision a solution in which the City does not take ownership of the property” from ODBC. **Jinks** said Council is interested in receiving public ideas inputs about how the City should proceed regarding eminent domain but he could not predict how or if Council might change its position from the compromise it approved in June 2013.

Howard Bergman asked why the City is not interested in securing an easement for use of the ODBC property as a park rather than by fee simple? Jinks said it is a matter of dispute what complications the City might face without a fee simple acquisition, but that a permanent fee simple would be closer to an easement.

Katy Cannady asked who decides the ODBC property's value if the City acquires the property by eminent domain. **Jinks** said the process is complicated, including Virginia law's requirement that a bona fide offer be made which would entail that a professional appraisal be obtained, with ultimately the courts having the ultimate decision-making authority on value.

Adding an outside negotiator to the City-ODBC discussions?

Kathryn Papp said an committed outside negotiator is needed to facilitate the negotiations because trust in the process on both sides has been diminished by decades of trying without success to reach an agreement. She said the legalities are "pretty much settled" but from the land use perspective, the City should ask Olin Studio to propose some ideas for how to use the land where the parking lot is located as a public space. **DeSoto** said ODBC is committed to continuing the negotiations until an agreement can be reached.

In response to **Charlie Huettner's** question whether the City shares ODBC's interest in a global agreement, **Jinks** said the City is also interested in reaching agreement on all outstanding issues. **John Keegan** asked who would have liability if a Wales Alley agreement were reached in which the City could use the land but not own it. **Jinks** said issues related to Wales Alley have always been among the issues being discussed.

Harry Harrington reviewed the various attempts to resolve the City-ODBC dispute since 1997, including his own support for the varying parking lot size idea. He said ODBC has over 900 members and they need to have space to park. He said ODBC has been very generous over the years in making its parking lot available for various city activities sponsored by organizations such as the Red Cross, the Alexandria Fire Department and others and the City should try to work this out with ODBC.

Margaret Wood said the City should avoid eminent domain and develop a creative to work with ODBC to provide public access to the Waterfront here as the City had done with Harborside and Ford's Landing. **Jinks** said his personal opinion was that resolving the difference between using an easement or fee simple approach would be easier than resolving the question of whether to use this land for a parking lot or public space.

DeSoto said he had not come to the Waterfront Commission because of the threat posed by eminent domain's potential use and said ODBC had, since January 2013, reached out to the Mayor and other City officials to continue negotiations and this was before the City's proposal to use eminent domain had been raised.

Jim Lavrey and **Brian Kirk** said they were concerned about the continuing costs to the City and its taxpayers from legal fees generated by this continuing dispute. **Kirk** asked if the City would consider setting a cap on the maximum amount of funds it is willing to spend on legal fees related to the ODBC parking lot dispute. **Jinks** said it is in both sides' interests to resolve the outstanding issues as soon as is practical but that it would be impractical for the City to set a cap on its legal costs without knowing the legal matters that might arise.

Jennifer Laird: asked why a compromise between the City and ODBC proposals for parking lot sizes is difficult since the two positions don't seem to be that far apart.

DeSoto said ODBC had arrived at the proposed walkway dimensions in its diagram by using the City's established 15 foot-wide walkways along the Waterfront north to south.

Laird asked why the City is so insistent on keeping its 11,500 square foot parking lot space. Jinks said the figure responds to the maximum compromise possible related to the City's plan to create a public square at this location that will be a centerpiece for the Waterfront Plan.

Jeannie Theissman asked why the City could not use Waterfront Park as a centerpiece location instead since the City already owns it? Jinks said the ODBC parking lot is right at the foot of King Street whereas Waterfront Park is not.

Adjournment

Hall said the Waterfront Commission's next regular monthly meeting is November 19, 2013 at 7:30 A.M. at City Hall and invited people to attend the meeting and/or submit their thoughts to the Commission beforehand on agenda items. Hall adjourned the meeting at 7:53 PM

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

CITY PROJECTS STATUS NOVEMBER 2013 (Rev)

Project/Location	Lead Agency	Status	Status
King Street Traffic and Multi-Modal Study - 100 Block of King Street Multi-modal feasibility analysis study to determine the potential pedestrianization of the 100 Block of King Street	T&ES	November 2013: Procurement process for a Multi-modal Feasibility Study is underway.	<ul style="list-style-type: none"> November 2012 – Procurement process for only the multi-modal circulation feasibility analysis is underway; the results of that analysis will determine if it is advisable to proceed further with economic and design analyses. Waterfront Commission reviewed a summary of the draft RFP scope in mid-June 2013; their comments made in June and additional comments made in September related to outreach to businesses on Lee Street, Fairfax Street and the Boutique District were incorporated in the RFP.
Union Street Corridor Study In December 2012, the CC approved this study. Currently, the City is focusing on design options to pedestrianize the unit block of King Street, per a recommendation in the Study	T&ES	Fall 2013 – Potential design options are being explored for internal and community review for the pedestrianization of the unit block of King Street, per an approved study recommendation.	<ul style="list-style-type: none"> Fall 2013 - T&ES and an interdepartmental team are exploring potential design options for internal and external review and input per an approved study recommendation.
Windmill Hill Bulkhead Replacement	T&ES	November 2013 – The RFP is being processed for engineering services for design and replacement of the bulkhead.	<ul style="list-style-type: none"> November 2013 – A Draft Summary of the RFP scope was submitted to the Waterfront Commission for review in October 2013 and is posted on the Waterfront Commission website
Phase II of the City’s Wayfinding Program will include pedestrian signs in Old Town with 24 on King Street and 3 on Union Street. 3 large Kiosks are also planned for Phase II along King Street	T&ES/P&Z	Ongoing – <ul style="list-style-type: none"> November 2013 - The City anticipates providing Gamble Design with information and data to complete design for Phase II. 	<ul style="list-style-type: none"> November 2013 - City is compiling historic information and signage data to provide Gamble Design Consultants for Phase II of the Wayfinding Program. Phase II graphic design work will then be completed in late fall 2013. Fabrication and implementation are expected to be completed January 2014.
Landscape Architectural Design Project Begin 30% landscape design of the Waterfront Core Area and 15% design of the wider plan area, including common elements. Coordination with Flood Mitigation and other Projects will occur	P&Z	Ongoing – <ul style="list-style-type: none"> November 2013 - Two Community Meetings have been held to-date on the landscape and flood mitigation design project; the next community meeting is on December 17, 2013, 6:30 – 8:30; location TBD. 	<ul style="list-style-type: none"> November 2013 – The Olin Studio will update the Waterfront Commission in November 201 per the Work Program which is the Waterfront SAP website at www.alexandriava.gov/waterfront Two community meetings have been held to-date, with the next community meeting to be held on December 17, 2013, 6:30 – 8:30 PM, and the location to be announced.
Flood Mitigation (Backflow Valve Project) for King Street/The Strand	T&ES	Ongoing - <ul style="list-style-type: none"> November 2013 – Construction phase to begin, per September 30, 2013 Notice to Proceed. 	<ul style="list-style-type: none"> November 2013 – Delay from the September 30, 2013 Notice to Proceed date but project will be initiated the week of November 11, 2013. September 30, 2013 – Notice to Proceed was issued. September 24, 2013 Public Notice was sent to the Waterfront Commission and posted on the Waterfront SAP website at www.alexandriava.gov/waterfront.

CITY PROJECTS STATUS NOVEMBER 2013 (Rev)

Project	Lead Agency	Status	Status
Flood Mitigation Design Project Begin 15% design and engineering of the Flood Mitigation project between Duke and Queen Streets. Coordination with Landscape Design and other Projects will occur	T&ES	Ongoing – <ul style="list-style-type: none"> November 2013 - Two Community Meetings have been held to-date on the landscape and flood mitigation design project; the next community meeting is December 17, 2013. 	<ul style="list-style-type: none"> November 2013 – The Olin Studio will update the Waterfront Commission in November 201 per the Work Program which is the waterfront website at www.alexandriava.gov/waterfront Two community meetings have been held to-date, with the next community meeting to be held on December 17, 2013, 6:30 – 8:30 PM, and the location to be announced.
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 <ul style="list-style-type: none"> Michael Baker Corporation was the Consultant on this project. 	<ul style="list-style-type: none"> November 2013 - Final Report is posted on the City’s website at www.alexandriava.gov/marina Michael Baker Corporation consultants presented preliminary findings to the Waterfront Commission’s Marina Committee in June 2013, with the full Commission seeing an early version of the Report findings in July 2013.
Utility Master Plan Develop a Master Plan for undergrounding Utilities in collaboration with DVP and other utilities; funds are in the FY 14 budget.	T&ES	Initiating – <ul style="list-style-type: none"> November 2013 - Draft schematic from DVP is being developed. 	<ul style="list-style-type: none"> November 2013 – A draft schematic from DVP is being developed and staff is also coordinating with Comcast and Verizon.
The Beachcombers Restaurant RFP 0 Prince Street Solicitation of proposals to restore the Beachcombers building as a restaurant	GS	Ongoing – <ul style="list-style-type: none"> RFP issued on February 28, 2013 RFP closed on June 15, 2013 	Anticipated Schedule: <ul style="list-style-type: none"> Boards/Commissions Review – fall/winter 2013 City Council Docket – winter 2013

PRIVATE PROPERTIES STATUS NOVEMBER 2013 (Rev)

Property/ Location	Project Status	Project Details/Status
Brandt Warehouse Buildings 204 – 206 South Union Street	Construction Completed <i>Preservation and adaptive reuse of 2 historic warehouse buildings for office use</i>	<ul style="list-style-type: none"> A second Waterfront Commission tour of finished building expected in fall 2013. Waterfront Commission 1st tour of buildings, hosted by the Brandts, held in Jan. 2013. Construction completed with occupancy of Columbia Capital on July 1, 2013.
The Oronoco (Sheet Metal Workers Building), 601 N. Fairfax Street	Under Construction – Adaptive Reuse of <i>office building into 60 luxury condominiums</i>	<ul style="list-style-type: none"> Construction of shell to be completed in fall 2013. Occupancy by March 2014. EYA’s Waterfront Commission status tour is expected in fall 2013.
Robinson Terminals North/South RFP <i>(Owned by the Washington Post)</i>	November 2013 - <i>Successful bidders are EYA (RTS) and City Interests (RTN) per Sept 2013.</i>	<ul style="list-style-type: none"> November 2013 – Due diligence period has been extended from November 7th. October 2013 – Contract purchasers made presentations to the Waterfront Commission.
Carr Hospitality Boutique Hotel Proposal 220 South Union Street	November 2013 - Carr Hospitality submitted a Preliminary Plan in October 2013 and it has been deemed complete. Staff review is now underway.	<ul style="list-style-type: none"> November 2013 – Staff is undertaking a review of the completed Preliminary Plan. Waterfront Commission received a presentation in October 2013. Concept Review held at BAR in September 2013; PC and CC in January 2014.
Food Court	November 2013 P&Z received Blackwall Hitch SUP in September 2013 for the Food Court.	<ul style="list-style-type: none"> Applicant is seeking December Planning Commission and City Council consideration October 15, 2013 – Waterfront Commission received a presentation from the applicant..
Waterfront Market SUP 7 King Street	November – Waterfront Market to open on Nov. 17 th .	<ul style="list-style-type: none"> November 2013 – November 17th opening scheduled. Applicant still working on permits as of 11/11/2013.

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 5, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER 

SUBJECT: IMPLEMENTATION OF PAY BY PHONE PARKING SYSTEM

This is an informational memo regarding the status of the City's pay by phone parking project. Over the past three years, the City's Department of Transportation and Environmental Services (T&ES) has worked closely with the Old Town Area Parking Study (OTAPS) Work Group as well as with the Information Technology Services, Planning and Zoning and Police departments to review/implement recommendations from the 2009 Parking Study. The study reviewed parking supply and demand in the Old Town area and resulted in a series of recommendations to manage the inventory of on-street parking spaces. One of the recommendations, supported by both the 2010 and 2012 OTAPS Stakeholder Work Group, was to implement pay by phone parking technology.

The pay by phone technology provides parkers an alternative to traditional meter payment and it allows parkers to pay meter fees through the use of a mobile phone at no cost to the City. Users must first set up an account online which can be downloaded at no cost to the user. The user's account is linked to the user's credit card, which charges a convenience fee of \$0.29/transaction for infrequent use and \$0.24/transaction for frequent use (prepaid customers). Pango, the selected vendor through a Request for Proposal (RFP) process, offers a simple pay-by-phone solution that would not only allow customers to pay for on-street parking via the mobile application, but also get information regarding the City's parking garages.

The City issued a RFP for this technology in February 2013. In July 2013, the selection committee awarded pay by phone contract to Pango whose proposal was found to be most advantageous to the City. Pango's convenience fee was much lower than other vendors, and Pango was also more flexible and willing to customize its mobile application to fit the needs of the City including displaying information regarding the City's parking garages in the application (i.e. garage locations, inventory, hours of operation, etc.).

In addition, Pango's pay by phone application has other features including garage and valet parking payments. These features are particularly important to the City as staff is planning to expand the pay by phone program to include City owned garages in the future.

Enforcement will be handled by the City's Parking Enforcement Officers (PEOs) using their existing handheld devices. Under this system, each block face is assigned a zone number and signs posted (see attached) reflecting those zone numbers. Once the zone number is logged by the user into the web-based operating system, the PEO will be able to determine whether the parked vehicle has paid to park. Multi-space meters, which will continue to be a form of paying for parking, will also have pay by phone information detailed on them.

Alexandria will be the first site in the D.C. area to use this Pango system. D.C. uses the Parkmobile system and Montgomery County the MobileNow system. Arlington County has not yet chosen a vendor for its planned Spring 2014 launch of a pay by phone system.

Implementation Schedule: A tentative soft launch date is planned to effectively test the application on December 2. Staff is currently working on implementation details with the Finance, Police and Communications and Public Information departments. In addition, staff and the vendor are working with the Office of Communications and Public Information on marketing, outreach plans and a launch date. The official launch will take place in the week of December 9, 2013.

Attachment

cc: Mark Jinks, Deputy City manager
Richard J. Baier, P.E., LEED AP, Director, T&ES
Chief Earl Cook, Alexandria Police Department
Tony Castrilli, Director, Office of Communications and Public Information
Jerome Fletcher, Special Assistant to the City Manager
Joel K. Marcuson, P.E., Deputy Director, Transportation, T&ES
Sandra Marks, AICP, Division Chief, Transportation Planning, T&ES
Faye Dastgheib, Principal Parking Planner, T&ES

Signage

