

## Statement of Willem Polak on behalf of Potomac Riverboat Company

- Willem Polak/years on waterfront in Alexandria-since 1983/in boat business 35 years
- Licensed captain
- Looking at waterfront from both the water and the land
  - Use entire Alexandria waterfront-1<sup>st</sup> Street south
  - Provide access from this tidal river and the land
    - Floating docks
    - Proper electricity
    - Lighting & security
    - Address flooding
- Parking for:
  - Cars
  - Buses
  - Trolleys
  - Caterers
  - Vendors- supplies to mechanics
- Servicing boats
  - Fuel
  - Water- year round-at least 10 months
  - Sufficient electricity
  - Ice and amenities such as showers
  - Security for marinas-camera monitoring, lighting & personnel
- Cosmetics of marina
  - Keep trash away
  - Launch
  - Trash pickup – Corps of Engineers
- Working Marina
  - Allow painting and other work that makes its alive
  - Why not a boat show-power & sail
  - Tall Ships – depth is there-need to market years out

### Additional points made at meeting:

- The water that belongs to the City runs from Madison Street on the north to Franklin Street to the south. The pier head line establishes the boundary between DC waters and Virginia waters, and there are many places where the pier head line and the bulkhead are the same, which means there are no Virginia water rights at that spot. The widest point is perhaps 300 feet from shore (bulkhead).

Thus, the City owned waterway is minimal, but the land interface could be enormous.

- With the proposed waterfront study taking in the entire waterfront, if more than one location is established for water use, be it recreational, commercial or both/other, there is no City agency that can deal with this situation. Three (3) agencies cannot agree on how the City Marina behind the Torpedo Factory can be run, so it is clear that adding other locations will exacerbate the situation. By forming a “**Port Authority**” from the onset as a joint venture between the public and private sector to oversee the entire water development process and eventual operation, one entity can direct/coordinate how the various city agencies will need to interact and participate in the final product(s). Very similar to the National Harbor collaborative, which did not have to operate the end product we did. In this case, the Port Authority would also be the operating authority of the marinas.