

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 25, 2013

TO: CHAIRMAN AND MEMBERS OF THE
OLD AND HISTORIC ALEXANDRIA DISTRICT
BOARD OF ARCHITECTURAL REVIEW

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: CONCEPT REVIEW OF 220 SOUTH UNION STREET
BAR CASE #2013-0321

I. SUMMARY

Concept Review

The material now before the Board is part of a BAR *Concept Review* for a hotel proposed at 220 South Union Street. The Concept Review Policy was adopted by the two Boards of Architectural review in May 2000 (Attachment 3). Concept Review is an informal process at the beginning of a Development Special Use Permit (DSUP) application whereby the BAR provides the applicant, staff, the Planning Commission and the City Council with comments relating to the overall appropriateness of a project's height, scale, mass and general architectural character. The Board takes no formal action at the Concept Review stage. However, if, for instance, the Board believes that a building height or mass, or area proposed for demolition, is not appropriate, and would not be supported in the future, the applicant and staff should be advised as soon as possible. This early step in the development review process is intended to minimize future architectural design conflicts between what is shown to the community and City Council during the DSUP approval and what the Board later finds architecturally appropriate under the criteria in Chapter 10 of the Zoning Ordinance and the BAR's adopted *Design Guidelines*.

Permit to Demolish/Capsulate

Although the applicant has not submitted an application for a Permit to Demolish, the Board should comment and advise upon the proposed demolition of the existing, one-story brick warehouse constructed circa 1950 with respect to the criteria for a Permit to Demolish outlined in the Zoning Ordinance. Again, these comments are for advice only and are not intended to bind the Board during the Permit to Demolish and Certificate of Appropriateness approval phase, should additional information be presented in the future.

In considering a Permit to Demolish/Capsulate, the Board must consider the following criteria set forth in the Zoning Ordinance, §10-105(B):

- (1) Is the building or structure of such architectural or historical interest that its moving, removing, capsulating or razing would be to the detriment of the public interest?
- (2) Is the building or structure of such interest that it could be made into a historic house?
- (3) Is the building or structure of such old and unusual or uncommon design, texture and material that it could not be reproduced or be reproduced only with great difficulty?
- (4) Would retention of the building or structure help preserve the memorial character of the George Washington Memorial Parkway?
- (5) Would retention of the building or structure help preserve and protect an historic place or area of historic interest in the city?
- (6) Would retention of the building or structure promote the general welfare by maintaining and increasing real estate values, generating business, creating new positions, attracting tourists, students, writers, historians, artists and artisans, attracting new residents, encouraging study and interest in American history, stimulating interest and study in architecture and design, educating citizens in American culture and heritage, and making the city a more attractive and desirable place in which to live?

The existing one-story brick warehouse, which presently fills the entire parcel, was constructed between 1941 and 1958, according to Sanborn Fire Insurance Maps. The 1958 Sanborn Fire Insurance Map describes the building as a concrete-block, brick-faced warehouse used for packing and crating. Staff finds that this structure does meet any of the criteria listed above and recommends demolition. The structure is not of old, unusual or uncommon design, texture or material and could be reproduced with ease. This modern structure does not preserve or protect a historic place or promote the general welfare and its demolition would not be detrimental to the public interest.

II. HISTORY AND CONTEXT

The history of the block and the adjacent area provides context and guidance for the Board as to what might be architecturally appropriate in this location. This block is representative of the evolution of a typical waterfront block east of Union Street. The block — bounded by The Strand, South Union, Prince and Duke streets — contains at least the core of five historic buildings that have had subsequent additions and alterations. An overlay map shows the 1749 shoreline with an 1845 map and a current aerial photograph (see *Figure 1*), indicating that 50% of the subject property was under water in 1749. By 1845, the parcel had been filled in and contained a warehouse with piers running east to The Strand.



Figure 1. 2007 aerial image with 1749 shoreline based upon 1845 map by Maskell Ewing, subject property outlined in red.

The nearby warehouses located at 204 and 206 South Union Street represent typical mid-19th century warehouse buildings: simple vernacular, load-bearing masonry structures containing punched window openings and whose footprints cover the entire parcel. Historic map research indicates building heights on this particular block were two-, three-, and four-stories. The floors of these warehouses would, generally, have been 12-15 feet in height, resulting in buildings from 48 to 60 feet in height. This block also had three east-west alleys, one of which was a small-scale pedestrian alley, likely intended for fire separation, roof drainage, and loading access. As the warehouse buildings typically occupied their entire parcel and these uses filled the entire block, such alleys would have been useful for providing waterfront access from South Union Street. Compared to residential and commercial buildings on adjacent blocks to the west, the waterfront buildings east of Union Street represented a completely different scale, height, orientation and architectural character from the rest of Old Town.

The building immediately to the north, located at 211 The Strand/210 South Union Street, is a one-story brick retail strip center designed by architect Ray Lewis and approved by the Board on June 7, 1978. This parcel is indicated as a future private redevelopment site in the approved Waterfront Small Area Plan.

To determine appropriate infill construction along the waterfront, it is important to consider the historic character and architecture of this area, as it is distinct from other parts of the historic district. As a result, what might be considered appropriate and compatible along the waterfront may not be appropriate and compatible in other areas of the historic district. Historically, waterfront buildings, often warehouses, were significantly larger and less “high-style” than buildings in other parts of the City. As the *Design Guidelines* note, “the historical height of waterfront structures is 40 to 45 feet” and “the traditional width of buildings along the waterfront varies widely, but generally ranges from 35 to 100 feet.” Warehouses were often four stories in height and occupied the entire lot, without setbacks or open space. Their gable ends were generally oriented toward the river, a feature precluded in the rest of Alexandria under the 1752 ordinance to prevent roofs draining on to a neighbor’s property. Historic photographs, such as *Figure 2* with a circa 1865 view of the waterfront from Pioneer Mill, shows a series of

warehouse buildings, several four stories in height, with a strong visual presence on The Strand. The warehouses were both visually and physically connected to the piers and the waterfront beyond. *Figure 3* depicts McVeigh's and Reardon's warehouses and illustrates the size of such warehouses, one eight bays in width and the other eleven bays. Further, as shown in a panoramic view, the warehouse roofs had a rhythm—some gable, some shed roofs—that provided visual variety along the waterfront and broke up the massing of these large buildings (*Figure 4*).

While Fitzgerald's Warehouse, located at the southeast corner of King and Union streets at 6 King Street/104 South Union Street, is representative of a late 18th-century warehouse, it is unique east of Union Street for being this old. Much of the present land east of Union Street was tidal marsh when Alexandria was founded and did not begin to be filled in until the late 18th century. Some areas east of The Strand were not filled in until the mid-20th century. Further, as an active port, the Alexandria waterfront was subject to numerous fires over the years. These fires, combined with advances in building and roofing technology which allowed for the construction of larger and larger warehouses, resulted in the replacement of any 18th-century buildings. Therefore, the buildings for which we have photographic images and the vast majority of the remaining historic warehouse buildings on the waterfront are 19th- and 20th-century buildings.



Figure 2. View from Pioneer Mill, May 1865. (First known photograph of the 200 Block South of The Strand)
Alexandria Library-Local History/Special Collections.



Figure 3. 100 Block South of the Strand ca. 1910, McVeigh's and Reardon's Warehouses. *Alexandria Library, Special Collections, William F. Smith Collection.*



Figure 4. Panoramic View of Alexandria at Duke Street and Strand taken from Pioneer Mills looking northwest, 1865. *Alexandria Library, Special Collections, William F. Smith Collection*

III. APPLICABLE REGULATIONS AND STAFF ANALYSIS

At this location, the BAR must consider the following, in addition to the general *Design Guidelines*:

1. Potomac River Vicinity Standards,
2. *Design Guidelines* Chapter 8: Buildings along the Waterfront,
3. Potomac River Vicinity Height District, and
4. Development Goals and Guidelines for the Cummings/Turner Block in Alexandria Waterfront Small Area Plan.

Previous Submission and Board Comments

On July 25, 2012, the Board held an informal work session with public testimony on a hotel proposal on this site. The Board's general comments follow. The full minutes can be found in Attachment 8.

The proposal reviewed by the Board in July 2012 included a covered carriageway and more closed courtyard. It also included a two-story mansard style roof with two-story dormers on one major component, fronting Duke Street.



Figure 5. March 2012, June 2012 and July 2012 PREVIOUS schemes for The Strand elevations, with proposed courtyard space (green) and carriageway (yellow).

BOARD DISCUSSION July 25, 2012

Mr. Neale recused himself from this discussion.

Mr. von Senden noted that there were a lot of opportunities with this project. After reviewing the project, he was not as concerned with the proposed height as he initially was and compared the proposed hotel to other buildings on the waterfront, such as the Torpedo Factory. He found the L-shaped plan to be more successful and to improve the alley sight line. He thought that the entrance should recognize cars and allow for taxis. He noted that the sense of entry was very important at this site. He liked the 7/18/12 elevation for The Strand as it reflected historic structures. He thought the storefront on South Union Street was successful. He advised keeping the carriageway light and airy or it will become problematic. On the Duke Street elevation, he found the three segments to be positive but noted that the large shed dormer on the two-story Mansard roof was not successful.

Dr. Fitzgerald stated that he wanted to hear comments on the architecture but that the public provided few design comments and that he would let the politicians determine the size of the project. He observed that if the citizens wanted a historic waterfront, which used to have huge, massive warehouse buildings, then the scheme has merit. He found

the Duke Street elevation to be in need of substantial work. He recommended studying relocating the courtyard to the Duke Street elevation and to relocate the building services to the alley. He noted that a great architect was working on the project and that the design should reflect the historic waterfront.

Mr. Carlin noted that the east-west circulation has always been an important aspect of the Waterfront Plan to make the blocks more porous. Throughout the planning process, he has been fascinated by the model and noted that Council's approval had a specific statement with respect to a design that reflected the model. In 1961, the City underwent a downtown urban renewal and he does not want to see the same mistakes. He suggested turning the building's L-shaped plan to make the project more integrated and have fewer problems with loading. With respect to expectations related to massing, he noted that historic warehouses in this area had up to six stories. He found the current proposal to be a big box with mid-19th-century wallpaper and he suggested added balconies at the upper stories and angling the fifth floor with dormers.

Chairman Hulfish said he was opposed to the proposed size and mass. He noted that as the first project after the Waterfront Plan, special attention must be paid. He said that in other communities, waterfront buildings are iconic. He thought the project was too large but stated it should go farther in the City's review process.

Since the Board's initial review, the applicant has incorporated many of the comments and prepared a revised scheme.

Current Submission

Since July 2012, the applicant has made significant revisions to the proposal. The changes include the following:

- Removal of covered carriageway style pedestrian entrance at South Union Street and extension of an open alleyway extending from South Union Street to the Strand. As part of this alteration, the interior courtyard has been expanded and is partially open to The Strand, with the notable exception of a transformer and its screening.
- Removal of the two-story dormers on Duke Street and courtyard elevations for the main waterfront building component. The element has been revised to have one floor of dormers with skylight/roof windows at the top story.
- Increased differentiation of the massing on Duke Street elevation through material changes, more pronounced setbacks and refinement of hyphen element.

In general, Staff supports the revised scheme and finds that the height, scale, mass and general architectural character are appropriate. What follows is a review of how the project conforms to applicable regulations, guidelines and plans. At the end of the report, Staff recommends areas for further refinement and study.

Standards to Consider for a Certificate of Appropriateness on the Potomac River

Chapter 10 of the Zoning Ordinance outlines regulations related to Historic Districts and Buildings within the City. The chapter establishes the Boards of Architectural Review and also outlines *Standards* that the Boards must consider when reviewing an application for a Certificate of

Appropriateness. In addition to the Standards applied to all buildings within the historic districts and those buildings listed as 100 Year Old Buildings, the Zoning Ordinance establishes additional standards for both Washington Street and the Potomac River Vicinity. These additional standards provide guidance for these prominent areas, each with its own distinctive architectural character.

Section 10-105(A)(4) Additional standards—Potomac River Vicinity. *Within the Potomac River Vicinity Height District, in addition to the provisions of section 10-105(A)(2), the following standards and guidelines, to the extent relevant in each individual case, shall apply in considering an application for a certificate of appropriateness by the Old and Historic District Board of Architectural Review, or by the city council on appeal, for any building in excess of 30 feet in height when such height has been authorized by a special use permit.*

- (a) *The degree to which facades of a proposed building or buildings are generally in alignment with the existing street edges and express the 20- to 30-foot bay width typically found within the historic district. Techniques to express such typical bay width should include changes in materials; articulation of the wall surfaces; changes in fenestration patterns; varying roof heights; and physical breaks within the massing. Large expanses of unbroken or repetitive facades are disfavored.*

The proposed design sits at the street edge on three sides and incorporates a traditional warehouse architectural vocabulary with its rhythmic fenestration with clearly articulated openings. The fenestration is also varied with the use of paired windows in one section and single windows on another part, helping to express historic bay widths and proportions. The proposed roof forms—mansard with dormers and flat roof—are historically appropriate to the 19th-century and early 20th-century. The change in materials and setbacks are differentiated enough to allow for variety yet maintain an overall industrial aesthetic and provide for historically appropriate bay widths. The setbacks of upper stories and the inset hyphen help to physically break the massing.

- (b) *The degree to which building materials characteristic of buildings having architectural merit within the historic district are utilized. The texture, tone and color of such materials should display a level of variety, quality and richness at least equal to that found abundantly in the historic setting. The use of synthetic or imitative materials is disfavored.*

The concept review submission indicates the use of high-quality, historically-appropriate materials including red brick and a metal roof and canopy. As the design evolves, Staff and the Board will discourage the use of inappropriate materials and require historically appropriate materials for a waterfront building, such as the inclusion of Potomac River granite at the foundation. Staff also recommends the introduction of painted brick for some elements of the building, since this was a common practice during the late 19th and early 20th centuries.

- (c) *The degree to which new construction reflects the traditional fenestration patterns found within the historic district. Traditional solid-void relationships (i.e., masonry bearing wall by*

a veneer system) should be used in building facades which are directly related to historic streetscapes.

The proposed scheme maintains traditional warehouse fenestration. The first floor features large plate-glass storefront windows and doors, recalling historic loading docks. The upper stories have punched window openings within load-bearing masonry walls. The fenestration includes paired windows and single windows. Further, as the project is required to be LEED Silver or equivalent, per the City's Green Building Policy, the windows could be operable—historically and environmentally appropriate. Staff particularly encourages the operability of the restaurant windows on the Strand to provide a more open connection with the future park.

(d) The degree to which new construction on the waterfront reflects the existing or traditional building character suitable to the waterfront. "High style" or highly ornamented buildings are disfavored. Also disfavored are metal warehouses and nondescript warehouse-type structures.

The proposed design is neither a non-descript mid-20th-century warehouse nor a “high-style” warehouse with inappropriately applied ornamentation. The proposed scheme utilizes a traditional warehouse architectural vocabulary and has minimal ornamentation. Its character is defined by its massing, fenestration and materials. However, the ornamentation that does exist, such as pronounced cornices, is consistent with historic waterfront warehouses and is well-detailed.

(e) To the extent that any provisions of section 10-105(A)(2) are inconsistent with the provisions of this section 10-105(A)(4), the provisions of this section shall be controlling.

Staff finds the proposed design to be consistent with the additional standards of the Potomac River Vicinity.

BAR Design Guidelines for Buildings along the Waterfront

In addition to the Board's *Design Guidelines* for the historic districts, the “waterfront area of the Old and Historic Alexandria District is subject to certain additional requirements over and above those generally required for approval of a certificate of appropriateness.” The intent is for an “overall design attempt to reflect the traditional vernacular architecture found along the waterfront.” Therefore, in addition to the requirements of the Zoning Ordinance for the Height District and the additional standards for the Potomac River Vicinity, the Board has adopted *Design Guidelines* with which to consider when reviewing an application such as this.

Development Form

The Board strongly discourages mews type residential projects which are inward looking and do not contribute to street life.

The proposed hotel project is clearly oriented to three street elevations with the main entry doors to the hotel on South Union Street and an emphasis on access to the waterfront through the proposed courtyard and pedestrian alley. Unlike nearby mews-style residential projects, the design is integrated into the existing street grid and provides a public connection to the waterfront and future park.

Style

No single architectural style is mandated. However, there is strong preference on the part of the Board for buildings which reflect the traditional architectural styles found in the historic district. Designs generally should complement and reflect the architectural heritage of the City. For example, abstraction of historic design elements is preferred to a building design which introduces elements that have no historical basis in the districts. However, direct copying of buildings is discouraged.

The proposal uses an industrial, warehouse architectural style, typical of the historic Alexandria waterfront. Such a style, though utilitarian in nature, featured large masonry buildings with clearly articulated, punched openings and high-quality, though minimal, ornamentation. The proposed design maintains the character-defining features of a historic warehouse and reflects the 19th-century elements on seen on the historic photographs (Figures 2, 3 and 4).

Required Bay Width

The expression of the required bay width may be made by changes in materials, articulation of the wall surfaces, changes in fenestration, varying roof heights and/or physical breaks within the building mass. For example, window patterns and changes in materials can be used to delineate the expression of a bay.

The proposed scheme features traditional bay widths at both the first floor and upper stories. The use of a hyphen element on Duke Street further differentiates the bays and breaks up the massing while maintaining an appropriate rhythm.

Height

The historical height of waterfront structures is 40 to 45 feet. New buildings in the waterfront area should reflect this historical relationship. The height of the first floor should be approximately 12-15 feet to reflect the traditional configuration of waterfront buildings.

The proposed building height ranges from 30 feet to 50 feet, or from three stories to five stories. Staff finds this consistent with historic warehouses which often featured floor-to-ceiling heights of 12-15 feet. Further, based on a survey of the existing buildings along the waterfront in the Existing Waterfront Resources Design Analysis, completed in December 2011, several existing buildings—both historic and recent—are 50 feet or higher at the street wall (See Attachment #7). Staff finds the proposed changes in height, from 30 feet stepped up to 50 feet with a pronounced cornice at 30 feet, to result in a historically appropriate height. The applicant has responded to Staff's and the Board's earlier concerns regarding the height and the design has evolved to emphasize the building's height at 30 feet through set backs and other architectural features. It does appear that certain minor elements, including

two chimneys and the pediment on The Strand elevation, may exceed the 50 foot height limit. However, if the chimneys are functioning and the pediment serves as screening for rooftop mechanical equipment, they are permitted by the ordinance. Staff recognizes that these are important architectural elements that contribute to the overall design.

The applicant has provided a streetscape photo montage to show the proposed building within the context of existing buildings. The streetscape shows that on Union Street and The Strand, the height of the proposed building is consistent with existing or proposed buildings on adjacent blocks. The only one-and-one-half story building and parking lot immediately to the north, identified as 210 South Union Street/209-211 The Strand, is proposed to be redeveloped at some point in the future and is not considered a historic resource.

Very few projects have been reviewed by the BAR using the Design Guidelines and standards for the waterfront but those cases provide some guidance. In February 1995, the Board performed a concept review for a residential mixed-use project at 220 South Union Street (also 211 The Strand) known as the Village on the Strand. This case was the first time that the Board applied the Additional Standards-Potomac River Vicinity to a project. The Board also reviewed the project for compliance with the Potomac River Vicinity Height District in order to advise the Planning Commission and City Council on design issues pertinent to this project. The minutes of the February 1, 1995 Old and Historic BAR hearing noted that the Board “endorsed the overall design concept of the building presented and found the scale and mass of the proposed 50’ height appropriate for the adjacent historic area conditional upon enhancement of the pedestrian experience.” The staff report analysis also noted that the literal 30’ height need not be maintained because “in carefully reviewing the varying heights and setbacks of the existing historic and probable future development surrounding this specific block, Staff found no particular relationship to a 30’ height.” The Board focused primarily on the pedestrian experience, materials and architectural character, rather than a specific height.

In March 1996, the Board performed a concept review for the residential project at 700 South Union Street, known as Fords Landing. For this case, the Board also applied both the Additional Standards-Potomac River Vicinity and the Potomac River Vicinity Height District regulations from the Zoning Ordinance. Regarding the proposed height, the Wharf buildings, designed as a larger, unified composition of dwelling units rather than individual townhouses, had a 32 foot cornice line and were 50 feet at the roof peak. The larger scale of the Wharf buildings, with a common architectural form and material, was conceived to maintain the look of vernacular warehouses traditionally found on the Alexandria waterfront. While not specifying the height of the townhouses on the interior of the project, the Towne section, the heights were noted to be compatible with the heights of historic Old Town residences.

Width

The traditional width of building along the waterfront varies widely, but generally ranges from 35 to 100 feet. New buildings should generally reflect this traditional size.

Staff finds that the proposed project, and the division of the hotel into distinct building components, allows the building to maintain traditional building widths, reflective of the historic waterfront photographs.

Siting

There should be little or no setback from the principal street or other lot lines.

The proposed building footprint has not been set back except for a small recess at the lobby entrance on South Union Street and a small inset at the entrance on Duke Street.

Parking

Parking should be provided in or behind a new structure. Parking lots to the side of a building and open to the street disrupt the traditional street wall and are strongly discouraged. Additional information is provided in the Parking section of Chapter 2, Building Alterations.

The applicant has indicated that parking will be provided in a below-grade garage. A full parking analysis will be completed as part of the DSUP process.

Fenestration

The fenestration pattern, that is the relationship of solid to void, such as walls and windows, should be compatible with the historic fenestration patterns along the waterfront. There should be a large ratio of void to solid on the first floor of the structures (i.e., large windows). However, curtain wall buildings which express very large areas of void are discouraged. First floor retail uses should have large paned storefront windows.

The proposed fenestration represents a traditional warehouse fenestration. Large paned storefront windows are proposed on the street elevations and will provide clear visual access to the lobby on South Union Street and the restaurant and bar on Duke Street and The Strand.

Roof

The roof form should reflect the traditional roof form patterns found in the waterfront area. For example, gable roofs should be oriented perpendicular to the river.

The main block on The Strand elevation has a mansard roof with a simple pedimented parapet gable with end chimneys oriented to the river. Other elements of the building also have a flat roof, consistent with other historic warehouse roof forms, such as at 204 and 206 South Union Street.

Spacing between Buildings

The traditional spacing between buildings along the waterfront varies widely, from virtually zero to several dozen feet. It is generally preferred that new buildings reflect the pattern of spacing between buildings evident along the block face in order to maintain a consistent rhythm.

The proposed scheme is consistent with building spacing and alley location on this particular block. Historic map research depicted three east-west alleys on this block and the proposed alleyway is located in the approximate location of one of the earlier alleys. The design

anticipates the creation of a larger alley when the adjacent property to the north is redeveloped in the future. As reflected in the model, this project will recall the historic rhythm of warehouse development on this block once the adjacent site is redeveloped.

Architectural Detailing

Although historic warehouse structures along the waterfront were utilitarian buildings, they generally display more architectural embellishment than contemporary commercial buildings. Architectural detailing such as cornices, lintels, arches, and chimneys should, therefore, express the traditional quality and quantity of architectural detailing found on historic structures along the waterfront.

While few architectural details are provided as part of an initial concept review, the proposed elevations indicate an appropriate balance between well-detailed embellishment and a vernacular industrial aesthetic. As the project evolves, the applicant will be held to a high standard for architectural detailing yet the applicant will be discouraged from using high-style ornamentation

Materials

The predominant building materials for buildings in the historic waterfront area are stone and brick. Stucco coatings were very rarely used in the historic waterfront area. The building materials for new structures should reflect these traditional materials.

While a full materials palette is not usually presented as part of an initial concept review, the applicant has indicated that traditional materials, such as brick, stone, cast-stone and metal, will be used on this project. Potomac River granite foundations are characteristic of historic waterfront buildings and the proposed rusticated stone foundation will provide additional at-grade texture and will orient the building contextually. Staff encourages the exploration of the proposed canopy as a glass or more transparent element.

Building Orientation

The front entrances of new buildings should be oriented to the principal street frontage and be clearly articulated. Entrances for new commercial, retail and multi-family construction must meet the requirements for accessibility for persons with disabilities established by the ADA and the Virginia USBC.

The accessible lobby entrance to the hotel is located prominently on the South Union Street elevation. The proposed east-west alley also functions as an entrance to the courtyard and the site.

Color

The color proposed for new buildings should be compatible with that in use on historic buildings in the districts. The B.A.R. Staff has developed a 'Color Chart of Historically Accurate Paint Colors in the Old and Historic Alexandria District and the Parker-Gray District' which can be consulted to help determine appropriate colors which reflect the historic heritage of the City.

Color selections are not typically determined during the concept review process, however Staff finds the proposed color scheme of red brick and a dark metal roof to generally be appropriate. Staff encourages the applicant to continue to refine the color scheme and materials palette as the project evolves. Using painted brick for one element of the design would further break up the massing and reference historic warehouse buildings, some of which were painted or had painted signs.

Potomac River Vicinity Height District

The City has six height districts, identified on the Height District Map adopted as part of the zoning map. The height districts limit the heights of buildings and structures. While principally the purview of the Planning Commission and City Council when considering an application for an SUP for increased height, and redundant with some aspects of the Additional Standards for the Potomac River Vicinity of Section 10 of the Zoning Ordinance, these standards are an applicable part of the Zoning Ordinance for the BAR to consider and to provide guidance in its recommendations to Planning Commission and City Council.

The subject property is located within the Potomac River Vicinity Height District which limits the maximum height of a building or structure to 30 feet but permits a maximum of 50 feet with approval of a special use permit. The Zoning Ordinance notes that the additional height should be transitioned but does not specifically direct how the height is to be transitioned. One such way is to employ a step back for the portion above 30 feet at the street or water face. The Existing Resources Design Analysis, prepared for the Waterfront Work Group in 2011, reviewed the existing buildings to determine whether they are consistent with the height district. Several prominent historic buildings, including 101, 105 and 201 North Union Street, as well as 204 and 206 South Union Street, do not meet the existing requirements of the Height District. Further, several non-historic waterfront buildings, including 211 North Union Street, 110 South Union Street and the Harborside Condominium development, also exceed the height dimensions permitted by the Zoning Ordinance. Finally, some of the buildings which do meet the Height District requirements, such as Robinson Terminal South, are not consistent with the general architectural character of 19th-century warehouses required by the *Design Guidelines*. Many of the archetypal 19th-century warehouse forms would likely not be able to be constructed under the current height district regulations.

Section 6-404: Additional regulations for the Potomac River Vicinity Height District.

(B)(3) In addition to the provisions of section 11-504 [special use permit standards], the following standards and guidelines, to the extent relevant in each individual case, shall apply in considering an application for a special use permit for additional building height:

(a) The degree to which imaginative and creative architectural solutions advance recreational access to and enjoyment of the historic waterfront from public streets and other public areas. Buildings should be in harmony with existing buildings of genuine architectural merit, to be found in the historic district.

The proposed design reflects the scale, massing and architectural character of traditional 19th-century waterfront warehouses. Waterfront access and visibility will be increased with the addition of a public through-block connection from South Union Street to The Strand. The proposed scheme anticipates a new park immediately east of the site across The Strand and will further goals for recreational access to the water. It is anticipated that The Strand will evolve to a pedestrian-oriented street and therefore the hotel will open onto an active walkway and park, therefore advancing access to and enjoyment of the waterfront.

- (b) The degree to which the basic 30 feet height is maintained at the street faces and the waterfront face of the proposed building or buildings. To provide a transition, building heights over this basic height level should be set back from the street faces and waterfront faces.*

The proposed design ranges from three stories to five stories. The South Union Street elevation is predominantly three stories with a five-story portion which clearly steps back from the street. This scheme similarly turns the corner onto Duke Street. In addition, the eastern portion of the Duke Street elevation has a pronounced cornice above the third story and a Mansard style roof which slopes away from the street. For The Strand elevation, the applicant has proposed a five story portion crowned by a gable end with a pedimented parapet and an adjacent three-story flat roofed portion. Staff, therefore, believes that the majority of the proposed project has set backs or prominent cornices that establish a visual building datum on the street faces that are generally 30' above grade and comply with the spirit and intent of the SUP requirement and are consistent with the BAR's previous conclusions on the Village on the Strand and Ford's Landing cases.

- (c) The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic district.*

The architectural forms of traditional 19th-century warehouse architecture are discussed in the Waterfront Context section above. Commercial and functional requirements dictated that historic waterfront warehouses had significantly greater height, mass and bulk than other building types. The proposed scheme employs just such traditional height, massing and bulk as well as roof form. Historic photographs of this area of the waterfront depict 19th-century waterfront buildings similar to what is proposed with respect to height, scale, massing and general architectural character.

- (d) The degree to which imaginative and creative architectural solutions enhance views and vistas from public streets and other public-access areas along the historic waterfront. The waterfront faces of the buildings, in particular, should be designed and integrated so as to enhance pedestrian enjoyment of the waterfront, and the quality and character of the historic waterfront, as a totality, when viewed from passing vessels.*

Historic photographs illustrate a series of prominent warehouse buildings oriented to the river. The applicant proposes for The Strand elevation to have a similar prominent elevation with punched fenestration and a pedimented parapet. Whether from the park or the river, this building will appear to be in scale with other waterfront buildings and will not overwhelm nor detract from nearby buildings of historic merit.

(e) The degree to which the use or uses of the proposed building or buildings are compatible with historical waterfront-related uses in the City of Alexandria.

The BAR does not review or comment upon use.

Development Goals and Guidelines for Cummings/Turner Block in Alexandria Waterfront Small Area Plan

While the Board generally bases its analysis and decision-making on the Zoning Ordinance, approved *Design Guidelines* and adopted policies, it is appropriate in this case that the Board also consider the general architectural recommendations and guidelines outlined for this particular block in the Alexandria Waterfront Small Area Plan. The DSUP application and related staff report will fully examine compliance with the approved small area plan. However, the Board should understand and comment on how this project complies with larger planning initiatives, and especially with the development goals and guidelines for each development site within the Waterfront Small Area Plan. The block on which the subject project is located is referred to as the Cummings/Turner Block.

Development Goals for the Cummings/Turner Block

The goals for this block include a mix of uses and designs that are inviting to the public and promote activity. Included in this goal is the objective to provide public amenities, including the creation of new east-west alleys and the inclusion of interpretive features. New construction should maintain a compatible building scale while maximizing water views. The goal for this block is to “employ a land use mix and design which invites the public and encourages activity within the proposed development and in the adjacent public spaces.” The proposed design will accomplish these goals, particularly since the design will activate a mid-block alley and courtyard space as well as street frontages.

In general, the proposed scheme is consistent with the development goals for this block. The existing warehouse is a physical and visual barrier. The proposed hotel will serve the public as it will include a publicly accessible courtyard and restaurant and bar. The hotel and its related uses, coupled with the proposed expansion of Point Lumley Park, will activate this area of the waterfront. While no historical interpretive elements have been proposed as part of the concept submission, Staff encourages the applicant to incorporate such elements into the proposed scheme so that the new construction will have a direct link to the history of this block which is referenced in the Waterfront Small Area Plan and the History Plan as the Working Seaport Cultural Theme area because of its strong maritime-related past.

Development Guidelines for the Cummings/Turner Block

The Development Guidelines encourage active uses which are welcoming to the public. The proposed hotel, with a first floor lobby and interior courtyard, is consistent with these guidelines. It

is also recommended that the streetscape and pedestrian experience be welcoming. The proposed scheme, with increased porosity from the new alley, ground-floor activity, and other site improvements, will result in an enhanced street-level experience and greater feeling of openness. The guidelines also note that “historic interpretation, consistent with the recommendations of the History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces,” including “modern design inspired by historic precedent.” The proposed hotel design draws heavily from the historic warehouses that were located in this area and reinforces the “historic east-west orientation of buildings, alleys and wharves” through the new east-west alley and prominent elevation on The Strand. The guidelines also advise coordination of any new projects with the restoration of historic buildings. Restoration of the two historic warehouses at 204 and 206 South Union Street, including the reopening of filled-in windows and the addition of storefronts at the first level, was approved by the BAR and construction has recently been completed. The proposed design also features active, publicly-accessible uses, such as the hotel lobby, bar and restaurant, with extensive glazing for most of the building and courtyard perimeter. The guidelines incorporate public art and public amenities as part of redevelopment of this block. While not included in the BAR concept application, as such elements are generally beyond the BAR’s purview, these guidelines will be addressed as part of the DSUP review process. The proposed curb cut for the loading dock will not front public open space and the applicant has indicated that parking will be accommodated below-grade on the site, consistent with the Guidelines.

Alexandria Waterfront Small Area Plan Conceptual Model

As part of the review and approval for the small area plan, a conceptual model was created that showed existing and proposed waterfront conditions to illustrate the plan as implemented. When the Board reviewed the Alexandria Waterfront Small Area Plan and the model as an information item at its February 2, 2011 hearing, it commented that it was generally in support of development, consistent with the model. Council’s approval of the small area plan included a policy that future development proposals for Restaurant/Hotel/Commercial Uses possess architecture and site design reflective of the important design principles displayed in the scale model. Specifically, the design principles identified as important included: “alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of larger ‘superblock’ development.”

Staff finds the proposed building to be in conformance with the mass and general architectural character of the model.

Analysis of Plans and Further Study

The BAR’s *Design Guidelines* only require that new buildings be compatible with nearby buildings of historic merit and do not mandate the use of historic styles for new construction. However, they do state that where new buildings recall historic building styles, that the architectural details used throughout the building be consistent with that same style and that the building should not be a slavish replica of any particular building in the district. In general, the proposed design is in conformance with the BAR’s Potomac River Vicinity Standards and the *Waterfront Design Guidelines*. The design is compatible with surrounding buildings of historic merit and appropriate for a waterfront building. Staff finds the height, scale, mass and general architectural character to be appropriate for this site. Looking forward, as the applicant refines

the project and the design evolves, Staff notes the following areas for further study and refinement.

- Staff supports the east-west alley through the site but notes that as currently designed it is significantly obstructed by a large transformer with screening and a substantial landscape plan. These major obstructions defeat the intention of reintroducing the alley. As this project is evolving, and the Board is only reviewing an initial concept phase, it is an important time to identify that there should be a clear and unobstructed opening from South Union Street to The Strand.
- The Strand elevation features the joining of various building elements. The center portion, marked by a pedimented parapet and two chimneys, should be revised to be more vertically proportioned and visually prominent, as it references historic warehouse forms. This can be achieved by wrapping the dark color and material around from the two-story mansard roof to the first bay on The Strand elevation or through a change in material (Kalwall or galvanized metal siding) for the three-story “wings” on this elevation, creating a distinct, lighter element.
- The building renderings predominantly show subtly different shades of red brick on the various building forms. Staff recommends exploring greater material and/or color variation through the use of painted brick for one of the larger building components, such as the five-story recessed part adjacent to South Union Street and the alley, in order to further reinforce the appearance of multiple connected warehouse buildings and to reduce the overall visual mass.
- As this hotel will be a publicly accessible building, staff recommends that the entrances on South Union Street and at the corner of South Union and Duke streets be emphasized more.
- A comprehensive sign plan will be important and should be integrated into the design. For a large-scale building such as this, staff encourages the applicant to explore signature signage, such as a painted sign or a substantial blade sign on South Union Street. For instance, as all parking is proposed to be valet, there is no need for a large hotel sign above the parking garage entrance.

Next Steps

At this time, it is anticipated that the proposal will be reviewed by Planning Commission and City Council in early 2014 and that then the applicant will return to the BAR with a formal application for a Permit to Demolish and Certificate of Appropriateness, which may include any necessary waivers, such as for the rooftop HVAC screening requirement. The applicant should continue to work with staff as plans are refined to ensure continued conformance with BAR requirements and to work out materials and design details.

IV. STAFF RECOMMENDATION

Staff recommends that the Board find the concept design for the proposed development to be appropriate with respect to the height, scale, mass and general architectural character of the Old and Historic Alexandria District and that it complies with the Potomac River Vicinity Standards and the related Design Guidelines, with the following consideration when the applicant returns for a Permit to Demolish and Certificate of Appropriateness:

1. That the design team will work with Staff to refine the materials and architectural details on the buildings prior to submission for Certificate of Appropriateness.

V. CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F- finding

Archaeology

Open Space/Landscaping

1. The applicant shall hire a professional consultant to integrate aspects of the historic character of the property into the design of open space/landscape for this project and shall provide and erect interpretive signage that highlights the history and archaeology of the site. We encourage the applicant to work on this in conjunction with the Public Arts Committee to explore public art that is informed by the history of the property. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the professional consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.* (Arch)(P&Z)(RP&CA)
2. We encourage the applicant also to integrate the names of historic figures and/or historic activities that have taken place on the property into elements of the hotel such as room names, suite names, floor designations, lobbies, restaurants, and other amenities.

Archaeology Comments

1. To insure that significant information is not lost as a result of the proposed development project, the applicant shall hire an archaeological consultant to complete a Documentary Study. The applicant shall contact Alexandria Archaeology to obtain a scope of work for this investigation. In addition to a background history of the property, the Documentary Study should focus on the archaeological potential of the property, including the possibility of deeply buried resources pertaining to early Alexandria history.
2. If the Documentary Study indicates that the property has the potential to yield significant buried resources, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the *City of Alexandria Archaeological Standards*. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.
3. The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Demolition, Basement/Foundation plans, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:
 - a. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a Resource Management Plan must be in place to recover significant resources in concert with construction

- activities. To confirm, call Alexandria Archaeology at (703) 746-4399.
- b. The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
 - c. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.
4. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place.

City Code

- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Archaeology Findings

- F-1 Based on preliminary research for this property, deeply buried wharves may be present that were part of Point Lumley in the eighteenth century. In particular, portions of a public warehouse may have been located on the subject property that was built by John Carlyle in 1752. During the Civil War two large storehouses stood on the lot, used by the Union Army as a commissary. By 1877 a structure of unknown use was located on the corner of South Union and Duke Streets. The lot may have functioned as a lumberyard throughout the last two decades of the nineteenth century. By 1896 the A. Bryant Fertilizer Company occupied the lot. By the 1970s the current structure was built on the lot and used storing and packing by a guns and ammunition company. The site has the potential to provide information about the industrial development of Alexandria from the eighteenth century to the present.
- F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

Transportation and Environmental Services (T&ES)

Findings

- 1. This parcel is tagged as being located within a Resource Protection Area (RPA). After review it has been found that this parcel is not located within an RPA. (T&ES)
- 2. This parcel is not in the RPA. (OEQ)

Recommendations

1. Comply with all requirements of DSP2012-00019. (T&ES)
2. The Final Site Plan must be approved and released and a copy of that plan must be attached to the demolition permit application. No demolition permit will be issued in advance of the building permit unless the Final Site Plan includes a demolition plan which clearly represents the demolished condition. (T&ES)

Flood Plain Review Findings

1. ORDINANCE NO. 4715, Section 6-300 (FLOODPLAIN DISTRICT) of Article VI (SPECIAL AND OVERLAY ZONES)

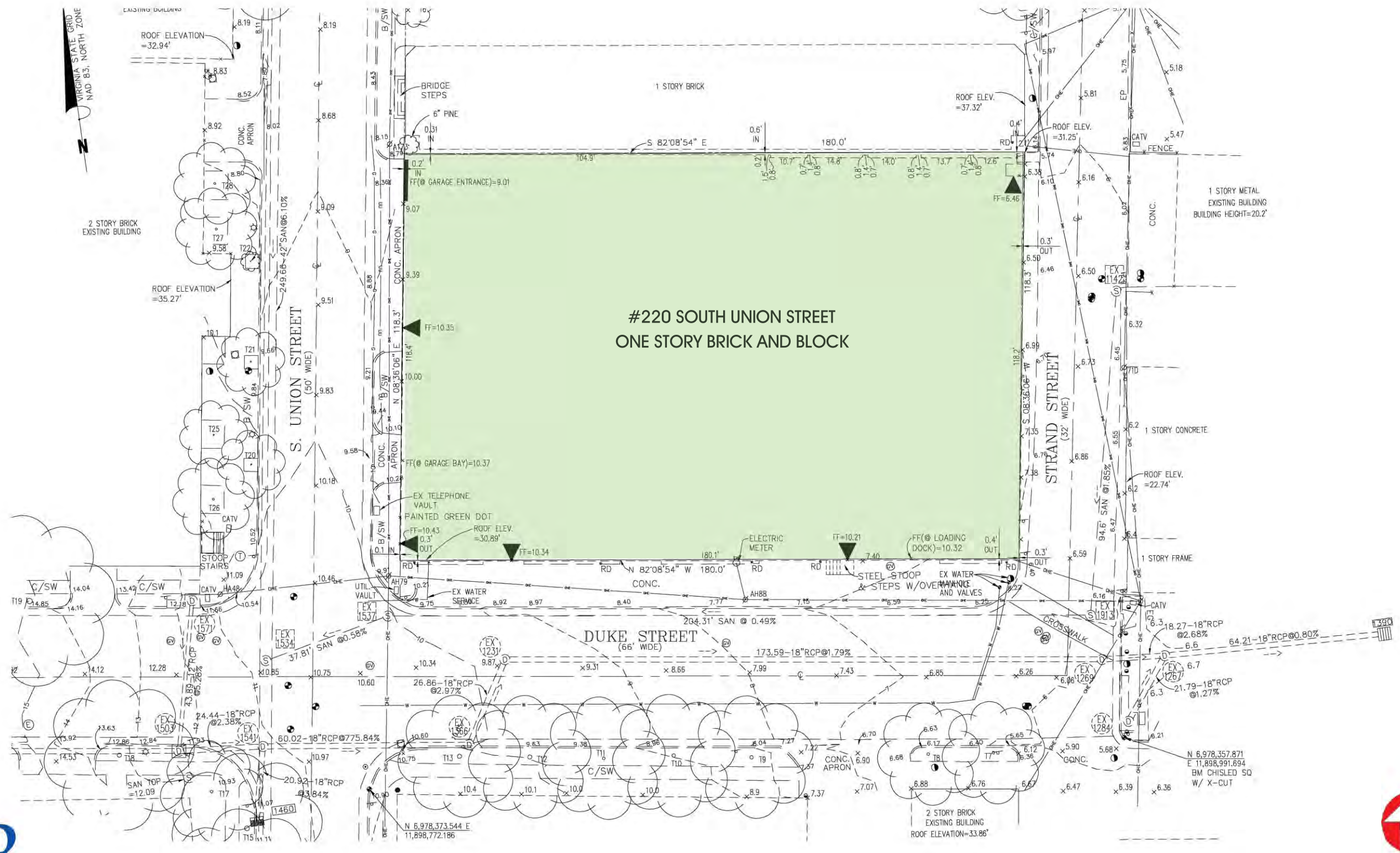
Section 6-305 *Administration*

(D) All applications for new construction or substantial improvement within any floodplain district, and all building permits issued for the floodplain shall incorporate the following information:

- (1) the base flood elevation at the site;
- (2) the elevation of the lowest floor (including basement);
- (3) for structures to be floodproofed (nonresidential only), the elevation to which the structure will be floodproofed; and,
- (4) topographic information showing existing and proposed ground elevations.

ATTACHMENTS

- 1 – *The Applicant's Concept Review Submission Materials*
- 2 – *Application forms for Concept Review of 220 South Union Street*
- 3 – *BAR Conceptual Review Policy, 5/3/00*
- 4 – *Applicable Regulations and Guidelines*
- 5 – *Appendix 2 of the Alexandria Waterfront Plan: Historic Buildings and Places on the Waterfront*
- 6 – *Waterfront Small area Plan Policy For Restaurant/Hotel/Commercial Uses from the Alexandria Waterfront Small Area Plan*
- 7 – *Existing Waterfront Resources Design Analysis, Draft November 30, 2011*
- 8 – *July 25, 2012 OHAD minutes and submission materials for previous BAR Informal Work Session with Public Comment*





Union St. (NW corner of site)



Duke St. & Union St. (SW corner of site)

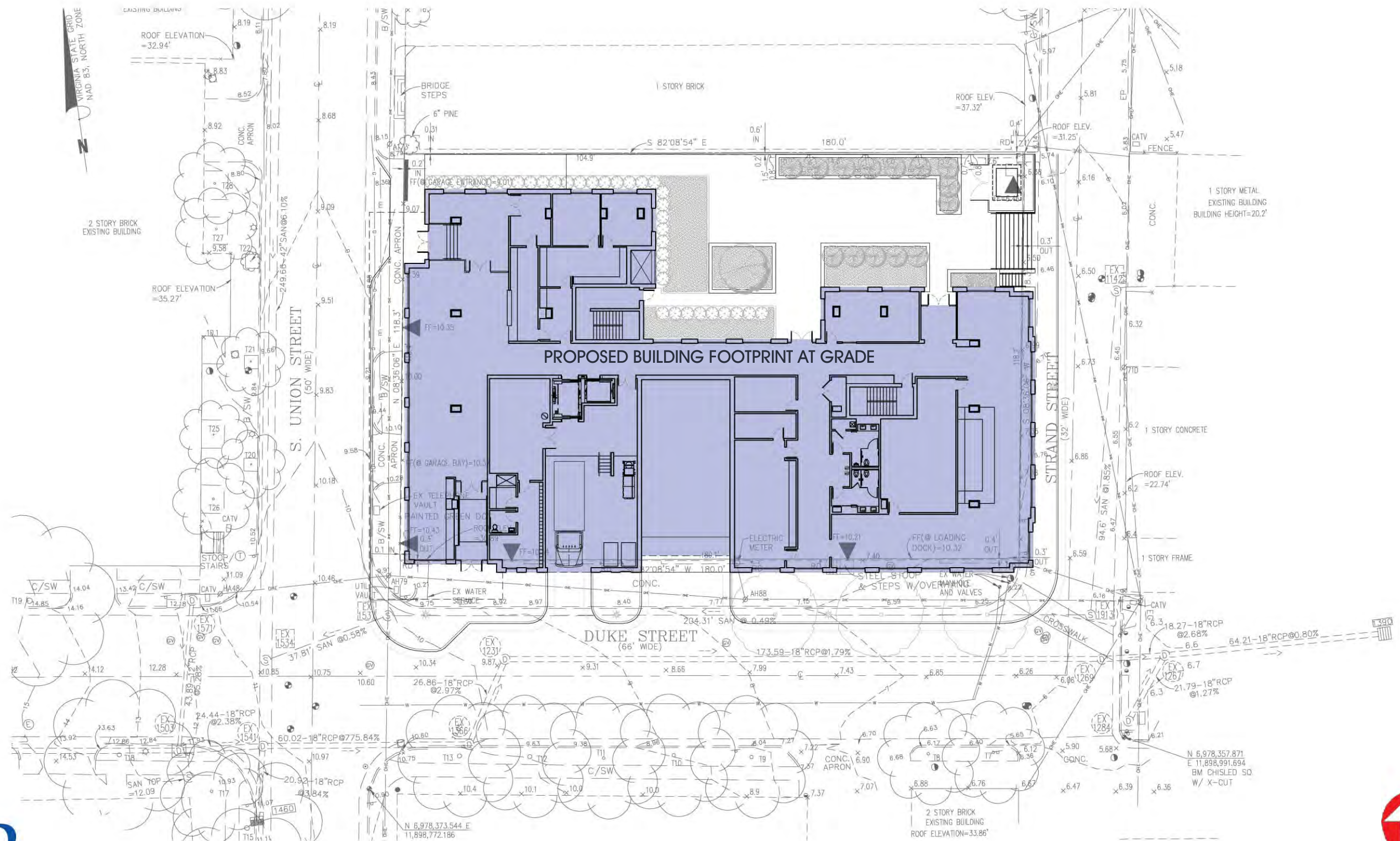


Duke St. & Strand St. (SE corner of site)



Strand St. (NE corner of site)

The Developer is proposing a new hotel for this site. The existing warehouse structure is not only incompatible with the proposed development, but would render required sub-surface parking unfeasible if it were not demolished.



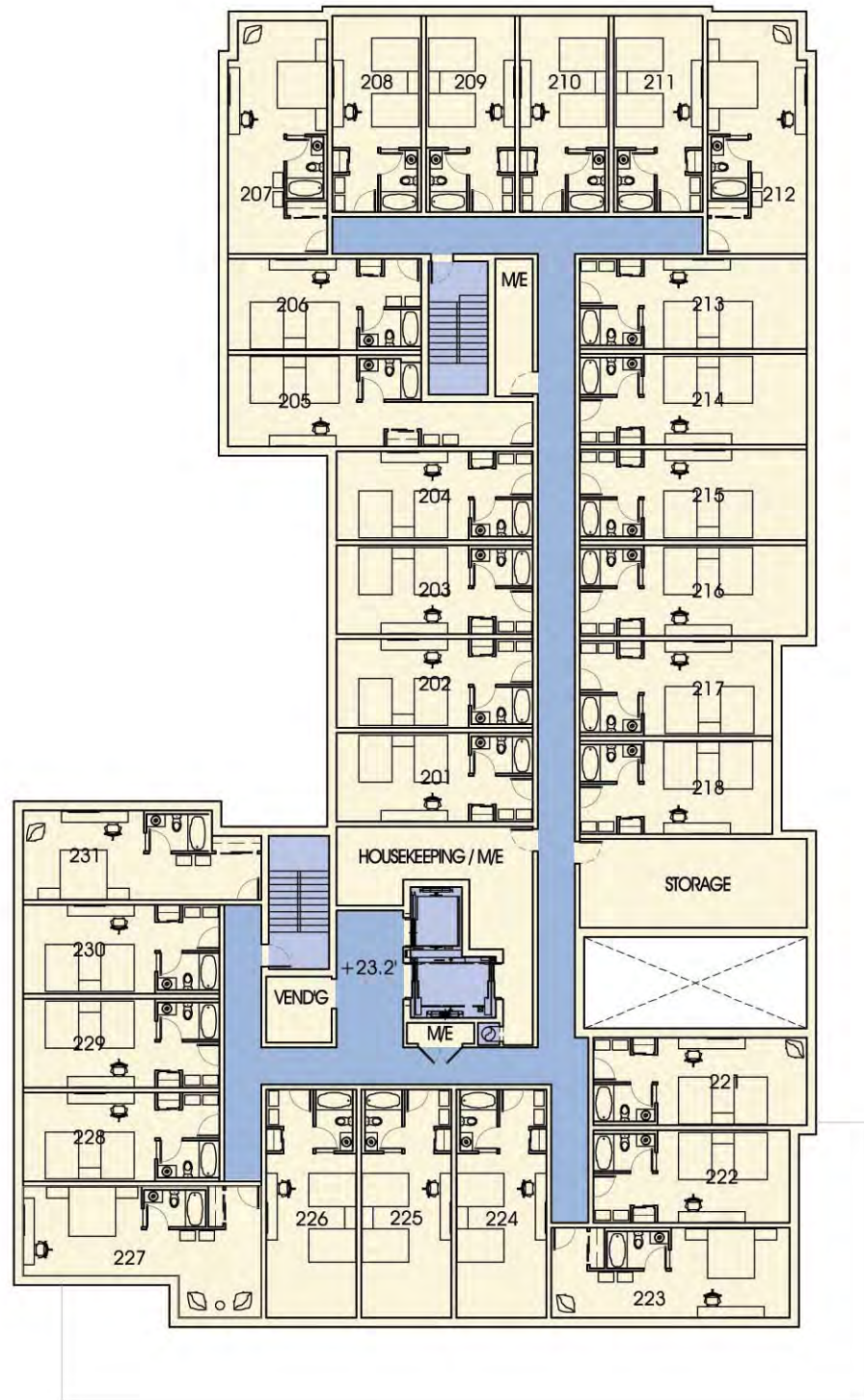


Floor Plan Details:

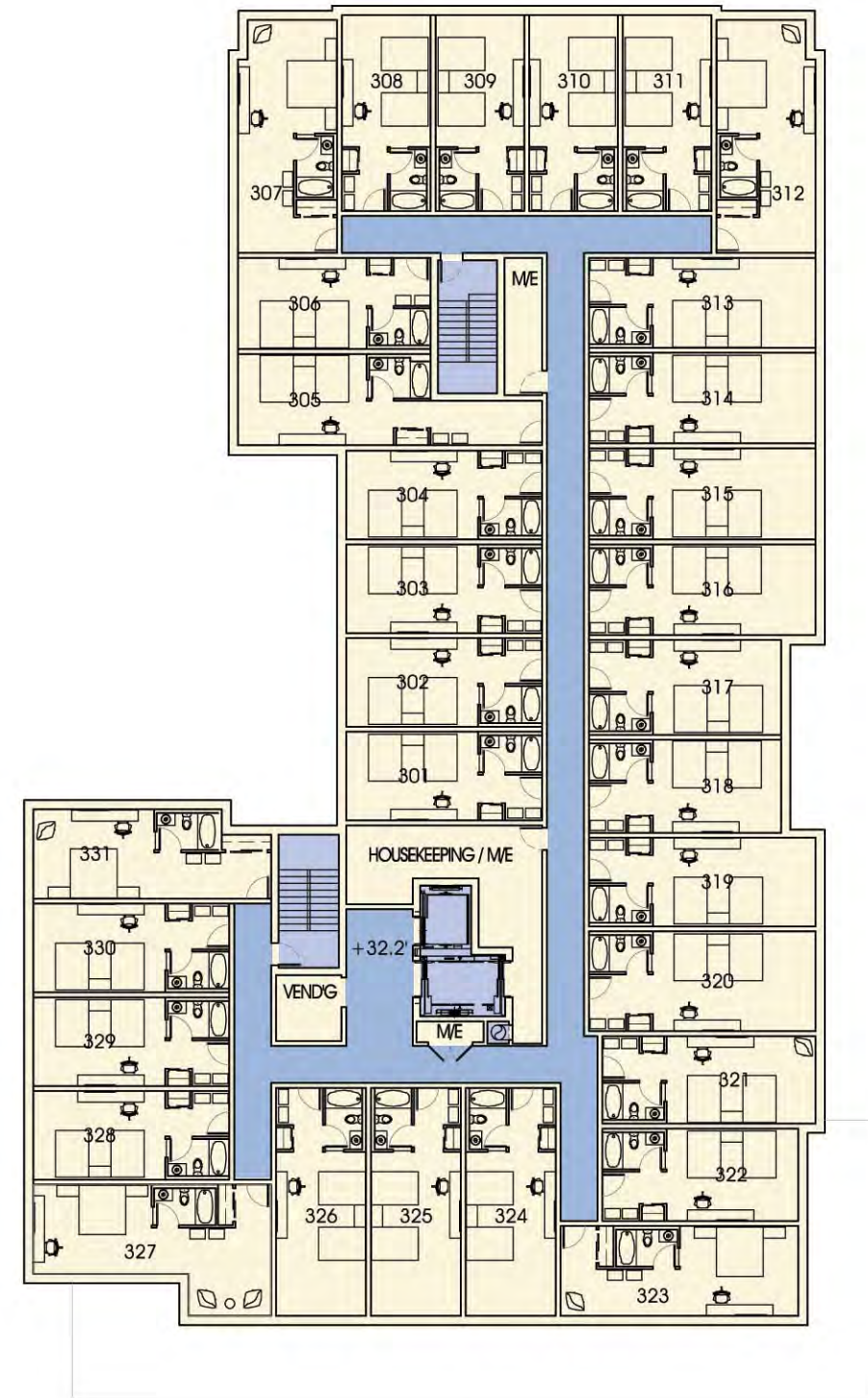
- Rooms and Areas:** RESTAURANT, KITCHEN, PRE-FUNCTION, BOARD ROOM, ADMIN, RECEPTION, LOBBY, FITNESS, TRANSFORMER, TRASH & RECYCLING, LOADING DOCK, HOUSEKEEPING, EMPLOYEE LOUNGE, BUSINESS CENTER.
- Entrances:** ADA ENTRANCE (multiple locations), PEDESTRIAN ENTRANCE, GARAGE ENTRANCE.
- Dimensions and Elevations:**
 - Top left: +6.5'
 - Top right: +7'
 - Left side (green area): +11.2'
 - Bottom left: +9.2'
 - Bottom center: +11.2'
 - Bottom right: +10'-0"
 - Right side (blue area): +8.91'
 - Bottom right (loading dock): +9.3'
- Other Features:** UP/DN arrows indicating stairs and elevators, various furniture and equipment layouts.

RUST | ORLING
ARCHITECTURE

- OPEN SPACE / GREEN ROOF
- HOTEL FUNCTIONS
- VERTICAL CIRCULATION
- HORIZONTAL CIRCULATION

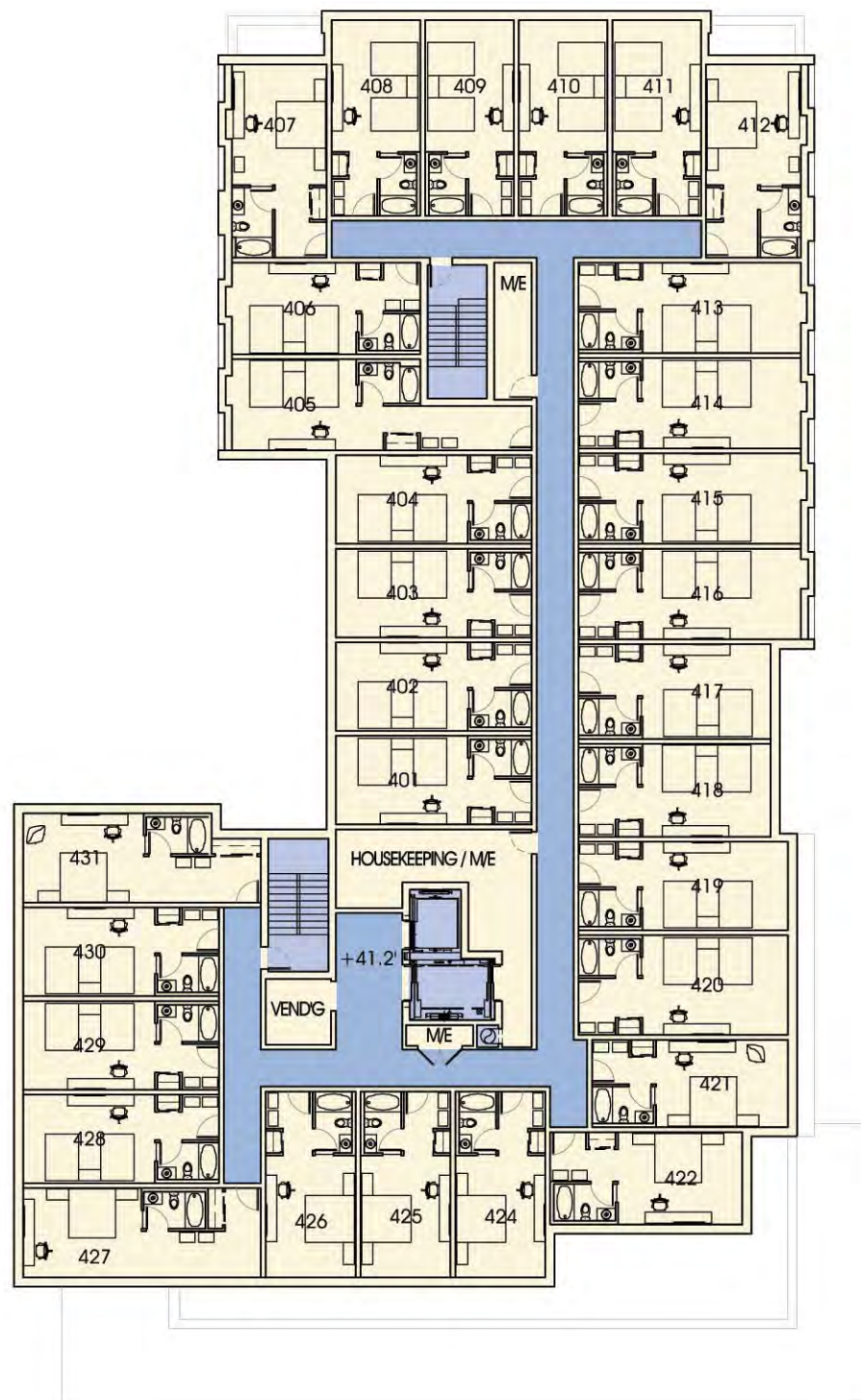


SECOND FLOOR

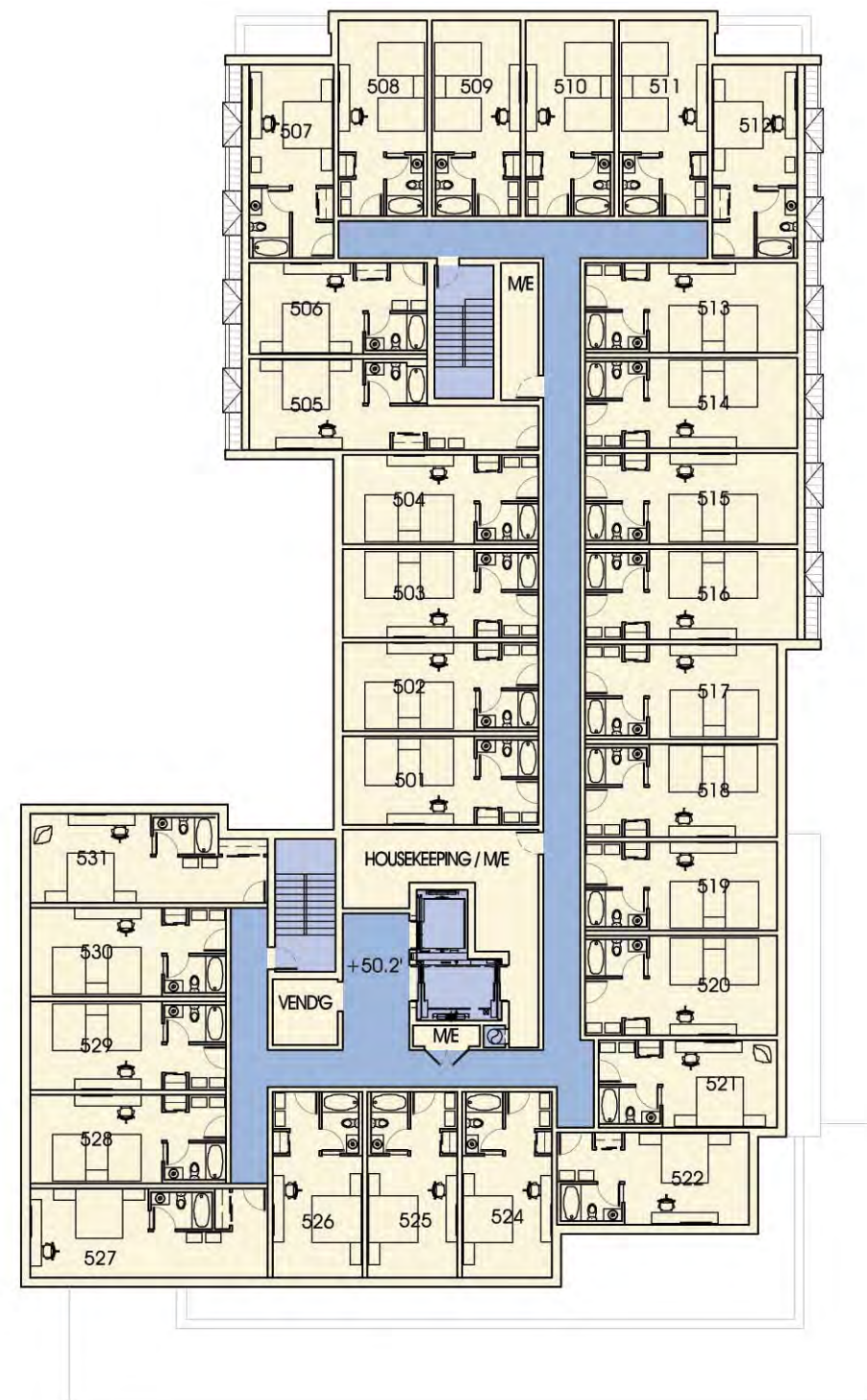


THIRD FLOOR

- OPEN SPACE / GREEN ROOF
- HOTEL FUNCTIONS
- VERTICAL CIRCULATION
- HORIZONTAL CIRCULATION



FOURTH FLOOR



FIFTH FLOOR

PROPOSED FOURTH AND FIFTH FLOORS

	Gross Area		Rooms
	Below Grade	Above Grade	
Basement	21,088		
Ground Floor		16,787	
2nd Floor		15,287	29
3rd Floor		15,287	31
4th Floor		14,196	30
5th Floor		13,862	30
Total	21,088	75,419	120
Total Area	96,507		

Lot Area	21,299 sf
Hotel Area Above Grade	75,419 sf
FAR Area Allowed (3.0)	63,897 sf
Total Net Building Area	59,682 sf
FAR	2.80

Required	60
.5 per Room	
(Projected requirement for W-2 Zone)	
Total Provided	61
Self Parking	0
Standard	0
Compact	0
Valet Parking	61
Standard	28
Compact	30
ADA	3



WEST ELEVATION - SOUTH UNION STREET



SOUTH ELEVATION - DUKE STREET

PROPOSED WEST & SOUTH ELEVATIONS



EAST ELEVATION - THE STRAND



NORTH ELEVATION - COURTYARD/ALLEY

PROPOSED EAST & NORTH ELEVATIONS



UNION STREET



DUKE STREET



THE STRAND





Existing Condition



Existing Condition

VIEW FROM CORNER OF DUKE STREET AND THE STRAND



Existing Aerial View

AERIAL VIEW FROM NORTHEAST CORNER OF THE SITE



BAR Case # 2013-00321ADDRESS OF PROJECT: 220 S. Union StreetTAX MAP AND PARCEL: 075-03-03-08ZONING: W-1**APPLICATION FOR:** *(Please check all that apply)*

- ☒ CERTIFICATE OF APPROPRIATENESS CONCEPT REVIEW
- ☐ PERMIT TO MOVE, REMOVE, ENCAPSULATE OR DEMOLISH
(Required if more than 25 square feet of a structure is to be demolished/impacted)
- ☐ WAIVER OF VISION CLEARANCE REQUIREMENT and/or YARD REQUIREMENTS IN A VISION
CLEARANCE AREA (Section 7-802, Alexandria 1992 Zoning Ordinance)
- ☐ WAIVER OF ROOFTOP HVAC SCREENING REQUIREMENT
(Section 6-403(B)(3), Alexandria 1992 Zoning Ordinance)

Applicant: ☒ Property Owner ☐ Business *(Please provide business name & contact person)*Name: Carr HospitalityAddress: 1455 Pennsylvania Ave., Suite 800City: Washington State: DC Zip: 20004Phone: (202) 349-1441 E-mail: aflajser@carrhospitality.com**Authorized Agent** *(if applicable):* ☐ Attorney ☒ Architect ☐ _____Name: Rust Orling ArchitecturePhone: (703) 836-3205E-mail: morling@rustorling.com**Legal Property Owner:**Name: Cummings Investment Associates, Inc. - A Delaware CorporationAddress: 10 Prince StreetCity: Alexandria State: VA Zip: 22314Phone: (703) 548-1401 E-mail: LindaWhitmore@cummingsinvestment.com

- ☐ Yes ☒ No Is there an historic preservation easement on this property?
- ☐ Yes ☒ No If yes, has the easement holder agreed to the proposed alterations?
- ☐ Yes ☒ No Is there a homeowner's association for this property?
- ☐ Yes ☒ No If yes, has the homeowner's association approved the proposed alterations?

If you answered yes to any of the above, please attach a copy of the letter approving the project.

NATURE OF PROPOSED WORK: *Please check all that apply*

- ☒ NEW CONSTRUCTION
☐ EXTERIOR ALTERATION: *Please check all that apply.*
 ☐ awning ☐ fence, gate or garden wall ☐ HVAC equipment ☐ shutters
 ☐ doors ☐ windows ☐ siding ☐ shed
 ☐ lighting ☐ pergola/trellis ☐ painting unpainted masonry
 ☐ other _____
☐ ADDITION
☐ DEMOLITION/ENCAPSULATION
☐ SIGNAGE

DESCRIPTION OF PROPOSED WORK: *Please describe the proposed work in detail (Additional pages may be attached).*

The application is to review the design of a new proposed 75,419 GSF above grade
(FAR 59,682 SF) 120 room hotel with a 21,088 SF garage as represented in the
attached exhibits

SUBMITTAL REQUIREMENTS:

Items listed below comprise the **minimum supporting materials** for BAR applications. Staff may request additional information during application review. Please refer to the relevant section of the *Design Guidelines* for further information on appropriate treatments.

Applicants must use the checklist below to ensure the application is complete. Include all information and material that are necessary to thoroughly describe the project. Incomplete applications will delay the docketing of the application for review. Pre-application meetings are required for all proposed additions. All applicants are encouraged to meet with staff prior to submission of a completed application.

Electronic copies of submission materials should be submitted whenever possible.

Demolition/Encapsulation : *All applicants requesting 25 square feet or more of demolition/encapsulation must complete this section. Check N/A if an item in this section does not apply to your project.*

- ☐ ☐ N/A
☐ ☐ Survey plat showing the extent of the proposed demolition/encapsulation.
☐ ☐ Existing elevation drawings clearly showing all elements proposed for demolition/encapsulation.
☐ ☐ Clear and labeled photographs of all elevations of the building if the entire structure is proposed to be demolished.
☐ ☐ Description of the reason for demolition/encapsulation.
☐ ☐ Description of the alternatives to demolition/encapsulation and why such alternatives are not considered feasible.

Additions & New Construction: Drawings must be to scale and should not exceed 11" x 17" unless approved by staff. All plans must be folded and collated into 12 complete 8 1/2" x 11" sets. Additional copies may be requested by staff for large-scale development projects or projects fronting Washington Street. Check N/A if an item in this section does not apply to your project.

- N/A
- ☒ ☐ Scaled survey plat showing dimensions of lot and location of existing building and other structures on the lot, location of proposed structure or addition, dimensions of existing structure(s), proposed addition or new construction, and all exterior, ground and roof mounted equipment.
 - ☐ ☒ FAR & Open Space calculation form.
 - ☒ ☐ Clear and labeled photographs of the site, surrounding properties and existing structures, if applicable.
 - ☐ ☒ Existing elevations must be scaled and include dimensions.
 - ☒ ☐ Proposed elevations must be scaled and include dimensions. Include the relationship to adjacent structures in plan and elevations.
 - ☒ ☐ Materials and colors to be used must be specified and delineated on the drawings. Actual samples may be provided or required.
 - ☐ ☒ Manufacturer's specifications for materials to include, but not limited to: roofing, siding, windows, doors, lighting, fencing, HVAC equipment and walls.
 - ☐ ☒ For development site plan projects, a model showing mass relationships to adjacent properties and structures.

Signs & Awnings: One sign per building under one square foot does not require BAR approval unless illuminated. All other signs including window signs require BAR approval. Check N/A if an item in this section does not apply to your project.

- N/A
- ☐ ☐ Linear feet of building: Front: _____ Secondary front (if corner lot): _____
 - ☐ ☐ Square feet of existing signs to remain: _____
 - ☐ ☐ Photograph of building showing existing conditions.
 - ☐ ☐ Dimensioned drawings of proposed sign identifying materials, color, lettering style and text.
 - ☐ ☐ Location of sign (show exact location on building including the height above sidewalk).
 - ☐ ☐ Means of attachment (drawing or manufacturer's cut sheet of bracket if applicable).
 - ☐ ☐ Description of lighting (if applicable). Include manufacturer's cut sheet for any new lighting fixtures and information detailing how it will be attached to the building's facade.

Alterations: Check N/A if an item in this section does not apply to your project.

- N/A
- ☐ ☐ Clear and labeled photographs of the site, especially the area being impacted by the alterations, all sides of the building and any pertinent details.
 - ☐ ☐ Manufacturer's specifications for materials to include, but not limited to: roofing, siding, windows, doors, lighting, fencing, HVAC equipment and walls.
 - ☐ ☐ Drawings accurately representing the changes to the proposed structure, including materials and overall dimensions. Drawings must be to scale.
 - ☐ ☐ An official survey plat showing the proposed locations of HVAC units, fences, and sheds.
 - ☐ ☐ Historic elevations or photographs should accompany any request to return a structure to an earlier appearance.

ALL APPLICATIONS: *Please read and check that you have read and understand the following items:*

- ☒ I have submitted a filing fee with this application. (Checks should be made payable to the City of Alexandria. Please contact staff for assistance in determining the appropriate fee.) **CONCEPT REVIEW**
- ☒ I understand the notice requirements and will return a copy of the three respective notice forms to BAR staff at least five days prior to the hearing. If I am unsure to whom I should send notice I will contact Planning and Zoning staff for assistance in identifying adjacent parcels.
- ☒ I, the applicant, or an authorized representative will be present at the public hearing.
- ☒ I understand that any revisions to this initial application submission (including applications deferred for restudy) must be accompanied by the BAR Supplemental form and 12 sets of revised materials.

The undersigned hereby attests that all of the information herein provided including the site plan, building elevations, prospective drawings of the project, and written descriptive information are true, correct and accurate. The undersigned further understands that, should such information be found incorrect, any action taken by the Board based on such information may be invalidated. The undersigned also hereby grants the City of Alexandria permission to post placard notice as required by Article XI, Division A, Section 11-301(B) of the 1992 Alexandria City Zoning Ordinance, on the property which is the subject of this application. The undersigned also hereby authorizes the City staff and members of the BAR to inspect this site as necessary in the course of research and evaluating the application. The applicant, if other than the property owner, also attests that he/she has obtained permission from the property owner to make this application.

APPLICANT OR AUTHORIZED AGENTSignature: Printed Name: Mark S. OrlingDate: 08/26/2013

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Rust Orling Architecture	1215 Cameron Street, Alexandria, VA 22314	0%
2. Carr Hospitality	1455 Pennsylvania Ave., NW, Ste. 800 Washington, DC 20004	100%
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 220 South Union Street (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. Cummings Investment Associates, Inc.	10 Prince Street, Alexandria, VA 22314	100%
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1.		
2.		
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

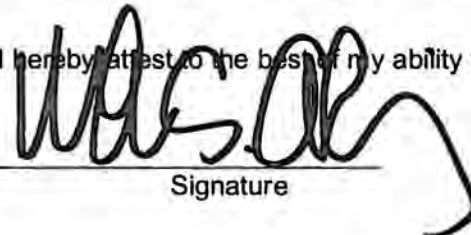
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

08/26/2013

Date

Mark S. Orling

Printed Name



Signature

BAR Concept Review

5/3/00

Since 1988, the Alexandria Zoning Ordinance has expressly required the "height, mass and scale of buildings or structures" to be a factor used by the Board of Architectural Review in passing on the appropriateness of proposed construction. The Board has since that time -- by unwritten policy -- reviewed projects requiring Planning Commission review of a new building or significant additions under what has been called "Conceptual Review". Applicants requesting conceptual review are docketed for public hearing at a regular session of the Board. In this review, the Board determines whether the "scale, mass and architectural character" of a proposal is appropriate within the historic district. The Board determines in this preliminary review whether the size and architectural style of the building is generally appropriate in relation to its surroundings. For projects on Washington Street or within the Potomac River Vicinity the Board also makes a formal finding of compliance with the additional standards listed in the Zoning Ordinance, to the extent that this is possible without final architectural details.

Detailed design elements: colors, signs, window details, etc. are deferred for restudy and final approval of a Certificate of Appropriateness if, and when, the project is approved by Planning Commission or City Council. The applicant thus avoids spending substantial additional money for design fees to develop architectural details and the Board does not spend time reviewing the details of a project which may not receive approval of, or which may be modified by, Planning Commission or City Council. The applicant is also able to determine early in the review process whether the BAR feels the building envelope is appropriate and can verify the project proforma prior to a large expenditure of professional fees.

Staff then forwards the Board's findings regarding the appropriateness of a proposed project's scale and mass in the staff report to Planning Commission and, in the case of a Development Special Use Permit, to City Council. However, no Certificate of Appropriateness is granted until after the project receives zoning approval by Planning Commission or Council, responds to any revisions required by these other bodies and the applicant returns to the Board for approval of the final design details. However, if a project requires major zoning modifications, staff routes projects to the Planning Commission first based on the presumption that if a project is not legally buildable, then the BAR should not be spending time on design review.

It has been recommended by the Washington Street Task Force that the Board cease the practice of Conceptual Review. While some Board members have been uncomfortable with appearing to approve a project without full knowledge of the architectural detailing, staff believes that there are some significant advantages to the community, the applicant and the Board in continuing Conceptual Review.

If a project is taken to Planning Commission and City Council for approval first, then detailed illustrative drawings of the building will have been presented to citizen associations, City staff, Planning Commission and City Council who will rely on these representations in their approval. For projects in the Potomac River Vicinity or on Washington Street, the Planning Commission

and City Council will necessarily become the bodits required to make a finding of compliance with the additional standards before the project may proceed. In addition, a project of any size requires approval of a Preliminary Site Plan, which involves numerous detailed engineering drawings of the building site. In effect, the entire building will have been designed in some detail and these drawings will form the basis for neighborhood and Council approvals. Design revision by the BAR may require re-approval by all of these groups. Further, the applicant will have invested tens of thousands of dollars in attorney, engineer and architects fees and will be very reluctant to make meaningful changes to the building design. Finally, there would be no benefit for the BAR to deny final approval of a project when the applicant can appeal to City Council -- who would already have approved the project.

Unfortunately, attorneys frequently represent before the Planning Commission and Council that projects which have received only concept review have been "approved" by the BAR. In addition, citizens may not be aware of the BAR public hearing or assume the BAR will deny a request and are then upset that the building envelope has been approved before they have had an opportunity to comment on the size of the project.

Therefore, the Washington Street Task Force has recommended abolishing conceptual review by the BAR and substituting a joint, informational work session of the Planning Commission and BAR for all new buildings within a block of Washington Street. While this proposal has some merit and would allow FAR and traffic impacts to be discussed at the same time that the interrelated subject of building mass and scale is being reviewed, it also has the potential to dilute any real discussions on design because of the practical amount of time this will consume and the difficulty of gathering two boards together for a presentation with public comment. Concept review for major projects today frequently extends over two or three BAR meetings. BAR members often request that certain elements be restudied or simply want to revisit the site and reflect on the applicant's presentation or public comments received. On the other hand, the number of potential development projects requiring this joint review is relatively small, perhaps twice per year.

Staff recommends that the Board continue the practice of conceptual review but incorporate it *as a* formal step in the BAR's Certificate of Appropriateness process for relevant projects throughout the historic districts. The Board would be required to make a formal finding of appropriateness of the scale, mass and architectural character of any new building prior to its review by Planning Commission and Council. The expanded Washington Street standards recommended by the Task Force will provide additional guidance from City Council regarding community expectations for this street. A written policy should also be established so that the BAR, applicants, Council and the public understand exactly what is (and is not) being approved in conceptual review and why. Staff believes that the BAR is the most qualified body to review and comment on design issues and should avoid being drawn into work sessions where traffic, density and use are the primary concerns.

CONCEPTUAL BAR APPROVAL POLICY

- 1. BAR concept approval is required in the following cases:**
 - a. The proposal requires an SUP for additional density or height;**
 - b. The proposal requires Planning Commission review for a new building;**
 - c. Staff determines that the proposal requires preliminary review because the design would be a principal determining factor in the ultimate approval by other bodies.**
 - d. The only exception to the above will be when the zoning approval needed by the Planning Commission or Council is so uncertain and so critical to the basic format of the proposal, that, in staff's opinion, changes to the application are likely and review by the BAR would have to be repeated.**

- 2. In a case before it for conceptual approval, the BAR shall make findings on the following issues:**
 - a. Appropriateness of scale, mass and general architectural character;**
 - b. Additional standards where applicable (such as Washington Street or the Potomac River Vicinity) have been met.**

*Standards and Additional Standards —
Potomac River Vicinity in Chapter 10 of
the Zoning Ordinance*



Please contact Planning & Zoning at 703.746.4666 for
more information.

*Excerpt from the City of Alexandria's Zoning Ordinance Article X: Historic Districts and Buildings;
Section 10-105: Matters to be considered in approving certificates and permits.*

(A) Certificate of appropriateness.

(1) Scope of review...

(2) Standards. Subject to the provisions of section 10-105(A)(1) above, the Old and Historic Alexandria District board of architectural review or the city council on appeal shall consider the following features and factors in passing upon the appropriateness of the proposed construction, reconstruction, alteration or restoration of buildings or structures:

- (a) Overall architectural design, form, style and structure, including, but not limited to, the height, mass and scale of buildings or structures;
- (b) Architectural details including, but not limited to, original materials and methods of construction, the pattern, design and style of fenestration, ornamentation, lighting, signage and like decorative or functional fixtures of buildings or structures; the degree to which the distinguishing original qualities or character of a building, structure or site (including historic materials) are retained;
- (c) Design and arrangement of buildings and structures on the site; and the impact upon the historic setting, streetscape or environs;
- (d) Texture, material and color, and the extent to which any new architectural features are historically appropriate to the existing structure and adjacent existing structures;
- (e) The relation of the features in sections 10-105(A)(2)(a) through (d) to similar features of the preexisting building or structure, if any, and to buildings and structures in the immediate surroundings;
- (f) The extent to which the building or structure would be harmonious with or incongruous to the old and historic aspect of the George Washington Memorial Parkway;
- (g) The extent to which the building or structure will preserve or protect historic places and areas of historic interest in the city;
- (h) The extent to which the building or structure will preserve the memorial character of the George Washington Memorial Parkway;
- (i) The extent to which the building or structure will promote the general welfare of the city and all citizens by the preservation and protection of historic interest in the city and the memorial character of the George Washington Memorial Parkway; and
- (j) The extent to which such preservation and protection will promote the general welfare by maintaining and increasing real estate values, generating business, creating new positions, attracting tourists, students, writers, historians, artists and artisans, attracting new residents, encouraging study and interest in American history, stimulating interest and study in architecture and design, educating citizens

in American culture and heritage and making the city a more attractive and desirable place in which to live.

(3) *Additional standards—Washington Street...*

(4) *Additional standards—Potomac River Vicinity.* Within the Potomac River Vicinity Height District, in addition to the provisions of section 10-105(A)(2), the following standards and guidelines, to the extent relevant in each individual case, shall apply in considering an application for a certificate of appropriateness by the Old and Historic District Board of Architectural Review, or by the city council on appeal, for any building in excess of 30 feet in height when such height has been authorized by a special use permit.

(a) The degree to which facades of a proposed building or buildings are generally in alignment with the existing street edges and express the 20- to 30-foot bay width typically found within the historic district. Techniques to express such typical bay width should include changes in materials; articulation of the wall surfaces; changes in fenestration patterns; varying roof heights; and physical breaks within the massing. Large expanses of unbroken or repetitive facades are disfavored.

(b) The degree to which building materials characteristic of buildings having architectural merit within the historic district are utilized. The texture, tone and color of such materials should display a level of variety, quality and richness at least equal to that found abundantly in the historic setting. The use of synthetic or imitative materials is disfavored.

(c) The degree to which new construction reflects the traditional fenestration patterns found within the historic district. Traditional solid-void relationships (i.e., masonry bearing wall by a veneer system) should be used in building facades which are directly related to historic streetscapes.

(d) The degree to which new construction on the waterfront reflects the existing or traditional building character suitable to the waterfront. "High style" or highly ornamented buildings are disfavored. Also disfavored are metal warehouses and nondescript warehouse-type structures.

(e) To the extent that any provisions of section 10-105(A)(2) are inconsistent with the provisions of this section 10-105(A)(4), the provisions of this section shall be controlling.

*The Design Guidelines for the Old and
Historic Alexandria District and the
Parker-Gray District, Chapter 8:*
Buildings along the Waterfront (adopted
in May 1993)



Please contact Planning & Zoning at 703.746.4666 for
more information.

CHAPTER 8

BUILDINGS ALONG THE WATERFRONT

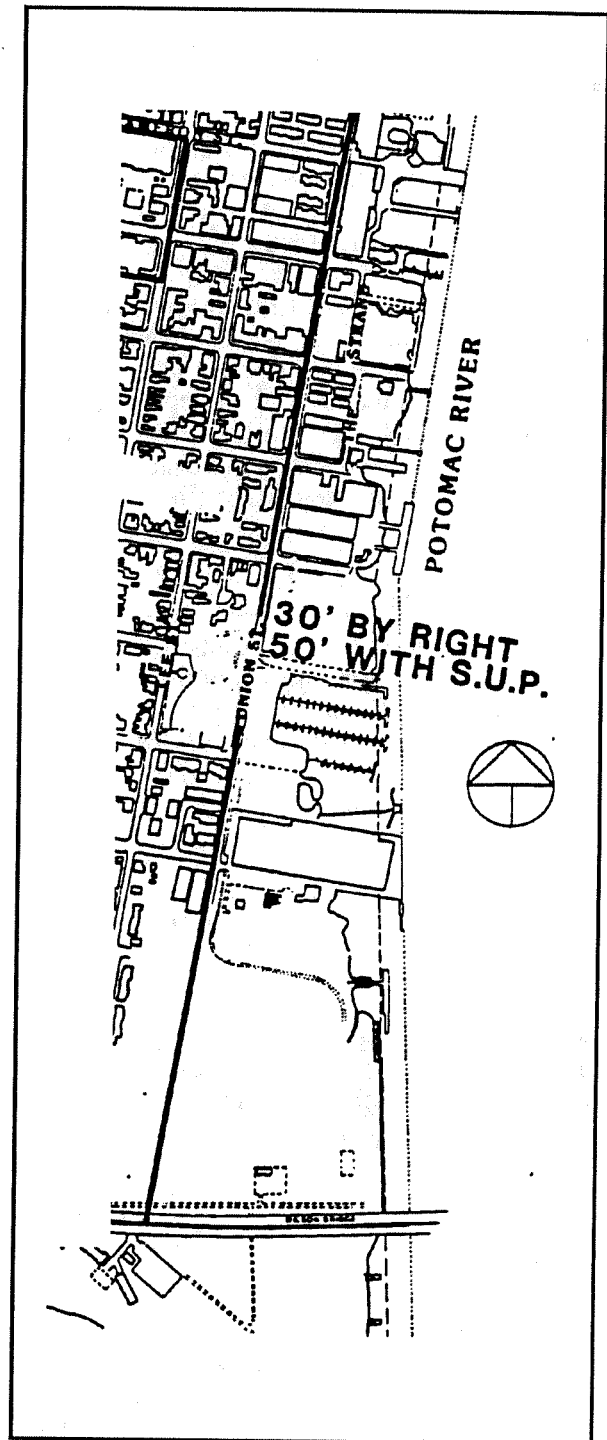
INTRODUCTION

The waterfront area of the Old and Historic Alexandria District is subject to certain additional requirements over and above those generally required for approval of a certificate of appropriateness by the Board of Architectural Review. These requirements were established by City Council to ensure that development projects along the riverfront are compatible with the general architectural character of the historic district.

The waterfront area is defined in the Zoning Ordinance as Height District #3, Potomac River. This area is east of Union Street to the River and extends from Pendleton Street south to the Wilson Bridge (§6-400 of the Zoning Ordinance).

Since its founding, the city and its buildings have been intertwined with the Potomac River both as a means of commerce and as a principal source of livelihood. As such, the City is acutely aware of the need to preserve this connection with the waterfront. Therefore, the additional requirements are a way to insure that this connection is maintained. Reflecting this tradition, the Old Town Small Area Plan chapter of the Master Plan, establishes as a major goal continuous public access along the waterfront.

The additional requirements provide that building massing reflect the traditional expressed bay configuration found in the majority of 19th century buildings in the historic district; that building materials be of a high quality; that fenestration systems on new buildings reflect traditional patterns; and, that overall design attempt to reflect the



Building Height. Height District #3 is the Potomac River Height District controlled by the design requirements in the Zoning Ordinance.

SOURCE: Old Town Small Area Plan

traditional vernacular architecture found along the waterfront.

The building height limit in District #3 is 30 feet. This may be increased to a height of 50 feet with the approval of a Special Use Permit (SUP) by City Council.

The Board usually does not review conceptual design plans. The Board strongly prefers to review complete design submissions. Therefore, applicants are encouraged to meet with B.A.R. Staff as early as possible during the design development stage to review proposals and zoning requirements.

REQUIREMENTS

- All applications for new construction, additions and alterations must comply with the requirements of the zoning regulations prior to consideration by the Board of Architectural Review. The specific requirements may be obtained from the Zoning Administrator (Telephone: 703/838-4688)

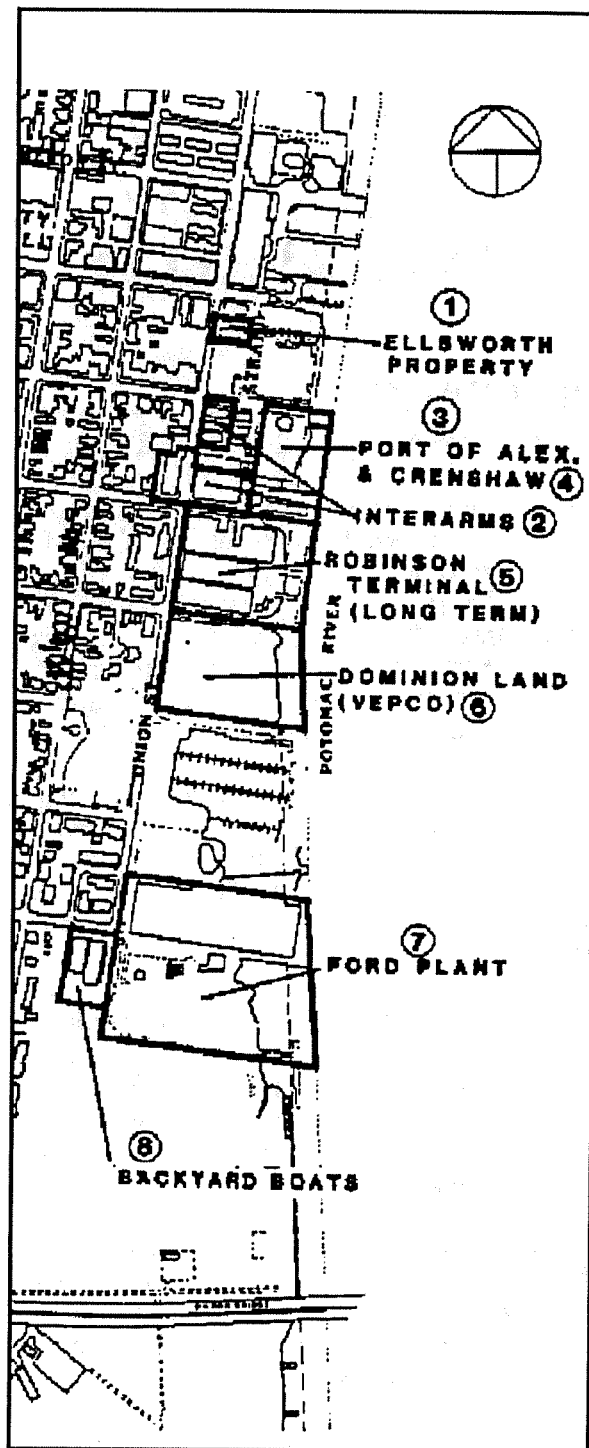
- New construction must conform to the requirements of the Old Town Small Area Plan chapter of the Master Plan.

Height, Mass and Bulk Requirements

- Building height is limited to 30 feet above the average finished grade. However, building heights may be increased to a maximum of 50 feet with the approval of a Special Use Permit (SUP) based on the following criteria (§6-404(B)(3)(a-e) of the Zoning Ordinance):

(a) The degree to which imaginative and creative architectural solutions advance recreational access to and enjoyment of the historic waterfront from public streets and other public areas. Buildings should be in harmony with existing buildings of genuine architectural merit to be found in the historic district.

(b) The degree to which the basic 30 feet height is maintained at the street faces and the waterfront face of the proposed building or buildings. To provide



Potential development sites in Height District #3.

SOURCE: Old Town Small Area Plan

a transition, building heights over this basic height level should be set back from the street faces and waterfront faces.

(c) The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic districts.

(d) The degree to which imaginative and creative architectural solutions enhance views and vistas from public streets and other public-access areas along the historic waterfront. The waterfront faces of the buildings, in particular, should be designed and integrated so as to enhance pedestrian enjoyment of the waterfront, and the quality and character of the historic waterfront, as a totality, when viewed from passing vessels.

(e) The degree to which the use or uses of the proposed building or buildings are compatible with historical waterfront-related uses in the City of Alexandria.

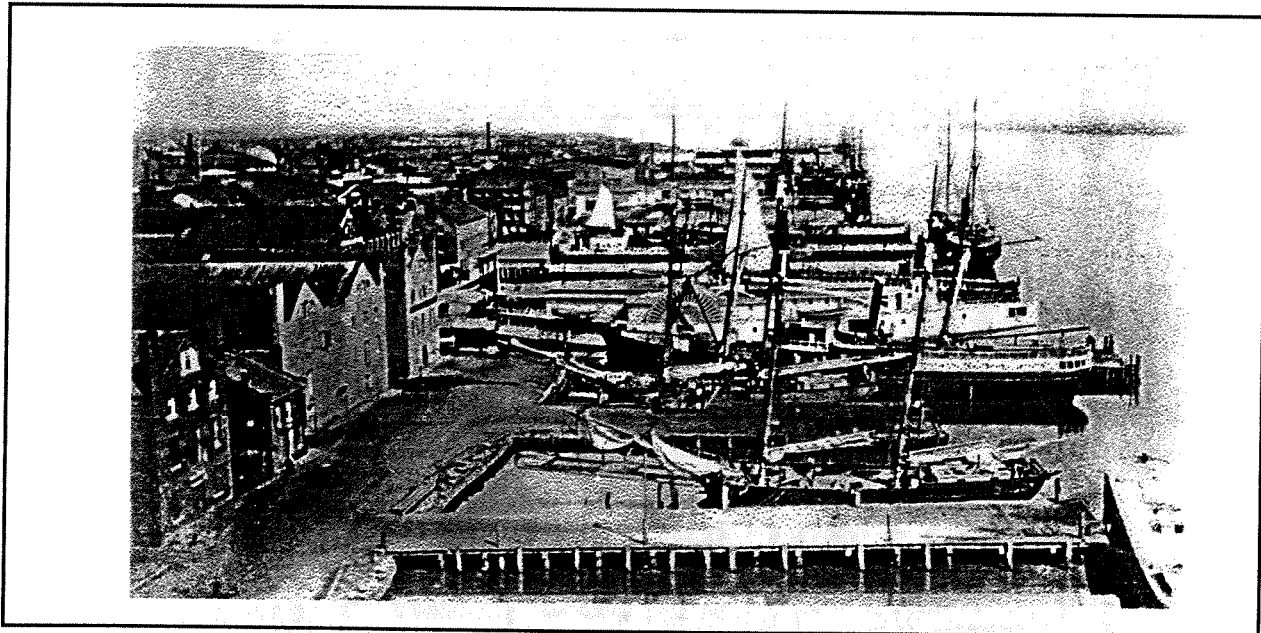
Special Use Permits Requirements

Applications for Special Use Permits (SUP) may be obtained from the Department of Planning and Community Development (Room 2100, City Hall, 301 King Street, Telephone: 703/838-4688). SUP applications for increased height must be approved prior to the approval of a design for a proposed building by the Board of Architectural Review.

- Conceptual development plans for Special Use Permits must include the information required for a preliminary site plan (See § 11-506 of the Zoning Ordinance) including preliminary architectural renderings of each facade.

Site Plan Requirements

- New commercial building projects over 3,000 square feet in area or which are closer than 66 feet to land used or zoned residential require the approval of a Site Plan by the Planning Commission. The site plan must be prepared by a professional engineer or land surveyor and must include building massing studies. (See §11-400 of the Zoning Ordinance). Information on Site Plan requirements may be obtained from the Site Plan Coordinator, Department of Transportation



1865 view of the waterfront.

SOURCE: Alexandria Library, Lloyd House Archives

and Environmental Services, Room 4130, City Hall (Telephone: 703/838-4318).

- New construction which requires the approval of a Site Plan must comply with the provisions of the Alexandria Archaeological Protection Procedure (§ 11-411 of the Zoning Ordinance). The specific requirements may be obtained from the City Archaeologist, Alexandria Archaeology, 105 North Union Street, 3rd Floor. (Telephone: (703/838-4399).

Certificate Of Appropriateness Requirements

- The following design guideline requirements take precedence over any other considerations for approval of a certificate of appropriateness (§10-105 (4)(e) of the Zoning Ordinance).

- Additional criteria for approval of a certificate of appropriateness (§10-105 (4)(a-d) of the Zoning Ordinance):

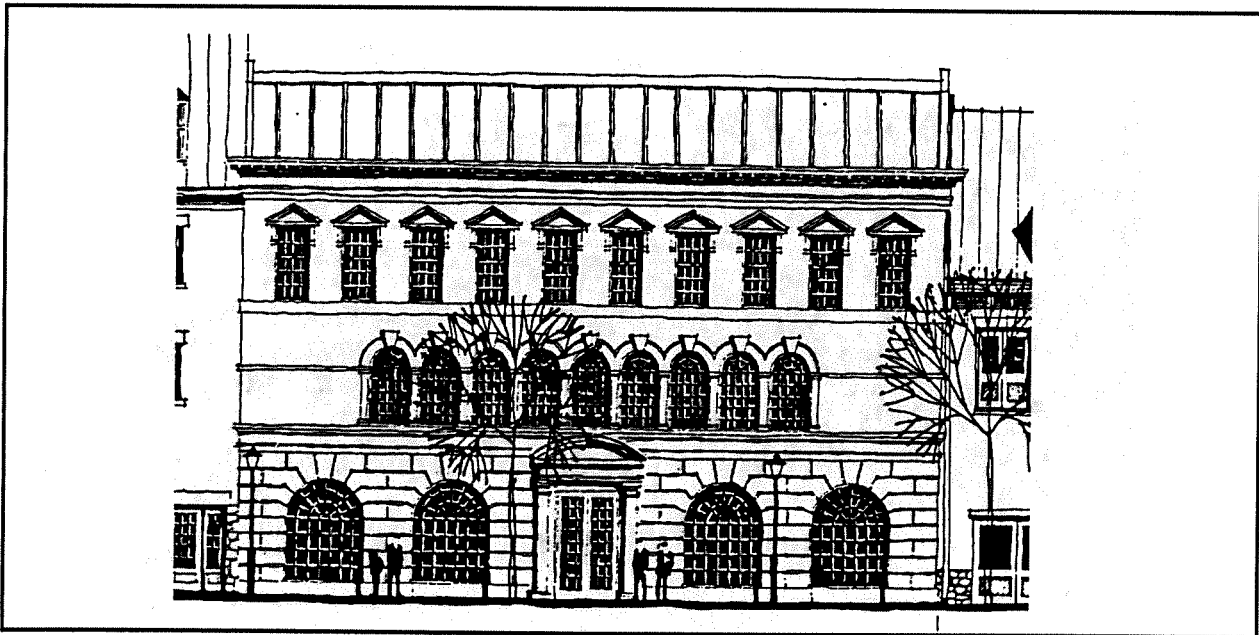
(a) The degree to which facades of a proposed building or buildings are generally in alignment with the existing street edges and express the 20-to 30-foot bay width typically found within the historic district. Techniques to express such typ-

ical bay width should include changes in materials; articulation of the wall surfaces; changes in fenestration patterns; varying roof heights; and physical breaks within the massing. Large expanses of unbroken or repetitive facades are disfavored.

(b) The degree to which building materials characteristic of buildings having architectural merit within the historic district are utilized. The texture, tone and color of such materials should display a level of variety, quality and richness at least equal to that found abundantly in the historic setting. The use of synthetic or imitative materials is disfavored.

(c) The degree to which new construction reflects the traditional fenestration patterns found within the historic district. Traditional solid-void relationships (i.e., masonry bearing wall by a veneer system) should be used in building facades which are directly related to historic streetscapes.

(d) The degree to which new construction on the waterfront reflects the existing or traditional building character suit-



Design for a new office building approved as meeting required design criteria.

SOURCE: 108-110 South Union Street, BAR Case #88-15, rust, orling & neale, architects

able to the waterfront. "High style" or highly ornamented buildings are disfavored. Also disfavored are metal warehouses and nondescript warehouse-type structures.

Other Requirements

- Construction of new buildings, additions and alterations must meet the requirements of the Virginia Uniform Statewide Building Code (USBC).
- Construction of new commercial, retail and multi-family buildings must meet the requirements of the Americans with Disabilities Act (ADA) (§512.0 of the USBC).
- Construction of a new building requires the issuance of a building permit by Code Enforcement.
- Tree removal for new construction requires prior approval of the City Arborist.

- New construction must include parking. The requirements vary depending upon the size of the building. For residential projects, parking is required for both single and multi-family construction (See Article 8 of the Zoning Ordinance).

- Vision Clearance.

There is a citywide requirement that buildings on corner lots must maintain a vision clearance at the corner for purposes of transportation safety. In such instances, structures may be no higher than 42" (3' 6") above the curb. There is also a general policy to maintain the average front building line in the historic district. The Zoning Ordinance gives the Board of Architectural Review the power to waive this requirement as well as other yard requirements within the vision clearance area where the maintenance of the building line is aesthetically important.

ARCHAEOLOGICAL CONSIDERATIONS

New construction may affect archaeological resources. With its rich history, the City of Alexandria is particularly concerned about its archaeological heritage. Archaeological resources in the historic districts are great in number and highly diverse in materials. They often consist of ceramic and glass fragments in the backyards of historic properties; however, archaeological resources are also brick-lined shafts in yards and basements; brick kilns; foundations, footings, postholes and builders trenches of non-extant buildings; landscape features such as walkways and gardens; and even American Indian artifacts which pre-date colonial Alexandria. The waterfront blocks contain distinct archaeological resources. Since many of the blocks were created by filling in the Potomac River they have a variety of maritime resources such as wharves, shipways, submerged vessels and portions of vessels. Often these clues to the City's past appear to be unimportant debris, yet when the artifacts and building remains are excavated and recorded systematically, they provide the only knowledge of lost Alexandria.

Every application to the B.A.R. which potentially involves ground disturbance is reviewed by the City Archaeologist to determine whether significant archaeological resources may still survive on the property. Therefore, the potential for additional requirements to protect archaeological resources exist with any project that involves ground disturbing activities.

The applicant can speed along the archaeological review process by requesting a Preliminary Archaeological Assessment from Alexandria Archaeology at the earliest date. Call (703) 838-4399, Tuesday through Saturday. Alexandria Archaeology is located on the third floor of the Torpedo Factory Art Center.

• RESIDENTIAL ZONES

In residential zones, new construction that involve ground disturbing activities is reviewed by City archaeologists. In most cases, the applicant is required to notify Alexandria Archaeology before ground disturbance, so that a City archaeologist may monitor this work and record significant finds. However, when a property has a high potential for containing significant archaeological resources, a City archaeologist may request permission to excavate test samples in the affected area before the project begins.

• COMMERCIAL ZONES

In commercial zones and residential projects involving the construction of three or more houses, the ground disturbing activities associated with new construction may necessitate compliance with the Alexandria Archaeological Protection Procedure (§ 11-411 of the Zoning Ordinance). The specific requirements may be obtained from the City Archaeologist. Occasionally, compliance in such projects may require the property owner to contract with an independent archaeologist to document conditions before and during construction. Property owners should contact the City Archaeologist as early as possible so that there are no project delays.

- General Zoning Requirements, W-1 Zone:

Single-Family Residential Buildings:

Rear, side and front yard:

The Zoning Ordinance requires that in certain instances townhouses must be a minimum distance from a property line.

Open space:

A minimum of 300 square feet of open space is required.

Cluster developments:

Cluster developments are permitted with the approval of a Special Use Permit. The applicable yard requirements can be waived or modified.

Multi-Family Residential Uses:

There are no setback requirements for such structures in the W-1 Zone. A minimum of 300 square feet of open space is required.

Commercial Uses:

There are no set back requirements for new construction unless the property abuts a residential zone. In such an instance, a zone transition setback is required. This setback requirement is set forth in the Zoning Ordinance (§7-900).

- Each project in the W-1 Zone must provide an open space walkway or bikeway adjacent to the Potomac River (See §5-508 of the Zoning Ordinance).
- No office or residential use is permitted on the ground floor of a building in the W-1 Zone. However, restaurant or retail use is permitted on the ground floor. This requirement is not applicable to projects which have an approved Site Plan (See §5-509 of the Zoning Ordinance).
- New construction on lots which involve land disturbance of 2,500 square feet or more of land area must comply with the requirements of the Chesapeake Bay Protection Ordinance.

GUIDELINES

- Applicants should consult Chapter 2, Building Alterations, regarding guidelines for specific elements of a proposed new building. For example, the chapter provides information on compatible window treatments and building materials.

- Development Form.

The Board strongly discourages mews type residential projects which are inward looking and do not contribute to street life.

- Style

No single architectural style is mandated. However, there is strong preference on the part of the Board for buildings which reflect the traditional architectural styles found in the historic district. Designs generally should complement and reflect the architectural heritage of the City. For example, abstraction of historic design elements is preferred to a building design which introduces elements that have no historical basis in the districts. However, direct copying of buildings is discouraged.

- Required Bay Width

The expression of the required bay width may be made by changes in materials, articulation of the wall surfaces, changes in fenestration, varying roof heights and/or physical breaks within the building mass. For example, window patterns and changes in materials can be used to delineate the expression of a bay.

- Height

The historical height of waterfront structures is 40 to 45 feet. New buildings in the waterfront area should reflect this historical relationship. The height of the first floor should be approximately 12-15 feet to reflect the traditional configuration of waterfront buildings.

- Width

The traditional width of buildings along the waterfront varies widely, but generally ranges from 35 to 100 feet. New buildings should generally reflect this traditional size.

- Siting

There should be little or no setback from the principal street or other lot lines.

- Parking

Parking should be provided in or behind a new structure. Parking lots to the side of a building and open to the street disrupt the traditional street wall and are strongly discouraged. Additional information is provided in the Parking section of Chapter 2, Building Alterations.

- Fenestration

The fenestration pattern, that is the relationship of solid to void, such as walls and windows, should be compatible with the historic fenestration patterns along the waterfront. There should be a large ratio of void to solid on the first floor of the structures (i.e., large windows). However, curtain wall buildings which express very large areas of void are discouraged. First floor retail uses should have large paned storefront windows.

- Roof

The roof form should reflect the traditional roof form patterns found in the waterfront area. For example, gable roofs should be oriented perpendicular to the River.

Roofing materials should reflect the traditional use of metal and slate in the historic districts. Additional information is provided in the Roofing section of Chapter 2, Building Alterations.

- Spacing Between Buildings

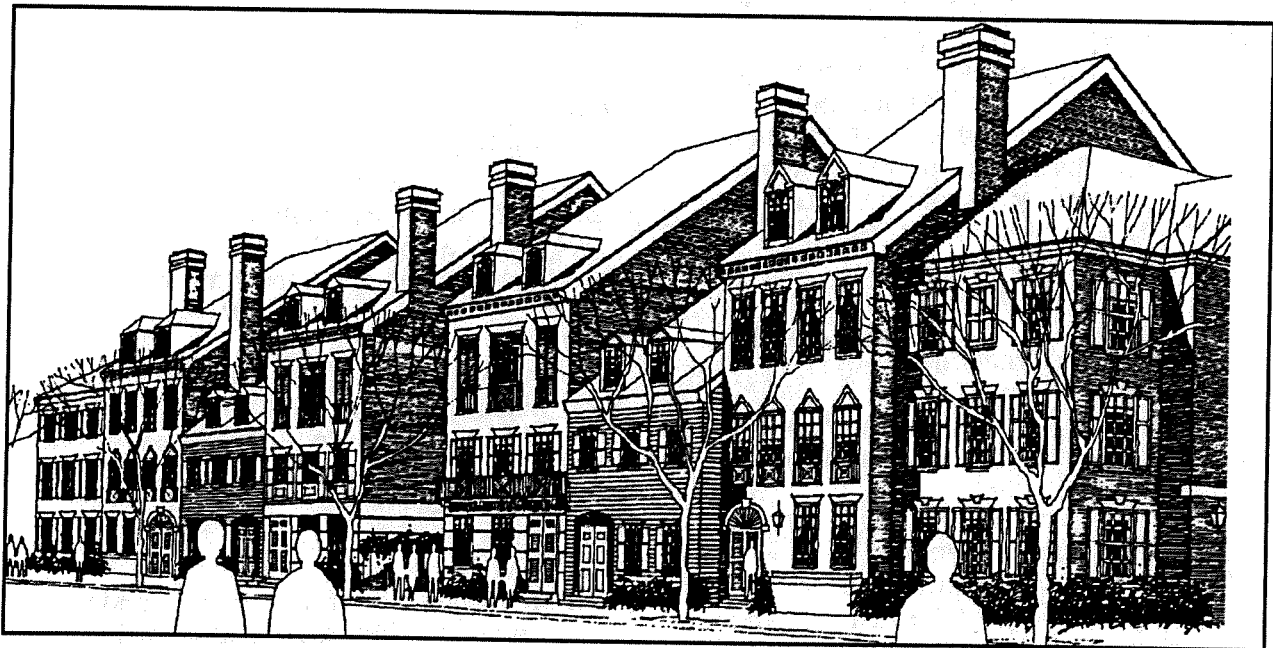
The traditional spacing between buildings along the waterfront varies widely, from virtually zero to several dozen feet. It is generally preferred that new buildings reflect the pattern of spacing between buildings evident along the blockface in order to maintain a consistent rhythm.

- Architectural Detailing

Although historic warehouse structures along the waterfront were utilitarian buildings, they generally display more architectural embellishment than contemporary commercial buildings. Architectural detailing such as cornices, lintels, arches, and chimneys should, therefore, express the traditional quality and quantity of architectural detailing found on historic structures along the waterfront.

- Materials

The predominant building materials for buildings in the historic waterfront area are



Perspective view of Union Street elevation of Harborside development project.

Source: 400 South Union Street, BAR Case #89-83, Michael & Michael, Architects

stone and brick. Stucco coatings were very rarely used in the historic waterfront area. The building materials for new structures should reflect these traditional materials.

- **Building Orientation**

The front entrances of new buildings should be oriented to the principal street frontage and be clearly articulated. Entrances for new commercial, retail and multi-family construction must meet the requirements for accessibility for persons with disabilities established by the ADA and the Virginia USBC.

- **Color**

The color proposed for new buildings should be compatible with that in use on historic buildings in the districts. The B.A.R. Staff has developed a *Color Chart of Historically Accurate Paint Colors in the Old and Historic Alexandria District and the Parker-Gray District* which can be consulted to help determine appropriate colors which reflect the historic heritage of the City.

APPLICATION REQUIREMENTS

In order to properly evaluate the appropriateness of a design for new construction, the Board of Architectural Review requires that an accurate depiction of the design be presented. Most designs for new construction presented to the Board of Architectural Review are prepared by professional designers; however, a professionally prepared submission is not mandatory. Applicants, however, should be aware that drawings sealed by an architect or engineer licensed in Virginia may be required by the Code Enforcement Bureau prior to the issuance of a building permit for new construction.

All applications for approval of new construction must contain the following information:

Alexandria Business License

Proof of a valid Alexandria Business License is required at the time of application for contractors, subcontractors, architects and designers.

Photograph of Existing Conditions

Clear photographs of the site and the surrounding properties are required for reference.

Plot Plan/Site Plan

A plot or site plan accurately showing the location and dimensions of new construction or additions including property lines, accessory structures, fences and gradelines is required. A roof plan showing water drainage and location of mechanical units should also be included.

Drawings

Drawings accurately representing all elevations of the proposed structure indicating materials and overall dimensions, including height, are required. In addition, a drawing showing the contextual relationship of the proposed structure to existing adjacent buildings is required. The location of such ancillary items as HVAC units, heat pumps, roof guards, fire hose connections, utility meters and risers should be noted on the drawings. The drawings should have a minimum scale of $3/32" = 1'$, however, larger scale drawings may be required. At least one set must meet the maximum permit size of 24" x 36". Additional copies of the required drawings may be reduced if they are clearly legible.

Floor Area Ratio and Open Space Calculations

Applicants must provide accurate F.A.R. and open space calculations for new construction or additions. Forms for these calculations are available at the time of application.

Materials

The materials to be used for the structure must be specified and delineated on the drawings. Actual samples may be provided, if appropriate.

Color

The proposed color of the structure and trim-work must be indicated and actual color samples provided.

RELATED SECTIONS

Introduction
Guide to the B.A.R. Process
Use of the Design Guidelines
History of the physical development of the historic districts
Chapter 1 - Signs
Chapter 2 - Building Alterations
 Accessibility for Persons with Disabilities
 Accessory Structures
 Awnings
 Chimneys & Flues
 Decks
 Exterior and Storm Doors
 Dormers
 Roof Drainage Systems
 Electrical and Gas Service
 Exhaust and Supply Fans
 Fences , Garden Walls & Gates
 HVAC Systems
 Exterior Lighting
 Paint Colors
 Parking
 Driveways and Paving
 Planters
 Porches
 Roofing Materials
 Security Devices
 Shutters
 Siding Materials
 Skylights
 Solar Collectors
 Exterior Staircases
 Stoops, Steps and Railings
 Windows
 Storm Windows
Chapter 3 - Building Accessories
 ATM Machines
 Satellite Antennas
 Street Furniture
 Vending Machines
Chapter 4 Demolition of Existing Structures

NOTE: Illustrations are provided for information only. Applications for certificates of appropriateness are reviewed and approved on a case-by-case basis.

ADOPTED BY THE BOARD OF
ARCHITECTURAL REVIEW, 5/25/93

The *Potomac River Vicinity Height District* as established in Chapter 6 of the Zoning Ordinance



Please contact Planning & Zoning at 703.746.4666 for more information.

*Excerpt from the City of Alexandria's Zoning Ordinance Article VI: Special and Overlay Zones;
Section 6-404: Additional regulations for the Potomac River Vicinity Height District.*

(A) *Height limits.* The maximum height of any building or structure shall not exceed 30 feet above the average finished grade at the building or structure except buildings may be erected in excess of the above-mentioned height limit to a maximum of 50 feet above the average finished grade at the building, subject to the issuance of a special use permit pursuant to [section 11-500](#) and section 6-404(B) and further subject to the issuance of a certificate of appropriateness pursuant to section [10-103](#) and section 6-404(C).

(B) *Additional requirements for special use permit.*

(1) In addition to submitting the information required pursuant to section [11-503](#)(A), the applicant for a special use permit hereunder shall submit for approval as part of the special use permit application a conceptual development plan. Such conceptual development plan shall include:

(a) The information required for preliminary site plans by sections [11-406](#)(C), (D) and (E) of this ordinance, excluding section [11-406](#)(C)(9).

(b) Preliminary architectural renderings sufficient fairly to depict each facade of any proposed building or buildings.

(c) Such additional information as the director may require, or the applicant may desire to submit, in order to facilitate review of the application for a special use permit hereunder.

(2) Any special use permit granted hereunder shall run with the land and shall be binding upon the applicant, the owner, the occupants and their heirs, successors and assigns and all development on the subject parcel or parcels shall be in conformity with the conceptual development plan approved in connection with such special use permit.

(3) In addition to the provisions of section [11-504](#), the following standards and guidelines, to the extent relevant in each individual case, shall apply in considering an application for a special use permit for additional building height:

(a) The degree to which imaginative and creative architectural solutions advance recreational access to and enjoyment of the historic waterfront from public streets and other public areas. Buildings should be in harmony with existing buildings of genuine architectural merit, to be found in the historic district.

(b) The degree to which the basic 30 feet height is maintained at the street faces and the waterfront face of the proposed building or buildings. To provide a transition, building heights over this basic height level should be set back from the street faces and waterfront faces.

(c) The degree to which the height, mass and bulk of the proposed construction are compatible with and reflect the traditional height, mass, and bulk of buildings and structures displayed within the streetscapes of the historic district.

(d) The degree to which imaginative and creative architectural solutions enhance views and vistas from public streets and other public-access areas along the historic waterfront. The waterfront faces of the buildings, in particular, should be designed and integrated so as to enhance pedestrian enjoyment of the waterfront, and the quality and character of the historic waterfront, as a totality, when viewed from passing vessels.

(e) The degree to which the use or uses of the proposed building or buildings are compatible with historical waterfront-related uses in the City of Alexandria.

(C) Additional Requirements for Certificate of Appropriateness. See special requirements of section 10-105(A)(4).

The Development Goals and Guidelines
for the Cummings/Turner Block in
the *Alexandria Waterfront Small Area
Plan* (adopted January 2012)
(specifically, please see Guidelines # 5,
6, and 7)



Please contact Planning & Zoning at 703.746.4666 for
more information.

Cummings / Turner Block

This large block between Duke and Prince Streets, now owned by three landowners, contains a total lot area of 64,180 square feet. The owners of the major parcels are the Cummings and Turner families; a parcel of 1,025 square feet is owned by the Young family. The Development Guidelines anticipate redevelopment with a series of breaks within the block allowing access from South Union Street to the water and park areas. The Guidelines also require the retention and reuse of the historic buildings on the northwestern portion of the block. No settlement agreement governs this property, so the W-1 zone provides the legal development constraints. The Plan recommends changing the zoning to allow development density similar to the adjacent Robinson Terminal South. Under the 1992 Zoning Ordinance, the current height limitation of 30 feet above the average finished grade, which can be increased to a maximum of 50 feet with approval of a Special Use Permit, would be retained.

The proposed increase in zoning will allow a total of 192,540 square feet, or 64,180 square feet more than the maximum development (128,360 square feet) allowed under existing W-1 zoning. About 83,000 square feet of the total development potential could occur on the Turner properties and the balance on the Cummings and Young properties.

Cummings / Turner Block

DEVELOPMENT GOALS:

1. Employ a land use mix and design which invites the public and encourages activity within the proposed development and in the adjacent public spaces.
2. Provide extensive public amenities, with particular attention to the restoration of the historic buildings on the block.
3. Improve access and views to the Potomac River by creating new east-west alleys.
4. Pay homage to Alexandria's waterfront history through public space design and interpretive features.
5. Maintain a building scale compatible with existing fabric across South Union Street and Wolfe Street.
6. Maximize water views from buildings, streets and rooftop open spaces.

Figure 35: Cummings-Turner Redevelopment Conceptual Massing Model



DEVELOPMENT GUIDELINES:

1. Active uses which welcome the public should be part of any development, and constitute the predominant ground floor uses. Active ground floor uses shall be located as generally depicted in the Public Space and Active Frontages Diagram (Figure 34) and shall consist of uses that are open and welcoming to the public during normal business hours, such as lobbies, restaurants, retail, civic or cultural uses.
2. The preferred use on the site is mixed use, emphasizing arts, history and culture (including a museum) and including vibrant commercial uses (such as hotel).
3. For the cluster of buildings that includes the historic warehouses, residential (including owner occupied units) is permitted above the first floor along Union Street and around the northwest corner on Prince Street.
4. Residential use should not be the primary use of the site. The location, design and specific type of residential use proposed must coexist well with the other planned uses on the site and planned public activity in the public spaces adjacent to the residential development. Ground floor residential units are not permitted.
5. The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and to enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways:
 - At least two midblock breaks between new buildings, with public space, including alleys and courtyards shall be provided extending from South Union Street to The Strand;
 - A third alleyway between 10 Prince Street and 204 South Union Street shall be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in that location.
 - Access to uses within the alleys and courtyards is essential to the pedestrian experience;
6. Historic interpretation, consistent with the recommendations of History Plan, should inform every aspect of the design of the redevelopment and adjacent public spaces.
 - Buildings and open space should reflect Alexandria's maritime history.
 - The Plan encourages modern design inspired by historic precedent (such as 18th Century Alexandria warehouse architecture) while maintaining compatibility with nearby residential neighborhoods and ensuring compliance with the Potomac River Vicinity Height District regulations.
 - Architecture should reflect historic east-west orientation of buildings, alleys and wharves.

Cummings / Turner Block

DEVELOPMENT GUIDELINES (CONTINUED):

7. Redevelopment of any portion of the block should be coordinated with restoration and adaptive reuse plans for the historic warehouse buildings in the block. As part of any SUP for any development of Cummings property, the applicant shall provide a plan for the restoration and adaptive reuse of the historic buildings at 10 Prince Street, 204 South Union Street and 206 South Union Street. Adaptive reuse should emphasize uses that are open to public access and shall include a civic or cultural use.
8. Public art should be a prominent feature of the public realm, both on public and private property. The recommendations of the Art Plan should be incorporated, to the extent possible, in the design for the redeveloped warehouses, pier, and public spaces.
9. Contribute significantly to the public amenities in the new park between the redevelopment block and the Potomac River, including environmental amenities, above and beyond the minimum required.
10. Open space with public access easements and/or dedications shall be provided as generally reflected in the Proposed Public Space and Active Frontages (Figure 34).
11. Curb cuts should not be located on any building and/or block frontages facing open space.
12. Parking for new buildings should be accommodated on site and below grade. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
13. Both the Cummings and the Turner properties are encouraged to develop jointly under a single scheme and in such a way as to share amenities such as an on-site restaurant or other common space. However, if that does not occur, each site can develop on its own. At ultimate buildout, the underground parking will share a single entrance on Duke Street, with a knock out panel provided between the underground garages.
14. The maximum FAR and floor area allowed is included on the chart at page 105.

APPENDIX 2

Historic Buildings and Places on the Waterfront

Compiled by Douglas Applar
2008



McVeigh Warehouse on Alexandria Waterfront

18th Century

100-104 South Union Street

Year Built: c. 1795-1797

Original Owner: John Fitzgerald

Building History: Fitzgerald's Warehouse at 100-104 S. Union St. (c. 1797) is one of the Alexandria Waterfront's true historic treasures. John Fitzgerald was George Washington's aide-de-camp during the Revolutionary War and later served as his secretary while Washington was in office. Like most of the Waterfront District east of Lee Street, Fitzgerald's Warehouse sits on land that was made by filling in the marshland that originally occupied the site. In this case, Fitzgerald and his business partner, Valentine Peers, bought the land in 1778, and by 1781 they had "banked out" the property and divided it between them. Along with its warehousing activities, Fitzgerald's Warehouse reflected its maritime connections in other ways. An advertisement in the February 8, 1798, issue of the *Columbia Mirror and Alexandria Gazette* announces that sail maker Daniel McDougall was moving his business to the loft in Col. Fitzgerald's warehouse. Although his death in 1799 prevented John Fitzgerald from making significant use of the building himself, the Fitzgerald Warehouse has been a fixture on the Alexandria Waterfront for more than two hundred years.

Early 19th Century

101 King Street

Year Built: c.1803

Building History: The warehouse at 101 King St. may have been built in 1803, potentially making it one of the waterfront's oldest buildings. It sits on land that was made by William Ramsay in the mid-18th-century, when Ramsay extended his wharf into the Potomac. Ramsay bought lot 46 in 1749 at the City's founding and proceeded to bank out his lot, taking soil from the high bluffs on his property and depositing it on the mudflats as fill, until his wharf reached deeper into the Potomac to navigable water. (Diane Riker, "The Warehouses of Lower King Street," unpublished manuscript) A Mutual Assurance Society policy from 1803 shows a three-story building being constructed on this site in that year, and the 1886 Sanborn map shows a three-and-a-half story brick building on the site, which is consistent with the building's current appearance. The building's use of brickwork laid in Flemish bond also indicates an early-19th-century construction date. 101 King St. has spent most of its life being used as a wholesale grocery store, and today it is occupied by a furniture store.

100 Prince Street

Year Built: 1810

Original Owners: Benjamin Shreve and James Lawrason

Building History: The Shreve and Lawrason Warehouse was built at the beginning of the 19th century, during the Alexandria Waterfront's most successful years as a commercial port. Like many buildings in the Waterfront District, the Shreve and Lawrason Warehouse sits on land that was "made" by merchants extending their wharves out into the Potomac. The land under this building was once likely part of James Lawrason's Wharf, or possibly James Gilpin's Wharf. In the early 19th century, Thomas Lawrason, who was James Lawrason's son, formed a partnership with William Fowle. The firm of Lawrason and Fowle was responsible for importing a wide variety of goods to the Alexandria market. A sample of these include: New England rum, molasses, candles, chocolate, fine combs, suspenders, Belona gunpowder, hyson tea, raisins, ravens, duck, salmon, green coffee, nutmeg, cloves, Madeira wine, blubber oil, boxes of capers, boxes of "segars," Havana brown sugar, New York prime pork, cheese, plaster of Paris, crockery ware, lumber, English mustard, indigo, soap, tanner's oil and rope and more. (Alexandria Advertiser, various years, cited in T. Michael Miller, Artisans and Merchants of Alexandria, Virginia, 1784-1820, Vol. 1. Bowie, MD: Heritage Books, Inc., 1991, pp. 264, 265) In the late 19th and 20th centuries it was used as a grain warehouse, and it was also a facility for storing animal hides and skins, possibly related to the meat and fertilizer industries that were a major part of the city's later industrial landscape. (Sanborn Fire Insurance Co. maps for Alexandria, VA, 1885, 1912) The facility was converted to a private residence in 1966. (Ethelyn Cox, Historic Alexandria, Virginia: Street by Street, Historic Alexandria Foundation: Alexandria, VA, 1976, p. 118)

125 South Union Street

Year Built: c. 1827/1828

Original Owner: Norman Fitzhugh

Building History: The Norman Fitzhugh Warehouse at 125 S. Union St. (1827/1828) may be the fourth-oldest building in the Waterfront District. Only the Shreve and Lawrason Warehouse at 100 Prince St. (1784/1796), Fitzgerald's Warehouse at 100-104 S. Union St. (c.1796/1797), and the warehouse at 101 King St. (1803) are known to be older. The Waterfront District has suffered several fires over the centuries, and 1827 saw one of the worst. That fire destroyed the Harper Warehouse building, which had been located on the site now occupied by the Norman Fitzhugh Warehouse. When built, the Norman Fitzhugh building was valued by the City at \$4,500. Since its construction, this warehouse has been occupied by a wide variety of businesses, though one of its longest-lasting occupants was the Dreifus family's junk and rag business, which used the property from the 1870s through the end of World War II. It is now occupied by the Christmas Attic, reflecting the Alexandria Waterfront's shift away from its early industries of shipping and manufacturing toward its current economic base of tourism and retail sales. The attic of the Fitzhugh Warehouse contains an exciting clue about its past. Like a handful of other warehouses in Alexandria, it contains the remains of a wheeled lift system for bringing goods from ground level to the upper story.

Mid-19th Century**206 South Union Street**

Year Built: Pre-1877 or perhaps 1843

Original Owner: William Fowle

Building History: As with many buildings on the Alexandria Waterfront, 206 S. Union sits on land that was once part of the Potomac River but was gradually built out by creating wharves that extended into the river and by later filling in between the wharves. The structure currently identified as 206 S. Union St. probably began its life by 1843, when it is listed on the tax rolls. A similar structure is shown on the 1877 Hopkins Insurance map. In the late 19th century, the building's use reflected the city's long association with agriculture and industry, as it is identified by Sanborn fire insurance maps as a fertilizer warehouse and it sits adjacent to P.B. Hooe's grain warehouse. This building survived the 1897 fire that destroyed much of this section of the waterfront. (*Alexandria Gazette*, June 3, 1897, p. 3) By 1912, Sanborn maps indicate that the building was occupied by the tenant with whom it would be most strongly associated, the Wattles Corn and Feed mill, and by the 1921 map, 206 S. Union and 204 S. Union were connected by a fire door. The 1958 Sanborn maps indicate that the building was being used for guns and ammunition storage, which is the use that continues to the present day. It is interesting to note that throughout the building's lifetime, the Sanborn maps have identified this building as having metal shutters; the building still has metal shutters, which encourages one to wonder if the shutters that face the street today might still be those that were identified by the fire insurance company so many years ago.

204 South Union Street
Year Built: c. 1858

Original Owner: William Fowle

Building History: In the mid-1850s, William Fowle was a major industrialist in the City of Alexandria, involved in both the fertilizer and the flour businesses. Fowle was general agent of the Pioneer Mill during its most successful years before the Civil War, and in 1843 and 1857, reflecting the era's relative prosperity; Fowle built two new warehouses on S. Union Street. An 1859 *Alexandria Gazette* mentions William Fowle's new four-story warehouse on the east side of Union St., two doors down from Prince, bordering an alley. This description fits the site of 204 S. Union St. exactly. In addition, the warehouse at 204 S. Union features door fenders, which are essentially cast iron shields to protect brickwork in high traffic areas, bearing the initials "W.F." A building at this address is depicted in the 1877 Hopkins fire insurance map, and a building with the same footprint has occupied the site at 204 S. Union since at least 1877. The Sanborn maps include more information than did the earlier Hopkins maps, and the Sanborn maps show the building as having four floors, making it highly probable that the building standing in 1896 was the same building that was mentioned in the 1859 *Gazette* announcement. The depiction of the building changes on the 1902 map, when the number of floors in the building is reduced from four to two, likely reflecting the damage wrought by the fire of 1897. The earliest Sanborn maps show the building being used as a fertilizer warehouse, and by the time the 1921 Sanborn maps were published, the building had been connected to the adjacent Wattles Mill building by a fire door. By the 1941 map, the 204 S. Union seemed to have regained one of its lost stories, now being identified as a three-story building. By 1959, the building was being used for gun and ammunition storage, a purpose that it still serves today.

Late 19th Century

205 South Union Street
Year Built: Likely before 1877

Building History: 205 S. Union Street is one of the many warehouses that once served Alexandria's thriving shipping industry. Throughout the 20th century, it saw use as a grocery warehouse and as a plumbing facility, but as with other buildings in the waterfront district, understanding this building's 19th-century history is a bit more of a challenge. As early as 1877, the Hopkins fire insurance map shows a long narrow building on this lot, with a wall inside the building that essentially cuts it into a front half and a back half. Sanborn maps for the late 19th century show the same footprint, but the 1902 map shows that the back half of the building had been removed. This may mean that the back half of the building was destroyed in the fire of 1897. Whatever the cause, Sanborn maps indicate that since 1902, the building's footprint has remained unaltered. The building does contain several additional clues about its history: the scorch marks and one half of a brickwork arch visible on the north side of the façade, where this building abuts 203 S. Union St. Simply put, this building has these features and the building to the north, 203, does not have them.

This indicates that 205 S. Union is older than 203 S. Union. Before the fire of 1897, Sanborn maps show an alley between 205 and 203, but the 1902 map shows that the alley is no longer in existence. It is likely, then, that following the fire of 1897, 203 was rebuilt, or at least that part of the building was rebuilt, to occupy its half of the alley, leaving the owners of 205, which must have survived the fire at least in part, to brick over the entrance to their half of the alley and possibly expand into it themselves. The history of 205 S. Union St. definitely leaves opportunities for future research.

215 S. Union Street

Year Built: Prior to 1877

Building History: The building at 215 S. Union dates at least as far back as 1877, when the present structure was identified on the Hopkins Fire Insurance maps, and city directories from just before the Civil War identify the site as being occupied by a carpenter. In 1877 it is identified with the name ~~Jas.~~ Monroe.” Sanborn maps indicate that at the end of the 19th century, the building was used either as a ~~sash~~ and blind warehouse” or as a ~~door~~ warehouse.” There is little indication of the building’s use in the late 1920s through the early 1940s but in the late 1940s it was a beverage distributing company, followed by a four-year run as a warehouse used by the Christian Heurich Brewing Company, one of Washington’s historic breweries. Later occupants of the building would include Bowen Machine Company, International Armament Corp., and a moped store.

2 Duke Street

Year Built: Probably prior to 1877, with extensive repair work after 1897

Building History: There are few addresses that better tell the story of the Alexandria Waterfront than 2 Duke St. One of the original distinctive features of the Alexandria Waterfront was a small peninsula of land known as Point Lumley. Originally, the land at the end of Point Lumley was too marshy for building, but by 1774, most of the dirt from a bluff of land on the western part of the point had been moved toward the end of the point to make sound land. Between 1774 and 1783, Hooe’s Wharf extended the shoreline on the south side of Duke St. and created the land that would first be occupied by Hooe’s Warehouse, which was made of stone, and later by the Robinson Terminal warehouse. Hooe’s Warehouse and Wharf was one of the City’s major shipping terminals. A list of some of the goods to have passed through Hooe’s Warehouse provides a window into the lives of everyday 18th-and 19th-century Alexandria residents. Hooe sold from his warehouse: frying pans, shovels, hinges, Lisbon wine, skins from Morocco, lemons and oranges, olive oil, almonds, coffee, carpets, Negro cottons, blankets, porter and stout, looking glasses, japanned ware, plated table furniture, coffee urns, goblets, Grenada rum, fine salt in sacks, Italian marble slabs for hearths and much more. (Miller, Michael T. ~~Wandering~~ Along the Alexandria Waterfront: 1780 thru 1820”) The Robinson Terminal warehouse building that now occupies much the same space as Hooe’s Warehouse is historic in its own right, though like many historic buildings, it takes a good bit of detective work to figure out when it might have been built. A Civil War map of the city shows the site occupied by a long narrow building used as a ~~Soldiers~~ Mess house” and the 1877 Hopkins Fire Insurance map shows a long narrow brick building on the site, but

doesn't say much more. (Pulliam, Ted. "Gunpowder, Flour, Fire and Heirs" in *The Alexandria Chronicle*, Fall 2007) An 1886 Sanborn map shows the same building with the notation "Poor IR Shutters On All Sides," which indicates that it had windows all around. The 1896 map shows windows with shutters all around the building. Today, the walls of the building clearly show differently colored brick where windows once were, running the length of the east side of the building, but the fire insurance maps starting in 1902 and going through the 1970s all show that the east side of the building on this site has no windows. So if the building was in fact destroyed by the 1897 fire, the new building would have had to have had windows built and bricked up within the 5 years between the 1897 fire and the 1902 Sanborn map. What may have happened instead is that the walls of the building survived the 1897 fire, and when it came time to rebuild, the owners may have simply decided to brick up their windows to reduce the likelihood of future fire damage. So there is fairly convincing evidence to suggest that the building pre-dates the 1897 fire and might even be the same structure identified by the 1877 Hopkins map and the Civil War map.

100 King Street

Date built: 1871

Building History: The building that presently sits at 100 King Street began its life as the Corn Exchange building in 1871. The first floor of the building was occupied by Noble Lindsey's grocery store, and the Corn Exchange occupied the second floor. (T. Michael Miller, "Wandering Along the Waterfront: King to Prince Street" in *The Fireside Sentinel*, August 1991, vol. V, No.8) The Corn Exchange itself did not last long, but Lindsey's grocery business fared much better. By 1922 the *Alexandria Gazette* had the following to say about what had become the Lindsey-Nicholson Corporation:

"No firm has been more responsible for the development of Alexandria commercially, and with some 4000 square ft. of floor space in its large brick building at 100-110 King Street, it is the center of the wholesale district. It handles a complete line of staple and fancy groceries, notions, flour, feedstuff, etc. as well as the celebrated Diamond tires and tubes."

According to Sanborn maps, the building was occupied by the Virginia Public Service Company throughout the 1930s and into the 40s, and by 1959 it was occupied by the Federal Government. As with most of the Alexandria Waterfront district, 100 King St. sits on land that was created over time by filling in land and by the building of wharves to accommodate the city's once thriving shipping industry. Lot 51, at the corner of King and Water/Lee streets was originally purchased in 1749 by Lawrence Washington, George Washington's half brother, and the lot would eventually pass to John Fitzgerald and Valentine Peers, who banked out the land into the Potomac. (Fairfax County Deed Book B:497, cited in Diane Riker, "The Fitzgerald Warehouse and Wharf," unpublished manuscript, p. 2)

103, 105 and 107 South Union street

Dates Built: Possibly before 1877

Original Owners: Possibly the heirs of Thomas Irwin/Irvine

Building History: These three buildings appear to have stood adjacent to each other since at least 1877, so it makes some sense to discuss them as a group. As with most of the Alexandria Waterfront district, they sit on land that was created over time by filling in land and by the building of wharves to facilitate the city's thriving maritime shipping industry. This land was created when John Fitzgerald and Valentine Peers banked out their lot toward the river prior to 1789. Late-18th and early-19th-century insurance and property-tax records indicate that the buildings on this site stayed in the Irwin/Irvine family through at least the 1850s, and that small wood-frame buildings were replaced over time with larger and more valuable structures. Trying to provide an exact date for the construction of the buildings that are present today is very difficult, partly because the buildings contain so many conflicting clues. The brickwork on the buildings, Flemish bond on the front and a mix of four-and five-course American bond on side walls are more commonly found in early-19th-century buildings, but the windows on the front of the buildings are more typical of later-19th-century construction. The 1886 Sanborn maps indicate buildings that have changed only very slightly from what is present today, with the exception of the building at 103 S. Union St., which seems to have added a floor while maintaining the building footprint. So it is probably safest to say that these are late-19th-century buildings, but as with many buildings in the Waterfront District, further research would prove valuable. During their lives, these buildings have been used for a variety of purposes, including a woodworking shop and meat store (107) a machine shop and bolt works (105) and a wholesale grocery store (103).

203 South Union Street

Date Built: Prior to 1885, with modifications after 1897

Building History: The warehouse building at 203 S. Union St. shares much of its history with the building to its south, 205 S. Union. 203 S. Union has been used for many purposes over the years, including storage of salt fish, salt and flour, groceries, hay and feed, and in the late 1950s, ammunition. As with 203 S. Union, it is difficult to pinpoint exactly when this building was first constructed. The first relatively secure date that can be applied to the building now standing is 1885, when the Sanborn fire insurance map identifies a brick, three-story structure with a small angle in the north wall. The earlier 1877 Hopkins map does show a structure on the site, however, and although it is shorter in length, the angle represented in the later map may represent an addition made to that original pre-1877 structure. The first significant change to 203 S. Union appears to have happened following the fire in 1897, as the 1902 Sanborn map shows that 203 had been linked to 205 S. Union by a fire door. 203 and 205 also lost the alley that had separated the two buildings prior to the fire. It seems clear that at least the façade of 203 was destroyed in the fire, and probably more of the building was lost as well, but because other parts of the building still have essentially the same footprint, it is possible that the owner of the building made use of structurally sound ruins when reconstructing after the fire. This is speculation, however, and this remains a topic for further research. The 1902 map

also shows that at that time 203 had recently had an elevator installed. Following the post-fire reconstruction, the building remains largely unchanged throughout the 20th century. In keeping with the City's growing appreciation for its historic structures, 203 S. Union St. now houses an architectural ceramics store.

226 South Strand

Date Built: Pre-1920, with some parts possibly pre-1877

Building History: The site of 226 S. Strand shares the history of 205 and 206 S. Strand with respect to how the land was built up and to the past uses of neighboring properties, and like 205 and 206, 226 S. Strand has some interesting characteristics that make coming up with a precise date of construction a challenge. At the very least, 226 S. Strand was built before 1920, when the present one-story building shows up on the Sanborn maps as being vacant. In 1902, however, the site is occupied by a building with the same footprint, but one additional story, identified as an acid house connected to the Bryant Fertilizer Plant across the Strand. Before that, in 1902, things become murkier still. A building existed on the same location before the 1897 fire, and the building occupied the same position relative to many street and wharf features, but the old structure was wider, was identified as having 2 to 3 stories, and included interior walls or partitions. The old structure was once a sumac mill, constructed in the mid-19th century. So the building that stands on 226 S. Strand today may be a case where parts of an old building, such as a foundation or a wall, were incorporated into a new building built on the same site, or it may be entirely new construction from 1920.

200 South Union Street

Year Built: Between 1897 and 1902

Building History: Someday, when the yellow aluminum siding that covers 200 S. Union Street (or 10 Prince St.) comes down, the people of Alexandria will have an opportunity to answer some questions about a building that sits in one of the Waterfront District's most prominent locations. In 1877, the length of Prince Street from Union to the Strand was occupied by what was essentially one building, a series of five conjoined warehouses that shared a common roof. As time passed, fire insurance maps show the block-long series of three-story warehouses becoming old and/or vacant, 200 S. Union St. included. The first map after the 1897 Pioneer Mill Fire, published in 1902, shows that the building at the 200 S. Union address is only two stories in height, and it now occupies both its own address and that of 8 Prince St. Without being able to examine the brickwork of the building for telltale signs such as scorch marks on the brick, early patterns of brickwork, or other signs of age typical of 19th-century buildings in Alexandria, it remains anybody's guess as to whether this structure contains any remnants of the original block-long warehouse. For now, though, it is safest to assume that the building at this address was newly built following the 1897 fire, but before the 1902 Sanborn map. This building has served in the past as a grocer's warehouse, and today it is used by Interarms.

Early 20th Century

203/ 205 South Strand

Date Built: 1902-1905, with 19th-century ruins incorporated into existing structure

Original Owner of 205: DeWilton Aitcheson Coal and Wood Yard (20th century)

Original Owner of 203: William Fowle

Building History: By the late-19th century, coal, lumber and fertilizer had become the major sources of economic activity on the waterfront, and DeWilton Aitcheson owned and operated a major coal and wood yard adjacent to the site of 203 and 205 S. Strand, where two warehouses once used by P.B. Hooe for grain storage still stood. The Pioneer Mill Fire of 1897 largely destroyed the structures that occupied 203 and 205 S. Strand. A new two-story structure appeared at 205 before 1902, and while the 1902 map identifies the site of 203 S. Strand as being ruins, a new two-story structure was raised by the time of the 1905 map. A close examination of the stone and brickwork in the walls of both buildings appears to indicate that some of the ruins of the earlier buildings were incorporated into the new buildings at 203 and 205 S. Strand. If that is the case, both 203 and 205 S. Strand should be thought of as having two construction dates: one that is at least prior to the 1877 Hopkins map, and one in the early-20th century. The Strand is one of many legacies of Alexandria's maritime and industrial past. As with Union Street, the Strand was created by the gradual extension of the shoreline into the Potomac through wharf building and land filling. In this case, it appears that 203 S. Strand may sit on land created by George Gilpin sometime at the end of the 18th century; a 1798 map of the city shows land to the east of Union St., and an 1803 map identifies that land as belonging to Gilpin.

123 South Union Street

Year Built: between 1912 and 1921

Building History: Though it sits adjacent to a much older building (the Fitzhugh Warehouse), the building at 123 S. Union St. is one of the more recent historic buildings in the Waterfront district. The Sanborn maps prior to 1921 indicate a timber-frame dwelling on the property, but the 1921 Sanborn map identifies a brick structure being used for soft-drink storage, so it seems that the present building was constructed at some point shortly before 1921. In the late 1960s or 1970s, a new building was built at the long-vacant 121 S. Union St., and today 123 S. Union St. serves as part of the restaurant at 121 S. Union St.

106 South Union Street

Date Built: 1916

Original Owners: Hunt and Roberts

Building History: As Alexandria's involvement in shipping tobacco declined in the late 18th century, the selling and shipping of whole grains and flour became one of the city's biggest industries. Edmund Hunt and Robert Roberts operated one of the city's longest-lived grain businesses, starting operations here in 1847. Hunt and Roberts purchased 106 S. Union St. between 1901 and 1907 and demolished the structure that had been on the site in 1916. They built the structure that now occupies the site in that same year, and a Roberts family business stayed in the building until 1959.

Today the building reflects the waterfront's continuing transition toward retail shopping and tourism. (Manning, Derek. "406 South Union Street Alexandria, Virginia Historic Structures Report," 2005)

105 and 205 North Union Street

Year Built: Earliest portion completed in 1919 as a factory to build torpedoes

Original Owner: United States Navy

Building History: Two of the defining structures of today's Waterfront district are now part of the Torpedo Factory Art Center complex. Compared to many other buildings in the district, the Torpedo Factory is a relative newcomer, the oldest section at 105 N. Union St. having been completed in 1919. At the time of the City's founding in 1749, the land now known as the 100 block of N. Union Street did not exist. When land was auctioned off that same year, William Ramsay acquired lot numbers 46 and 47 on King St; lot 46 fronted on the Potomac River, and the adjacent lot 47 had frontage on Fairfax St. (Miller, T. Michael. "Wandering Along the Waterfront: Cameron to King St." in *The Fireside Sentinel*, published by the Alexandria Library, 1990, p. 101) Ramsay constructed a wharf complex into the Potomac, and continued to "bank out" or fill-in land next to his wharf, creating a road known as Fayette St. that ran to the waterfront. (Miller, *ibid.*) By the end of the 18th century, much of the waterfront had been filled in, and by 1791, Union Street was established. The process of wharf creation and landfilling continued, creating both the land that now sits under 105 N. Union St., and the Strand. Although the Ramsays continued to own large parts of this land, in 1794 the family sold a parcel of land north of King and east of Union, which would be at least some of the land now occupied by the Torpedo Factory. (Hammond Moore, John. "Historical Background of the Alexandria Waterfront Controversy," Unpublished Manuscript, p. 21)

By the mid-19th century, prior to the Civil War, the land was occupied by warehouses served by rail, including the Orange and Alexandria Railroad. During the war Alexandria's rail yard was used extensively by the Union Army. A fire swept through the block in 1872, and included among the losses were bushels of wheat, grain, fertilizer, horses with carts, and guano. (Miller, "Wandering...", p. 102,103) As the losses indicate, the sale and shipping of wheat and fertilizers were two of the city's major businesses. An 1885 Sanborn Fire Insurance map identifies several of the businesses on the block now occupied by the Torpedo Factory: grocers, ship chandlers, some of the Smoot lumberyard facilities, barrel makers, a sail loft, and other businesses. The Smoot and Perry Lumber Yards remained on the site until the Torpedo Factory was built in 1918/19. The factory was planned to build torpedoes for the First World War, but construction of the building wasn't finished until after the Armistice. So after roughly three years of producing torpedoes, the facility was essentially run by a skeleton crew until production resumed in 1937, in advance of World War II. Following the War, the factory was used for record storage. In 1974, the Torpedo Factory became a model example of adaptive reuse and became home to the Art League of Alexandria. The Torpedo factory now provides work and gallery space for approximately 160 artists, is an activity center for the community, and has become an attraction for Alexandria's tourist population.

1 King Street**Year Built: 1923****Original Owner: Old Dominion Boat Club**

Building History: 1 King St. has been home to the Old Dominion Boat Club since its construction in 1923, following a fire that destroyed the Club's original home at the foot of Duke St. The ODBC sits on the site of what was once the terminal for the Alexandria-Washington Ferry. The structure has been heavily modified during its life, receiving a two-story addition in 1933, a remodeling in 1967, and a remodeling of the dining room/bar area in the mid-1990s. The most distinctive feature of the building is the wood-scissor truss system in the ballroom.

300 South Union Street**Year Built: 1937/1939****Original Owner: Robinson Terminal Warehouse Corp.**

Building History: The corrugated metal building at 300 S. Union Street is relatively young when compared to some of the other buildings in the Waterfront District, but its use is well grounded in Alexandria's commercial traditions, and the ground on which it sits is steeped in Alexandria history. The 1877 Hopkins fire insurance map shows the 300 S. Union St. site west of the Strand as occupied by a lumberyard belonging to "Jas. Greene," the site to the east of the strand as being occupied by a coal yard of the same ownership, and also by the Pioneer Mill Grain Warehouse. When it was built in 1853/1854, the Pioneer Mill was six stories in height and was one of the largest steam flour mills in the United States. ("Pioneer Mills," *Alexandria Gazette*, March 11, 1854, p.3, in T. Michael Miller, *Pen Portraits of Alexandria, Virginia, 1739-1900*" (Bowie, MD: Heritage Books Inc., 1987) 361) It received grain directly from the holds of ships docking on the waterfront by way of a grain elevator and also could receive grain by way of the rail line on Union St. The Pioneer Mill was a symbol of economic prosperity and of the city's strong connection to the region's agricultural economy, but the timing of its construction could not have been worse. The outbreak of the Civil War in 1861 left the mill sitting idle, and the postwar world could not find a use for the giant structure. By the 1890s it was a ruin, and it, along with many of the surrounding warehouses and buildings, burned to the ground in a major 1897 blaze. In subsequent years, the site west of the Strand was used for fertilizer storage, and the site east of the Strand was used by the Emerson Engine Co. to manufacture marine engines. The Robinson Terminal Warehouse Co. built the metal warehouse on Wolfe St. in 1937-1939, and the storage facility on the former site of the Pioneer Mill was built in the 1940s. The warehouse today deals primarily in paper products, such as newsprint and food-grade paper, in some ways continuing the waterfront's tradition of shipping products that have their roots in the countryside. The Robinson Terminal Warehouse facility also includes the address 2 Duke St., which has its own unique and interesting history.

2 Prince Street

Date Built: Between 1931 and 1950

Building History: Hooe is a family name that occurs quite frequently in Alexandria history. In 1780, Robert Townsend Hooe became the first Mayor of Alexandria, and that same year he signed a lease for a wharf at the end of Duke St. along with Richard Harrison and Joseph W. Harrison. Hooe must have been quite a successful merchant, as the 1791 City Directory also identifies Robert T. Hooe as being the owner and occupier of a wharf on Prince St. The Hooe family continued to work on the Waterfront, and the 1871 City Directory bears an advertisement for Hooe & Johnson, General Commission Merchants, operating out of 2 Prince St. in Alexandria. Among the services they offer are the purchase and sale of flour, grain, salt, plaster, fertilizers, and fish, in addition to being insurance agents for the Petersburg Savings and Insurance Co. and the Liverpool & London & Globe Insurance Company. The 1877 Hopkins Fire Insurance map identifies a stone or brick structure on the site that runs the length of the Prince St. side of the block and is divided into 5 separate units. No. 2 shows the name “P.B. Hooe.” In June of 1896, the Virginia Beef Extract Company leased the building formerly occupied by P.B. Hooe and began remodeling work, introducing windows to the rear of the building. There was a major fire in this section of town in 1897, however, and this section of Prince St. was largely destroyed. A new building was then constructed at some point between the fire and 1907, when it is identified by the Sanborn maps as being occupied by a machine shop. In 1921 the building was occupied by the U.S. Department of Agriculture Hay Standardization Office, and at some point between 1931 and 1950, it appears that the building was again demolished and this time was rebuilt as a single-story building, possibly at the same time as the adjacent building at 6 Prince St.

Mid 20th Century

0 Prince Street

Year Built: 1945/1946

Original Owner: Clarence J. Robinson and Abbie H. Robinson

Building History: 0 Prince St. was originally built for and occupied by Beachcombers Restaurant, which opened to the public in 1946. When originally constructed, 0 Prince St. was actually in the water, built on piers. Although Beachcombers had a successful eight-year run as a restaurant, a first-floor fire in 1954 closed the restaurant, bringing a new occupant to the building, International Armaments Corp. (Interarms). The building would be used by one owner or another for gun and ammunition storage and sales for the next fifty years, although in its later years the building’s waterfront access would also allow dinner cruises to take place from its dock. It was sold to the City of Alexandria in 2006. (Riker, Diane, and Rita Holtz, Alexandria Archaeology. “Alexandria Waterfront Timelines: 0 Prince St.” Unpublished Manuscript)

WATERFRONT SMALL AREA PLAN POLICY FOR RESTAURANT/HOTEL/COMMERCIAL USES

The cultural and historic ambience of Old Town provides the primary attraction for visitors and for residents. Restaurants, hotels, entertainment venues, marinas and other commercial establishments along the waterfront will provide activity and destinations for residents and visitors, allowing enjoyment of the City's Potomac River location. Such uses, however, must be sited in appropriate locations and designed in such a way to ensure that goals of the Waterfront Plan are achieved, including:

- ◆ Enhancing enjoyment of the waterfront for residents and visitors alike;
- ◆ Appropriately locating uses consonant with public open spaces, development sites, and the Potomac River; and
- ◆ Maintaining compatibility with both the historical and residential character of the adjacent neighborhood.

Restaurants, hotels, farmers' markets, retail, personal service, private recreational facilities, and marinas each require SUP approval in the Waterfront area. The SUP process is designed so that each use is reviewed and assessed for its appropriateness at a specific location and for its ability to coexist with adjacent and nearby uses without impacts to the character of the area, the plan goals as a whole, and the enjoyment of nearby property.

The Small Area Plan for the adjacent area of Old Town states the City's policy that the fragile balance between the residential and commercial areas "must be preserved if both are to remain strong and if the ambience of Old Town is to be preserved. Further, the commercial areas contain a mix of activities that is unique within the metropolitan area, and that mix needs to be protected if the character of Old Town is to be preserved."

The Old Town Small Area Plan (and the King Street Retail Strategy by reference) includes the City's policy with regard to restaurants, establishing guidelines to assist in SUP decision-making. The Old Town Restaurant Policy requires that Council review each restaurant application for its impacts on noise, late night hours, alcohol, parking, litter and the balance of retail and restaurant uses. A similar approach should be taken to protect the Waterfront, King Street and the nearby residential areas as to future uses and SUP review.

Each SUP for a restaurant, hotel, entertainment, or other commercial use on the waterfront must be reviewed, and appropriate findings made, according to the following guidelines:

1. City Council shall not approve an SUP for a use on the waterfront unless it finds that the use does not create significant negative impacts on the vitality and character of King Street or the character and enjoyment of nearby residential neighborhoods
2. City Council shall consider the cumulative effect of the proposal and the number of already established uses in the nearby area.
3. In the case of an expansion or other intensification, the entire operation shall be taken into account in determining the impact on King Street and nearby residential neighborhoods.
4. In making its determination, City Council shall consider the following factors as applied to the proposed use:
 - a. Restaurant
 - i. The potential for undue congestion of pedestrians or vehicles;
 - ii. The extent to which the use is open in the late night hours and situated so as to potentially disturb residential areas;
 - iii. The extent to which alcohol consumption will predominate over food consumption and situated so as to potentially disturb residential areas and negatively impact waterfront public spaces.
 - iv. The availability of off-street parking for the restaurant's patrons and employees, including whether the restaurant has contracted with nearby garages for additional off-street parking for patrons and/or employees.
 - v. The predicted extent of litter generated;
 - vi. The potential for loud or otherwise inappropriate noise; and

WATERFRONT RESTAURANT/HOTEL POLICY (CONTINUED)

- vii. The extent to which other restaurants already exist in the same area. Restaurant uses should not be located in such proximity as to detract from the character and authenticity of the waterfront by creating a monoculture similar to a Food Court or "restaurant row" environment.
 - viii. The extent to which the restaurant provides incentives for employees who are able to use transit.
 - ix. The extent to which new parking is available to support overflow parking needs of Old Town residents.
 - x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.
 - xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large "superblock" development.
- b. Hotel
- i. The potential for undue congestion of pedestrians or vehicles;
 - ii. The type and size of hotel, and whether it is designed to attract large conventions, banquets, or other functions (such as trade shows). Hotels shall be "boutique" hotels: that is, hotels with 150 rooms or less, no ballroom, and meeting rooms for on-site use by guests. The Waterfront Small Area Plan allows the addition of up to two hotels in the W-1 zone, with a total limit of 300 rooms.
 - iii. The ability of the hotel to accommodate, and screen all of its service needs on site, including loading and delivery operations.
 - iv. Parking for visitors, customers and employees must be provided on site. Additional parking may be provided by contract with a nearby garage for patrons and/or employees. Although the Plan anticipates low parking ratios, the applied ratio must be consistent with industry norms for similar hotels.
 - v. The extent to which garage spaces will be available to the public. Parking garages must be operated so that they are open to the public at least at peak times.
 - vi. A restaurant within a hotel that is open to the public shall be the subject of a separate SUP and the same requirements as other restaurants.
 - vii. The location of the hotel and whether its layout is designed to produce the least impact on nearby residential areas and on the lower King Street area.
 - viii. The extent to which the hotel provides incentives for employees who are able to use transit.
 - ix. The extent to which new parking is available to support overflow parking needs of Old Town residents.
 - x. The extent to which adequate and reasonable buffers are provided between new active uses and existing residential development.
 - xi. The extent to which architecture and site design reflect the important design principles illustrated by the scale model prepared by the City during the Waterfront planning process, including alleys as view corridors; design elements that minimize the impacts of height, such as setbacks above the third story along Union Street and incorporation of the top story within a roof form; and small footprint buildings instead of large "superblock" development.
- c. Other commercial uses: Factors from the above lists shall be applied as relevant to the specific SUP under consideration.



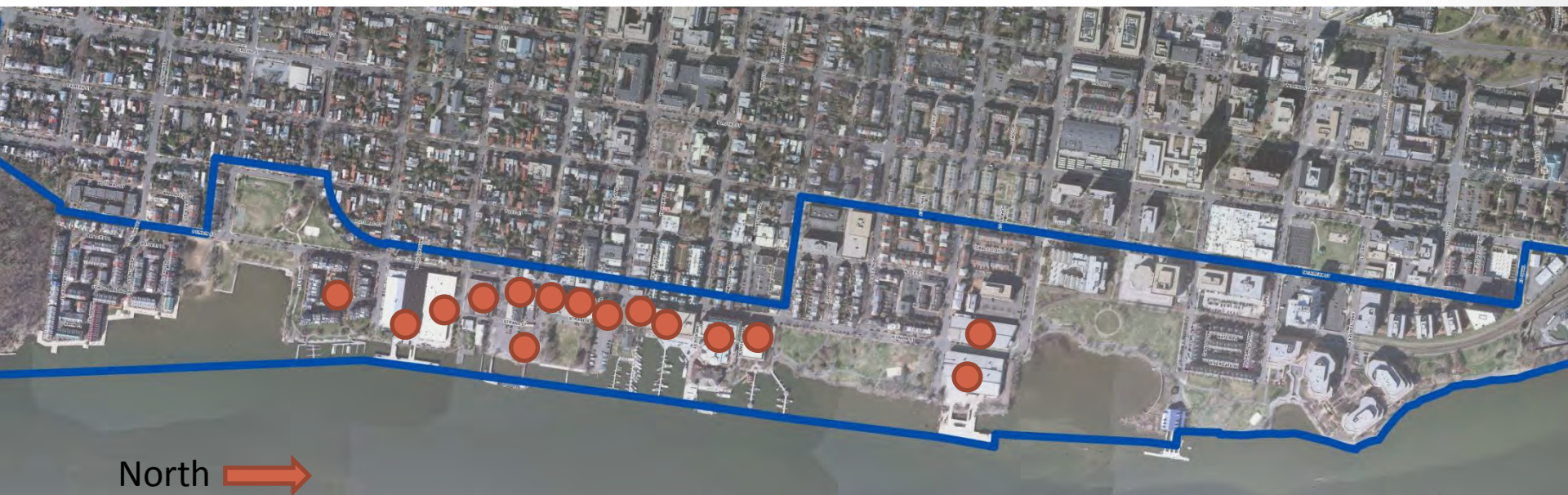
Alexandria Waterfront

Existing Resources Design Analysis
November 30, 2011

This very brief design analysis is provided in response to an inquiry from the Waterfront Work Group asking whether the existing buildings in the plan area could be constructed under the existing Potomac River Vicinity Height District requirements, adopted in 1987; Buildings Along the Waterfront, Chapter 8 of the BAR's *Design Guidelines*, adopted in 1993; or the Development Guidelines in the Draft Waterfront Small Area Plan adopted by the Planning Commission. Not every building in the plan area was included in this survey. Building heights were provided only where they could be verified.

Location of Structures Analyzed

(3)



500 N. Union St. Robinson Terminal North (west building)

4



Original period of construction: c. 1976

This building is not within the Old & Historic Alexandria District and is not subject to BAR review.

Zoning

W-1 Zone, Subject to Zoning Ordinance sec. 6-500 for the **Old Town North Height District #4** and the **Old Town North Urban Overlay District**:

- Underground or embedded parking required for not less than 90% of all parking.
- General Land Use concept plan: Mixed Use but not within a Retail Focus Area
- 66' height limit per OTN Height District #4. Limited to 55' per W-1 Zone.

Proposed Waterfront Plan Development Guidelines

- Height: 66' allowed. For reference, the existing adjacent office building at 103 Pendleton St. is 68' above the sidewalk at the northeast corner per City Surveyor.
- Active frontage required on Union and Pendleton Streets

Summary

The existing brick and metal panel warehouse building does not comply with the proposed Waterfront Development Guideline requirements for modern design inspired by historic architectural character with active uses along the ground level at the north and east sides.

501 N. Union St. Robinson Terminal North (east building)

5



Original period of construction: c. 1968

This building is not within the Old & Historic Alexandria District and is not subject to BAR review.

Zoning

Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**

(a) Recreational access to the waterfront: The existing building does not provide views of or access to the waterfront.

(b) Height	Existing:	32.37' above the sidewalk at the southwest corner of the building per City Surveyor measurement.
	Allowed:	30' and 45' per waterfront settlement agreement. 55' per W-1 zone. 50' maximum height with SUP and step back above 30' per the Potomac River Vicinity Height District requirements.
	Proposed:	30' and 45' maximum heights per waterfront settlement agreement with step back at 30' height.

(c) Reflection of traditional height, mass and bulk: The existing building represents mid-20th century warehouses but not traditional 18th or 19th century building scale.

Proposed Waterfront Plan Development Guidelines

- Encourage modern design inspired by historic precedent of 18th century Alexandria warehouse architecture.
- Building bulk to step down from Union St. toward the water.
- Enhance streetscape and prohibit curb cuts on North Union Street.

Summary

The existing warehouse building does not comply with the proposed Waterfront Development Guideline requirements for building scale or modern design inspired by historic architectural character. 84

211 N. Union St.

[6]



Original period of construction: c. 1986

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Yes. Pedestrian access is provided along waterfront
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP. Existing building does not step back from the street face above 30' height, as required today.
 - Proposed: Existing building to remain
 - (c) Reflection of traditional height, mass and bulk: The existing building reflects the traditional height mass and bulk of the adjacent and historic early-20th century Torpedo Factory but is visually more massive than 18th or 19th century warehouse forms typically found within the district.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with the adjacent historic Torpedo Factory and other 20th-century historic buildings.
- **Siting and Building Orientation:** Building set back and raised first story do not reflect traditional siting and grade level entrances.
- **Fenestration:** The pattern of regular punched openings represents traditional, load bearing masonry warehouse design and has a solid-to-void ratio appropriate to commercial structures.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 120' wide.
- **Style and Architectural Detailing:** The existing structure represents a contemporary abstraction of historic design elements.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but parking for new buildings is generally required to be below grade and active uses would be required at street level.

Summary

- The general architectural character, materials and fenestration are compatible with the adjacent Torpedo Factory but the building is set back from the street and the façade does not step back above the 30' height. The existing structure could not be constructed under the present Design Guidelines.

201 N. Union St. Torpedo Factory Building 3

8



Original period of construction: 1942
Renovated: c. 1983

Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**

(a) Recreational access to the waterfront: pedestrian access is provided along waterfront

(b) Height Existing: Unknown

Allowed: 30', 50' setback from street face with SUP. Existing building does not set back from the street face above 30' height.

Proposed: Existing building to remain

(c) Reflection of traditional height, mass and bulk: The existing building reflects the traditional height mass and bulk of the adjacent and historic early-20th century Torpedo Factory Art Center building but is visually more massive than 18th or 19th century warehouse forms typically found within the district.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with the adjacent historic Torpedo Factory building and other 20th-century historic buildings.
- **Siting:** The siting is generally appropriate as there is no setback from street although the entry is not clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 175' wide at the street. The building is divided into clearly articulated and regularly spaced bays.
- **Style and Architectural Detailing:** The existing structure represents the Art Deco movement, an early 20th-c. style with more ornament than traditional 18th- and 19th-c. buildings

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but active uses would typically be required at street level on Union Street.

Summary

- The general architectural character, materials and fenestration of this historic structure are compatible with the adjacent Torpedo Factory Art Center building. The building mass is well articulated and the materials and detailing used during the 1984 renovation are high quality. While this building has more ornament than other historical styles found on the waterfront, it is a typical example of the Art Deco style. However, the existing building appears to be one story more than the 30' height allowed on the street façade and may be one story taller overall than currently allowed by the height district. In addition, the building is significantly wider than recommended in the Design Guidelines. Therefore, the existing structure could not be constructed under the present regulations.

105 N. Union St. Torpedo Factory Art Center

(10)



Original period of construction: 1918

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Pedestrian access is provided along waterfront via Cameron St. and the City Marina.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP. Existing building does not set back from the street face above 30' height.
 - Proposed: Existing building to remain
 - (c) Reflection of traditional height, mass and bulk: The existing historic building reflects traditional height, mass and bulk of early 20th century commercial buildings on the waterfront but is larger than waterfront buildings of the 18th or 19th century.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with adjacent 20th-century historic buildings.
- **Siting:** The siting generally appropriate as there is no setback from street and the entry is clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 245' wide. The building is divided into clearly articulated and regularly spaced bays.
- **Style and Architectural Detailing:** The existing structure represents the Art Deco movement, an early 20th-c. style with more ornament than traditional 18th- and 19th-c. buildings.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure.

Summary

- The architectural character, materials and fenestration of this iconic, early 20th century historic structure generally comply with the BAR's Design Guidelines with one important exception – the length of the building is 2 ½ times the maximum guideline recommendation. Therefore, the existing structure could generally be constructed under the present regulations if the façade were articulated to look like multiple buildings.

101 N. Union St. Torpedo Factory Bldg. 10

12



Original period of
construction: 1941-1958
Renovated: c. 1986

Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**

(a) Recreational access to the waterfront: Pedestrian access is provided to and along waterfront via Thompson's Alley and Cameron St.

(b) Height Existing: 52' to top of parapet at southwest corner per City Surveyor
 Allowed: 30', 50' setback from street face with SUP. Existing building does not set back from the street face above 30' height.

 Proposed: Existing building to remain

(c) Reflection of traditional height, mass and bulk: The existing mid-20th century building reflects the traditional height mass and bulk of the adjacent and Torpedo Factory Art Center but is visually more massive than 18th or 19th century warehouse forms typically found within the district.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with adjacent 20th-century historic buildings.
- **Siting:** The siting is generally appropriate as there is no setback from street and the entry is clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio. The first story has large storefront windows, consistent with the Guidelines.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 100' wide. The building is divided into clearly articulated and regularly spaced bays.
- **Style and Architectural Detailing:** The existing structure represents the Art Deco movement, an early 20th-c. style with more ornament than traditional 18th- and 19th-c. buildings

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but parking for new buildings is generally required to be below grade and active uses would be required at street level.

Summary

- The general architectural character, materials and fenestration of this historic structure are compatible with the adjacent Torpedo Factory Art Center building. The building mass is well articulated and the materials and detailing used during the 1986 renovation are high quality. Although the parapet feature at the southwest corner of the existing building is significantly more than the 30' height allowed without a step back on the street façade, the remainder of the structure could generally be constructed under the present regulations.

6 King St. and 104 S. Union St.

14



Original period of construction: 1796, additions late-20th c.

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Pedestrian access is provided to the waterfront via Wales Alley
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP. Street faces of the existing building generally set back above the 30' height limit.
 - Proposed: Existing building to remain
 - (c) Reflection of traditional height, mass and bulk: The existing historic building generally reflects the scale of traditional 18th century warehouses found within the district.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The gable roof forms on both the historic building and contemporary addition reflect traditional 18th and 19th century gable roof forms as favored by the Guidelines.
- **Siting:** The siting is generally appropriate as there is no setback from street and the entries are clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio. The first story has large storefront windows, consistent with the Guidelines.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The historic building is approximately 48' wide on South Union Street and the more recent addition is approximately 48' on King Street.
- **Style and Architectural Detailing:** The existing structures represents a traditional late 18th-c. warehouse building with a Colonial Revival style addition, both consistent with the recommendations in the Guidelines.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure.

Summary

- This 18th century building was the model for many of the BAR's Design Guidelines with respect to form, size, materials, fenestration and architectural character and, therefore, generally complies with the Design Guidelines. The existing contemporary addition behind 104 S. Union St. on Wales Alley was reviewed and approved by the BAR under the present Design Guidelines.

110 S. Union St.

16



Original period of construction: c. 1990

Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**

- (a) Recreational access to the waterfront: A visual break is provided between buildings in the block face but no physical access is provided to the waterfront parks
- (b) Height:
 - Existing: 60' height per original building architect. 52' from Union St. sidewalk to roof cornice per City Surveyor.
 - Allowed: 30', 50' setback from street face with SUP. Existing building does not set back from the street face above 30' height and exceeds current height limit.
 - Proposed: Existing building to remain
- (c) Reflection of traditional height, mass and bulk: The existing building visually reflects the mass and height of historic warehouse buildings typically found within the district, in part because the façade of the building is designed to appear to be two separate buildings.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The gable roof form reflects traditional 18th and 19th century gable roof forms as favored by the Guidelines. The mansard roof on the southern portion is not consistent with the Guidelines.
- **Siting:** The siting is generally appropriate as there is no setback from the street and the entries are clearly articulated.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio. The first story has large storefront windows, consistent with the Guidelines.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. Although this is one large block-long building, it is divided visually and stylistically into what appear to be two buildings measuring approximately 33' in width and 70' in width.
- **Style and Architectural Detailing:** The existing structures represents a traditional late 18th-c. warehouse building and a higher-style Renaissance palazzo building on the southern portion. Although the latter section is higher style than recommended in the Guidelines and Zoning Ordinance, and not typical of historic styles found in this area of the district, the changes in styles and detailing provides visual massing relief.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but parking for new buildings is generally required to be below grade and active uses would be required at street level and fronting the park.

Summary

- This building was approved by the BAR in 1988, prior to adoption of the *Design Guidelines* in 1993. The general architectural character, materials and fenestration comply with the *Design Guidelines* but the existing building does not step back above the 30' height and is 10' taller than the 50' maximum height allowed today. While the highly ornamented architectural style of a portion of this building is appropriate for this specific location on S. Union St., and reflects the historic Corn Exchange Building at 100 King, the existing structure could not be constructed under the present zoning regulations because of its height.

0 Prince St. Beachcomber

18



Original period of construction: 1946

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**
 - (a) Recreational access to the waterfront: None
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Existing historic restaurant building to be restored and reused per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with other 20th-century historic buildings on the waterfront.
- **Siting:** The siting is atypical as it is substantially set back from the street today as when it was constructed it was built on stilts in the Potomac River.
- **Fenestration:** Pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 32' wide.
- **Style and Architectural Detailing:** The existing structure represents post-World War II commercial construction with common, readily-available materials, such as concrete block, and minimal decoration. The second-story wrap-around balcony is a character-defining feature of this otherwise non-descript building.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this building beyond recommended restoration for potential restaurant use.
- Public pedestrian access must be provided along the waterfront.

Summary

- Although the existing, mid-20th century building generally complies with the BAR Guidelines with respect to size, siting and fenestration, its historic importance is acknowledged more for its cultural significance than its architectural design and the original exposed painted concrete block exterior finish and open parking lot would not be permitted today. Construction of this building for restaurant use represents the evolution of the waterfront from a working, industrial area to a place of recreation and entertainment in the mid-20th century

1 Prince St.

(20)



Original period of construction: c. 1985

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP. Street faces of the existing building generally set back above the 30' height limit.
 - Proposed: existing building to remain
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The gable roof reflects traditional 18th and 19th century gable roof forms.
- **Siting:** The siting is generally appropriate as there is no setback from the street for part of the building. However, the use of a raised courtyard and the building walls set well back from the street is not consistent with the Guidelines or traditional commercial development patterns.
- **Fenestration:** Pattern of regular punched openings is representative of traditional load bearing masonry warehouse design and the openings maintain a traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building portion on South Union Street is approximately 40' in width while the rear of the building on The Strand is approximately 85 feet.
- **Style and Architectural Detailing:** Part of the building has a clear Colonial Revival design while the set back portion is done as an abstraction of a historic warehouse style.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing structure but parking for new buildings is generally required to be below grade and active uses would be lowered to street level.

Summary

- Although this building was constructed prior to adoption of the BAR's *Design Guidelines*, the general architectural character, materials and fenestration comply with the Guidelines, with the exception of the raised courtyard feature.



Original period of construction: pre-1902

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Private alley is blocked, preventing visual or physical access to waterfront parks.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Existing historic warehouse buildings to be restored and adaptively reused per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is typical of late 19th-c. buildings found throughout the historic district.
- **Siting:** The siting generally appropriate as there is no setback from street .
- **Fenestration:** The lack of fenestration is unusual and not in conformance with the Guidelines. It is likely that the current siding obscures a traditional fenestration pattern
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 36' wide on S. Union St.
- **Style and Architectural Detailing:** The existing style is difficult to discern due to incompatible later alterations such as the siding over brick walls obscuring all windows. It is likely that this building is a late 19th-c. simple commercial building with a stepped parapet. The segmental arches over the remaining windows and corbelled brick cornice indicate that a brick building exists underneath.

Proposed Waterfront Plan Development Guidelines

- The historic alley on the south side of the structure must be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in this location.
- Active uses should constitute the predominant ground floor use on the street facades.

Summary

- The architectural character, size, siting, materials (below the existing siding) and fenestration generally appear to comply with the BAR's *Design Guidelines*. However, in its current condition it is impossible to determine the style, fenestration and any architectural detailing that remains. There are visual clues that there is extant historic material but further investigative work must be done to determine how to proceed with a restoration of this building. The late 20th century addition which fills a portion of the alley is not historic and must be removed or made visually transparent to comply with the Waterfront Plan's Development Guidelines.

204/206 S. Union St.

24



Original period of construction
204 S. Union: c. 1852,
alterations in early 20th century

206 S. Union: c.1843,
alterations in early 20th century

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: None
 - (b) Height
 - Existing: 204: 39'-4" from sidewalk to top of parapet. 206: 43'-4" from sidewalk to top of parapet.
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Existing historic warehouse buildings to be restored and adaptively reused per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with other historic buildings along the waterfront.
- **Siting:** The siting is generally appropriate as there is no setback from street and the entry is clearly articulated.
- **Fenestration:** Although the second and third story windows have been filled in, it is evident that there was a pattern of regular punched openings representative of traditional warehouse design that maintains the traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. 204 South Union Street is approximately 35' wide and 206 South Union Street is approximately 45' wide.
- **Style and Architectural Detailing:** The existing structure represents a utilitarian 19th-century with minimal decoration. Cast iron door fenders to protect brickwork remain.

Proposed Waterfront Plan Development Guidelines

- Active uses should constitute the predominant ground floor use on the street facades.

Summary

- The scale, mass, and siting of these mid-19th century warehouse buildings are compatible with traditional waterfront buildings and the Guidelines. If the windows at the second and third stories were reopened, it would again have an appropriate fenestration pattern. The height is above what is permitted by the Height District and Guidelines without stepping back and, in their current form, these two buildings could not be constructed under the Design Guidelines because of the height on the street facades.



Original period of construction: 1980s

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3:**
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Redevelopment per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The modern interpretation of a gable roof references traditional 18th and 19th century gable roof forms but is clearly a contemporary feature.
- **Siting:** The siting is generally appropriate as there is no setback at either street though the location of a parking area along the length of the building is a modern-day obstruction. Parking lots to the side of a building or open to the street are strongly discouraged in the Guidelines.
- **Fenestration:** The window and door openings are atypical of traditional warehouse design although a traditional solid-to-void ratio is roughly maintained.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building width along the street is 30 feet and the building's length is the length of the block, approximately 180 feet.
- **Style and Architectural Detailing:** This building has some elements that are a post-modern interpretation of historic warehouse features. However, the building is clearly contemporary.

Proposed Waterfront Plan Development Guidelines

- Parking must be below grade.
- A pedestrian alley must be provided between South Union Street and the Strand.
- Active uses should constitute the predominant ground floor use on the street facades.

Summary

- The general architectural character, building size, materials and fenestration of the building itself generally complies with the BAR's *Design Guidelines*, though the orientation facing an open parking lot does not.

220 S. Union St.

28



Original period of construction: between 1941 & 1958

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Redevelopment per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with adjacent 20th-century buildings.
- **Siting:** The siting generally appropriate as there is no setback from street.
- **Fenestration:** There is not a clear pattern representative of traditional warehouse design and does not maintain a traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 118' wide.
- **Style and Architectural Detailing:** The existing structure is a non-descript, utilitarian warehouse from the mid 20th-c. with little architectural style or detailing and is not consistent with the Guidelines.

Proposed Waterfront Plan Development Guidelines

- Active uses should constitute the predominant ground floor use on the street facades.
- A mid-block pedestrian alley must be provided between South Union Street and the Strand.

Summary

- The architectural character and fenestration of this mid-20th century warehouse does not comply with the BAR's Design Guidelines. This structure could not be constructed under the present Guidelines.



Original period of construction: pre-1885, with later alterations

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: Unknown
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Existing historic warehouse building to be restored and adaptively reused per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The gable roof reflects traditional 18th and 19th century gable roof forms and is consistent with the Guidelines.
- **Siting:** The siting generally appropriate as there is no setback from street and the entry is clearly articulated.
- **Fenestration:** The pattern of regular punched openings is representative of traditional warehouse design and maintains the traditional solid-to-void ratio as recommended in the Guidelines.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 30' wide. The building is divided into clearly articulated bays.
- **Style and Architectural Detailing:** The existing structure represents a mid 19th-century masonry warehouse form and exemplifies the traditional quality and quantity of detailing found on historic structures, in accordance with the Guidelines.

Proposed Waterfront Plan Development Guidelines

- Active uses should constitute the predominant ground floor use on a portion of the street facades of Strand, Duke and the waterfront park.
- A new east west street connection north of Wolfe St. between S. Union and the pier, connecting to a southern extension of the Strand is strongly encouraged.

Summary

- The architectural character, size, siting, materials and fenestration of this 19th century warehouse building generally comply with the BAR's Design Guidelines.

Robinson Terminal South

(32)



Original period of construction: mid-20th c.

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**
 - (a) Recreational access to the waterfront: No access is provided to the waterfront parks by this building.
 - (b) Height
 - Existing: 28.86' from sidewalk to roof at the northwest corner of the building per City Surveyor.
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Redevelopment per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: The buildings represent mid-20th century warehouses but not traditional 18th or 19th century building scale.

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** The flat roof does not reflect traditional 18th and 19th century gable roof forms but is consistent with adjacent 20th-century historic buildings.
- **Siting:** The siting generally appropriate as there is no setback from street.
- **Fenestration:** There is no clear pattern of regular punched openings representative of traditional warehouse design and no traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing building is approximately 360' wide, the entire length of the block.
- **Style and Architectural Detailing:** The existing structure is a non-descript, utilitarian warehouse from the mid 20th-c. with little architectural style or detailing and is not consistent with the Guidelines.

Proposed Waterfront Plan Development Guidelines

- Active uses should constitute the predominant ground floor use on a portion of the street facades of Strand, Duke and the waterfront park.
- A new east west street connection north of Wolfe St. between S. Union and the pier, connecting to a southern extension of the Strand is strongly encouraged.

Summary

- The architectural character, size, siting, materials and fenestration of this 20th century warehouse building do not comply with the BAR's Design Guidelines. The existing structure could not be constructed under the present regulations.



Original period of construction:
c. 1993

- Conformance with Zoning Ordinance sec. 6-404 for the **Potomac River Vicinity Height District #3**:
 - (a) Recreational access to the waterfront: Public access is provided along the waterfront by this development.
 - (b) Height
 - Existing: 50' from sidewalk to top of flat portion of roof on Wolfe St. townhouses per City Surveyor
 - Allowed: 30', 50' setback from street face with SUP.
 - Proposed: Redevelopment per Waterfront Plan
 - (c) Reflection of traditional height, mass and bulk: Yes

BAR Design Guidelines and Additional Potomac River Vicinity Standards [sec. 10-105(4)]

- **Roof:** This townhouse project primarily features the appearance of gable roofs though in actuality there are many flat roofs. The Guidelines encourage traditional roof form patterns found in the waterfront area, such as gable roofs.
- **Siting:** Although there are some interior courtyards, the siting is generally appropriate as the townhouses along the street are oriented to the street. However, there are no mid-block connections to provide public or visual access to the waterfront.
- **Fenestration:** Pattern of regular punched openings is representative of traditional residential design and maintains a traditional solid-to-void ratio.
- **Width:** The Guidelines generally recommend that buildings appear to be 35 to 100' feet in width. The existing townhouses are approximately 20' in width. The units also have varying setbacks which breaks up the bulk and mass of the townhouse rows..
- **Style and Architectural Detailing:** This development represents typical neo-traditional/Colonial Revival townhouses found throughout the historic districts. Such styles echo the historic 18th- and 19th-c. architecture of the district without being direct copies, as recommended by the Guidelines.

Proposed Waterfront Plan Development Guidelines

- There are no specific Development Guidelines for this existing development.

Summary

- The general architectural character, materials and fenestration of the townhouses comply with the BAR's Design Guidelines, though there are no public, mid-block pedestrian connections to the river in this development, as recommended for other sites by the Waterfront Development Guidelines.

*******APPROVED MINUTES*******

Alexandria Board of Architectural Review
Old & Historic Alexandria District

Wednesday, July 25, 2012

7:30pm, City Council Chambers, City Hall
301 King Street, Alexandria, Virginia 22314

Members Present: Tom Hulfish, Chairman
Oscar Fitzgerald, Vice Chairman
Wayne Neale
John von Senden
Chip Carlin

Members Absent: Art Keleher
Peter Smeallie

Staff Present: Planning & Zoning
Al Cox, FAIA, Historic Preservation Manager
Catherine Miliaras, Historic Preservation Planner
Faroll Hamer, Director
Barbara Ross, Deputy Director
Tom Canfield, City Architect

The meeting was called to order at 7:37 p.m. by Chairman Hulfish.

I. MINUTES

Consideration of the [minutes](#) of the public hearing of July 11, 2012.

BOARD ACTION: Approved as submitted, 5-0.

On a motion by Mr. Neale, seconded by Mr. von Senden, the minutes were approved, as submitted, 5-0.

II. CONSENT ITEMS

Items on the Consent Calendar are those where the applicant has agreed to all conditions of approval shown in the staff reports. Without objection, the staff recommendation for these cases will be approved as a group by unanimous consent of the Board at the beginning of the meeting. When announced by the Chairman, any member of the Board or of the public may ask that one of these cases be removed for full discussion.

1. **CASE BAR2012-0148**

Request for alterations at **614 S Saint Asaph St**

APPLICANT: Michael Dyke

BOARD ACTION: This item was moved to Discussion Items.

2. [CASE BAR2012-0198](#)
Request for signage & alterations at **277 S Washington St**
APPLICANT: EagleBank by Jeffery Stoiber
BOARD ACTION: **Approved as submitted on the Consent Calendar, 5-0.**
3. [CASE BAR2012-0205](#)
Request for alterations **119 N Washington St**
APPLICANT: Jemal's First Federal LLC by Kathleen O'Hearn
BOARD ACTION: **This item was moved to Discussion Items.**
4. [CASE BAR2012-0230](#)
Request for alterations at **513 S Royal St**
APPLICANT: Dina Shaher
BOARD ACTION: **Approved as submitted on the Consent Calendar, 5-0.**
5. [CASE BAR2012-0231](#)
Request for alterations at **109 Cameron Mews**
APPLICANT: Karen Boyd
BOARD ACTION: **Approved as submitted on the Consent Calendar, 5-0.**

On a motion by Mr. Carlin, seconded by Dr. Fitzgerald, the Consent Calendar was approved, 5-0.

III. DISCUSSION ITEMS

1. [CASE BAR2012-0148](#)
Request for alterations at **614 S Saint Asaph St**
APPLICANT: Michael Dyke
BOARD ACTION: **Approved as submitted, 5-0.**

SPEAKERS

Lynn Simarski and Guy Guthridge, owners at 612 South Saint Asaph Street, expressed concern about the proposal and spoke in opposition.

Rick Klaussen, speaking on behalf of the owners at 612 South Saint Asaph Street, proposed an alternate scheme.

Mr. Dyke, the applicant, spoke in support of the application.

BOARD DISCUSSION

Mr. Neale noted that louvered panels could be added to the porch to add privacy but found the proposal acceptable.

Mr. von Senden found the revised drawings to be an improvement.

On a motion by Dr. Fitzgerald, seconded by Mr. Carlin, the revised application was approved, as submitted, 5-0.

REASON

The Board found the revised scheme adequately addressed their previous concerns regarding the quality of the application drawings, the architectural character of the proposed deck and the neighbor's privacy concerns.

3. **CASE BAR2012-0205**

Request for alterations **119 N Washington St**

APPLICANT: Jemal's First Federal LLC by Kathleen O'Hearn

BOARD ACTION: **Approved as submitted, 4-1.**

SPEAKERS

Kathleen O'Hearn, representing the applicant, spoke in support of the application.

Poul Hertel, local resident, compared an image of a Hopper painting he distributed to the present-day view of the same house in order to provide an example of a building whose character had been adversely eroded by the cumulative effect of changes over time.

BOARD DISCUSSION

Mr. Neale expressed great admiration for the building and thought that it would be a significant loss to lose the muntins on the existing bay window.

Dr. Fitzgerald found the proposed scheme to be an improvement.

Chairman Hulfish noted that the building had been vacant for years in part because the existing window mullions blocked views of the interior and made leasing difficult.

Mr. Carlin agreed with Dr. Fitzgerald and noted the example of how the windows at 326 King Street were now being opened up to improve the visibility of retail displays.

On a motion by Mr. Carlin, seconded by Mr. von Senden, the application was approved as submitted, 4-1 (with Mr. Neale voting in opposition).

REASON

The Board generally found the proposed alteration of the store window to be appropriate and compatible with the building and the memorial character of the Parkway.

6. **CASE BAR2012-0101**

Request to partially demolish and capsule at **804 Duke St**

APPLICANT: Jack Ezzell by Gene R. Lewis, Lewis & Associates

BOARD ACTION: **Approved as amended, by a roll call vote, 5-0.**

The Board combined Docket Items 6 & 7 for discussion purposes.

7. **CASE BAR2012-0102**

Request for an addition at **804 Duke St**

APPLICANT: Jack Ezzell by Gene R. Lewis, Lewis & Associates

BOARD ACTION: **Approved as amended, by a roll call vote, 5-0.**

SPEAKERS

Ray Lewis, representing the applicant, spoke in support of the application and responded to questions.

Poul Hertel, local resident, expressed concern about the staff comment that changing a window to a door was easily reversible.

BOARD DISCUSSION

Mr. von Senden found the proposed scheme to be acceptable except had a concern regarding the pyramidal roof on the elevator shaft. He recommended a simpler shed roof at this location. The architect believed that the roof could be adequately flashed and waterproofed but agreed to restudy the roof form.

Mr. Carlin supported the staff recommendation.

Without further Board discussion, on a motion by Mr. Carlin, seconded by Mr. Neale, the Board voted to approve the application as amended, 5-0, by a roll call vote.

REASON

The Board found the proposed demolition and rear elevator addition to be appropriate.

8. **CASE BAR2012-0229**

Request for alterations at **662 S Columbus St**

APPLICANT: Michael & Sharon Mohr by Duncan W. Blair

BOARD ACTION: **Denied, 3-2.**

SPEAKERS

Duncan Blair, representing the applicant, spoke in support of the application and suggested that approval in this particular case would not necessarily set a precedent.

Robin Juni, speaking on behalf of the Washington Square Condominium Unit Owners' Association Board of Directors, spoke in opposition to the request and stated that it was a matter of fairness for all property owners to comply with BAR requirements.

Poul Hertel, Old Town resident, spoke in support of adhering to the BAR's policies.

Nils Kandelin, owner at 660 South Columbus Street, spoke in support of the application.

Kathleen Henning spoke in support of the application.

Marcia Brazda, owner at 664 South Columbus Street, spoke in support of the application.

Burt Grodnitzky, owner at 666 South Columbus Street, spoke in support of the application.

David Leary, owner at 642 South Columbus Street, spoke in support of the application.

BOARD DISCUSSION

Dr. Fitzgerald stated that the vinyl windows with sandwich muntins looked terrible and did not match anything in the area. He noted that vinyl windows are ones that the Board wants to avoid having in the district and that the subject windows are, in fact, visible.

Mr. Neale noted that the windows were barely visible from the street and that since five years have elapsed, that it was acceptable to retain the windows in this particular case.

Mr. Carlin inquired as to whether there were storm windows currently in place. The applicant responded that there were not.

Mr. von Senden noted that two years ago the Board went through an intensive Modern & Sustainable Materials Work Group process to update standards and policies and that they again rejected vinyl windows for aesthetic and performance reasons. He stated that vinyl windows were never acceptable according to the Board's recently adopted window policy.

The Chairman called the question on the staff recommendation to deny the application and require the applicant to install replacement windows on the east elevation in conformance with the Board's Window Policy. The motion carried 3-2, with Mr. Neale and Mr. Carlin voting against the denial.

REASON

The Board found that the policy regarding the use of vinyl windows at visible locations in the historic district was clear, noting that the use of vinyl windows was not acceptable anywhere in the district.

IV. WITHDRAWN ITEMS

1. CASE BAR2012-0152

Request for a revision to previously approved plans to partially demolish & capsulate at
412 S Fairfax St

APPLICANT: Alice Reid by G. Ray Lewis, Lewis & Associates

Withdrawn prior to hearing

2. CASE BAR2012-0153

Request for a revision to previously approved plans for an addition & alterations at **412 S Fairfax St**

APPLICANT: Alice Reid by G. Ray Lewis, Lewis & Associates
Withdrawn prior to hearing

3. **CASE BAR2012-0233**

Request for concept review of new construction at **220 S Union St**

APPLICANT: Carr Hospitality by Rust Orling Architecture

Withdrawn prior to hearing at the applicant's request

V. OTHER BUSINESS

1. [Alexandria Union Station National Register nomination](#)

The Board endorsed the nomination, 5-0.

The Board acknowledged the efforts of Ann Horowitz, local resident and volunteer, for her work on drafting the National Register nomination for Alexandria Union Station. On a motion by Mr. von Senden, seconded by Dr. Fitzgerald, the Board made a finding of support for the nomination of Alexandria Union Station to be listed on the National Register of Historic Places and Virginia Landmarks Register.

2. 119 S Columbus St - Update on emergency demolition of a garage per Section 10-111 of the Zoning Ordinance.

The Board noted the emergency demolition.

3. An informal work session with public testimony regarding the proposed development at [220 S Union St by Carr Hospitality](#)

- a. [Applicable Regulations and Guidelines](#)
- b. [Appendix 2](#) of the *Alexandria Waterfront History Plan*
- c. [Existing Waterfront Resources Design Analysis](#)
- d. [Scale Model Excerpt of the Alexandria Waterfront Small Area Plan](#)

The Board made informal comments but took no action.

SPEAKERS

Ken Wire, speaking on behalf of the future applicant, gave a brief introduction and introduced his client, Austin Flasjer of Carr Hospitality.

Mark Orling, project architect, provided an overview of the proposal and the evolution of the building's design. He also provided an architectural context by explaining how the proposal reflected historic waterfront warehouse architecture and addressed the applicable standards and design guidelines.

Nate Macek, 724 Franklin Street and Chairman of the Waterfront Commission, speaking as an individual, thanked the Board for the opportunity to have a discussion. He was generally supportive of the project.

Kathryn Papp, 504 Cameron Street, referred to letters submitted by Roy Shannon and the National Trust for Historic Preservation field office. She stated she was not in support of the project.

David Olinger, 100 Prince Street, expressed concern about the size of the proposed hotel.

Hugh M. van Horn, 416 South Pitt Street, expressed concern about the size of the proposed hotel.

Poul Hertel, representing the Historic Alexandria Foundation, expressed concern regarding the process and also found that the mass and scale detracted from the historic buildings.

Felipe Gomez-Acebo, 100 Duke Street, spoke of the importance of transition in Old Town from residential to commercial buildings. The proposal does not appropriately transition.

John Gosling, 208 South Fayette Street and immediate past president of the Old Town Civic Association, spoke in opposition to the project, expressed concern about the proposal and recommended that additional ideas be explored.

Gail Rothrock, 209 Duke Street, representing herself and the Historic Alexandria Foundation Board, expressed concern regarding the proposed mass, scale and set back and also noted that Duke Street was a major pedestrian route to Point Lumley and the waterfront.

James McCall, Vice-Chair of the Alexandria Archaeology Commission, expressed concern regarding the size and massing of the proposed building. He was also concerned that historic sites along the waterfront be adequately identified and interpreted.

Bert Ely, 200 South Pitt Street, expressed concern about the proposal, finding it too large and impairing the surrounding neighborhood.

Lynn Hampton, 215 Park Road, spoke in support of the application finding the height and courtyard to be appropriate.

Dennis Auld, 215 Park Road, spoke in support of the application, finding the proposal consistent with the Design Guidelines and small area plan.

Gina Baum, 203 South Fairfax Street, spoke in support of the application and noted she appreciated the ability to provide public feedback early in the review process. She commented that the east side, or “back” of the building, will become more functional and important as the waterfront park evolves. She recommended that the building’s edges be softened to make it less block-like.

Deena de Montigny, 302 Prince Street, found the proposed scale and massing to be inappropriate and believed that the setbacks were not compatible.

Katy Cannady, 20 East Oak Street, stated that the project did not meet the small area plan objectives and that the proposal did not re-create the historic alleys and connections to the river. She expressed concern regarding the size of the project.

Bob Wood, 711 Potomac Street and member of the Waterfront Work Group, found the proposed bulk and mass to be disagreeable and noted that the area does need to be redeveloped.

Robert Pringle, 216 Wolfe Street, stated that the project was too big for a small area and found the design to be mediocre.

Van Van Fleet, 26 Wolfe Street, thought that the evening's work session was the first of its kind and spoke in opposition to the proposal.

Howard Bergman, 101 Quay Street, spoke in support of the warehouse design but found the proposal to be too big and massive and inconsistent with the Waterfront Plan.

Andrew MacDonald, 217 North Columbus Street, expressed thanks to the BAR and noted that the proposal was too big and not tied into the waterfront. He expressed concern about the proposed zoning.

Jaye Smith, 200 Duke Street, spoke in opposition to the project.

Julie Van Fleet, 26 Wolfe Street, expressed concern about the project citing the mass and scale as too big.

Boyd Walker, 1307 King Street, expressed concern about spot zoning and spoke in opposition.

Michael Hobbs, 419 Cameron Street, spoke in opposition to the project and noted that the zoning has implications for the architecture and design.

Roy Shannon, speaking on behalf of April Burke, Beth Gibney and Marie Kux, expressed concern about the process and recommended that the BAR hold another informal work session.

Mark Mueller, 414 South Royal Street, recommended that the applicant engage more with the citizens and look at the Morrison House as a compatible hotel design.

Mark Mueller, speaking on behalf of Beth Gibney of 300 South Lee Street, cited concerns that the proposed alley would become a trash alley and had concerns about reviewing a proposal without zoning in place.

Charles Hulfish, 325A South Washington Street, expressed concern with the proposed scale and scope of the project, finding that it would wall off the waterfront. He found

that the Duke Street elevation needed further work, as Duke provides access to the park and waterfront.

BOARD DISCUSSION

Mr. Neale recused himself from this discussion.

Mr. von Senden noted that there were a lot of opportunities with this project. After reviewing the project, he was not as concerned with the proposed height as he initially was and compared the proposed hotel to other buildings on the waterfront, such as the Torpedo Factory. He found the L-shaped plan to be more successful and to improve the alley sight line. He thought that the entrance should recognize cars and allow for taxis. He noted that the sense of entry was very important at this site. He liked the 7/18/12 elevation for The Strand as it reflected historic structures. He thought the storefront on South Union Street was successful. He advised keeping the carriageway light and airy or it will become problematic. On the Duke Street elevation, he found the three segments to be positive but noted that the large shed dormer on the two-story Mansard roof was not successful.

Dr. Fitzgerald stated that he wanted to hear comments on the architecture but that the public provided few comments and that he would let the politicians determine the size of the project. He observed that if the citizens wanted a historic waterfront, which used to have huge, massive warehouse buildings, then the scheme has merit. He found the Duke Street elevation to be in need of substantial work. He recommended studying relocating the courtyard to the Duke Street elevation and to relocate the building services to the alley. He noted that a great architect was working on the project and that the design should reflect the historic waterfront.

Mr. Carlin noted that the east-west circulation has always been an important aspect of the Waterfront Plan to make the blocks more porous. Throughout the planning process, he has been fascinated by the model and noted that Council's approval had a specific statement with respect to a design that reflected the model. In 1961, the City underwent a downtown urban renewal and he does not want to see the same mistakes. He suggested turning the building's L-shaped plan to make the project more integrated and have fewer problems with loading. With respect to expectations related to massing, he noted that historic warehouses in this area had up to six stories. He found the current proposal to be a big box with mid-19th-century wallpaper and he suggested added balconies at the upper stories and angling the fifth floor with dormers.

Chairman Hulfish said he was opposed to the proposed size and mass. He noted that as the first project after the Waterfront Plan, special attention must be paid. He said that in other communities, waterfront buildings are iconic. He thought the project was too large but stated it should go farther in the City's review process.

VI. ADMINISTRATIVE APPROVALS

The following items are shown for information only. Based on the Board's adopted policies, these have been approved by Staff since the previous Board meeting.

CASE BAR2012-00179

Request for window replacement and repair at **821 Green St**

APPLICANT: Peter Knetemann by American Energy Master Inc., Bob Timbers

CASE BAR2012-00242

Request for window rehabilitation and repair at **525 Queen St**

APPLICANT: Elizabeth Gossart

CASE BAR2012-00243

Request for roof replacement at **323 N Pitt St**

APPLICANT: Sylvia Lukens

CASE BAR2012-00244

Request for roof replacement at **816 S Fairfax St**

APPLICANT: Frank Kaczmarek

CASE BAR2012-00246

Request for signage at **604 S Washington St**

APPLICANT: Shideh Passdar

CASE BAR2012-00247

Request for antenna replacement at **1202 S Washington**

APPLICANT: T-Mobile for Virginia Department of Transportation

CASE BAR2012-00248

Request for window replacement at **217 S Payne St**

APPLICANT: Robert Lennox and Hope Gibbs

CASE BAR2012-00249

Request for roof replacement at **827 S Royal St**

APPLICANT: Nancy Mraz by NV Roofing

CASE BAR2012-00250

Request for vents at **225 N Fairfax St**

APPLICANT: MPR Associated, Katie McHugh by Jeremy Fretts, Niles Bolton

CASE BAR2012-00251

Request for signage at **1127 King St**

APPLICANT: David H. Holmes

VII. ADJOURNMENT

Chairman Hulfish adjourned the meeting at approximately 10:20pm.

Minutes submitted by,

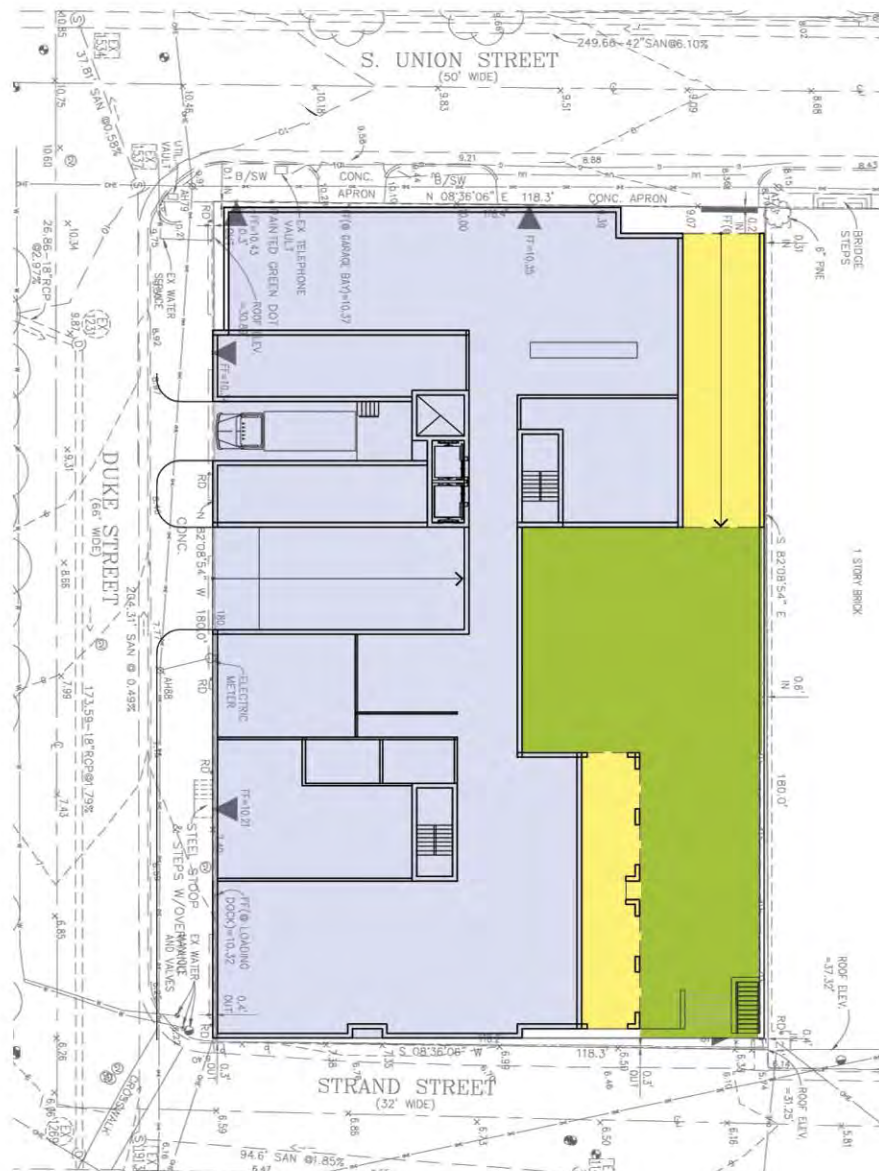
Catherine Miliaras, Historic Preservation Planner
Boards of Architectural Review

An informal work session with public testimony regarding the proposed development at 220 S Union St by Carr Hospitality will be held by the Alexandria Board of Architectural Review on July 25, 2012 at the end of its regular meeting which begins at 7:30 PM in Council Chambers.



MATERIALS AS OF JULY 16, 2012

Please contact Historic Preservation at 703.746.3833 for preservation@alexandriava.gov for more information.



CARR
HOSPITALITY

OPEN SPACE

BUILDING FOOT PRINT

COVERED ALLEY

OPEN SPACE AT GROUND FLOOR DIAGRAMS

CUMMINGS SITE
112012

RUST | ORLING
ARCHITECTURE

July 13, 2012



UNION ST ELEVATION



DUKE ST ELEVATION



STRAND ST (MARCH 2012)



STRAND ST (JULY 2012)



STRAND ST (AS SUBMITTED, JUNE 2012)

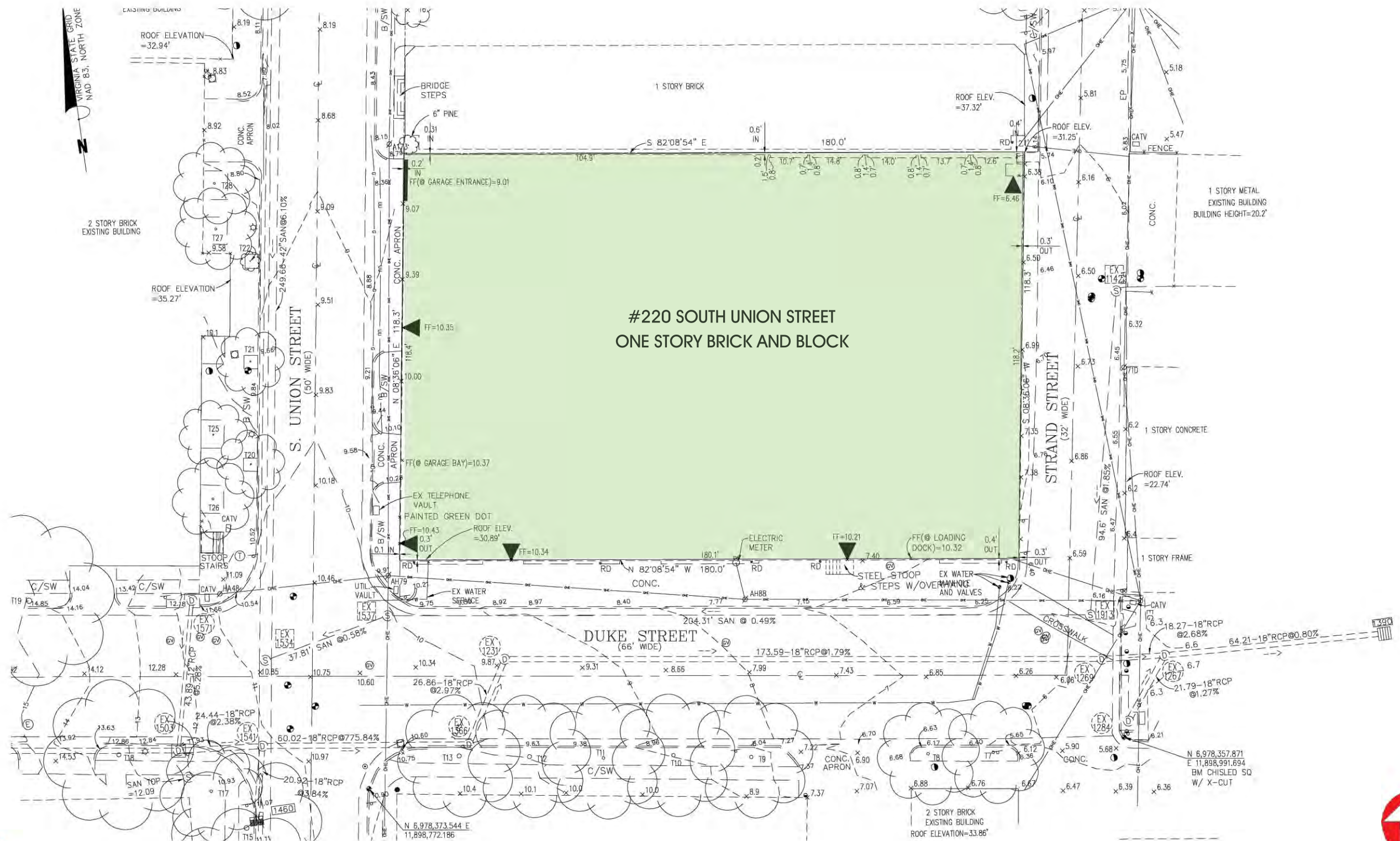
3/32"=1'

An informal work session with public testimony regarding the proposed development at 220 S Union St by Carr Hospitality will be held by the Alexandria Board of Architectural Review on July 25, 2012 at the end of its regular meeting which begins at 7:30 PM in Council Chambers.



MATERIALS AS OF JUNE 25, 2012

Please contact Historic Preservation at 703.746.3833 for preservation@alexandriava.gov for more information.





Union St. (NW corner of site)



Duke St. & Union St. (SW corner of site)



Duke St. & Strand St. (SE corner of site)



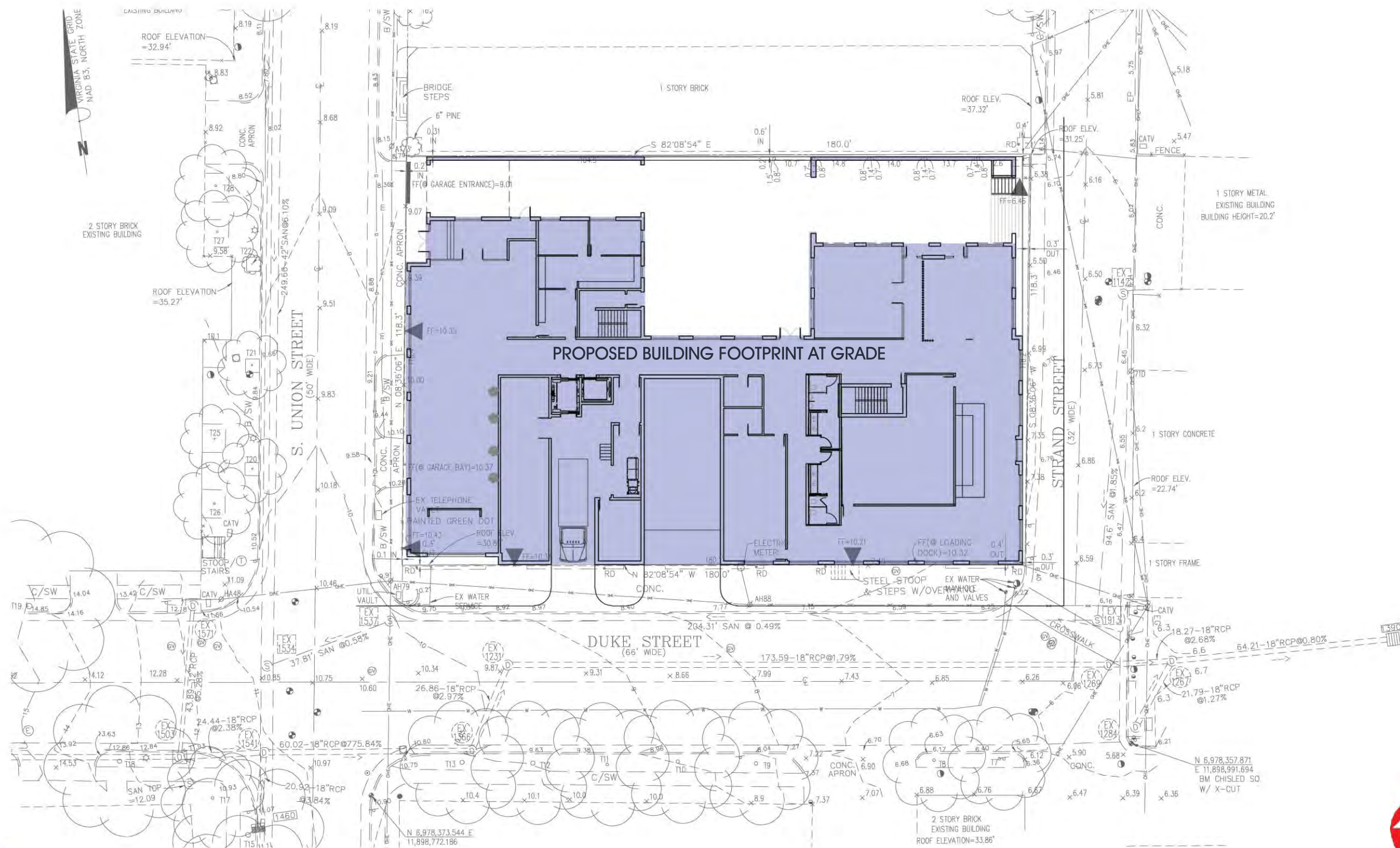
Strand St. (NE corner of site)

The Developer is proposing a new hotel for this site. The existing warehouse structure is not only incompatible with the proposed development, but would render required sub-surface parking unfeasible if it were not demolished.

EXISTING SITE CONDITIONS



June 25, 2012

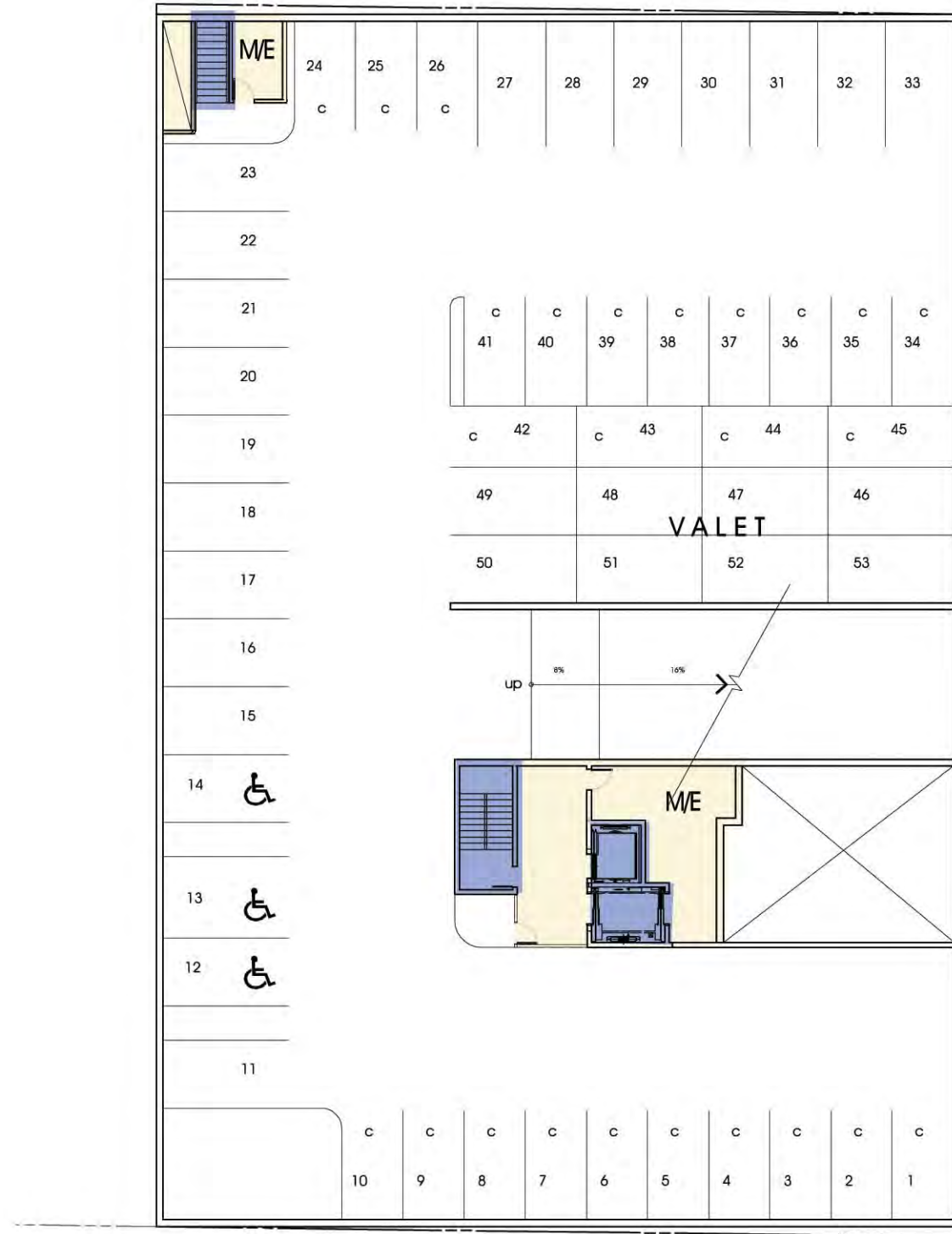


PROPOSED BUILDING LOCATION

1:30

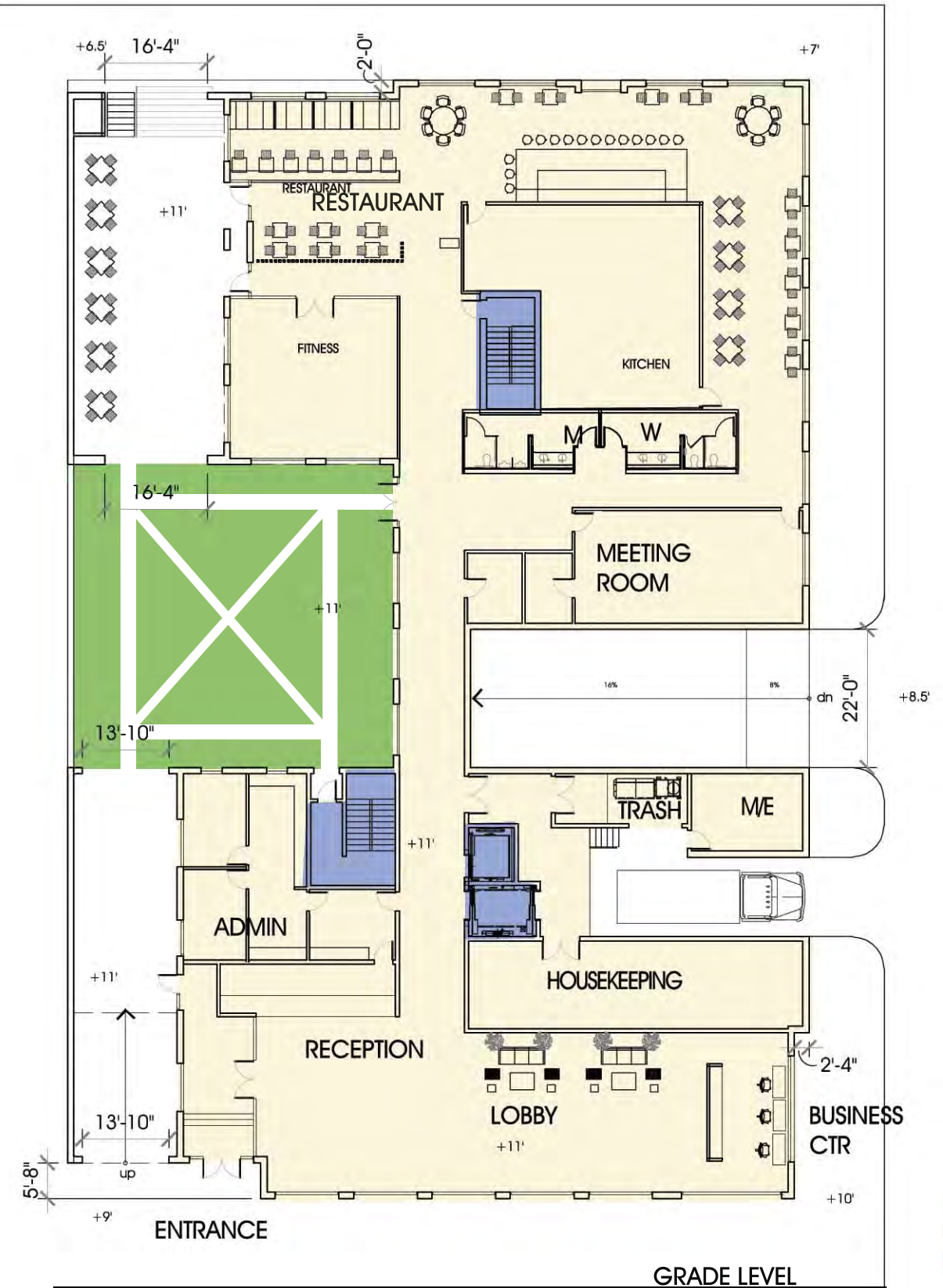
CUMMINGS SITE

11/30/12



BASEMENT/GARAGE LEVEL

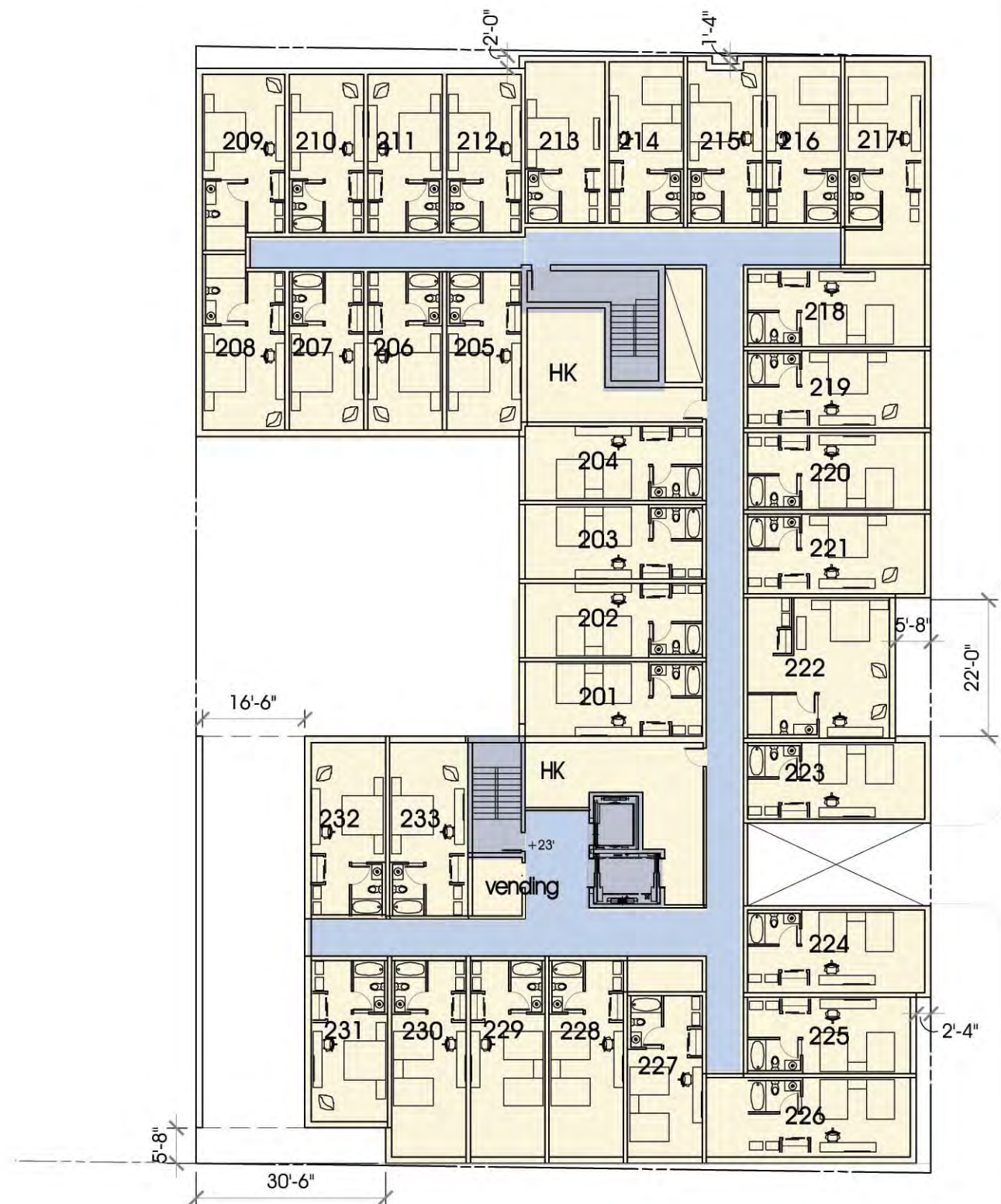
- OPEN SPACE / GREEN ROOF
- HOTEL FUNCTIONS
- VERTICAL CIRCULATION
- HORIZONTAL CIRCULATION



GRADE LEVEL

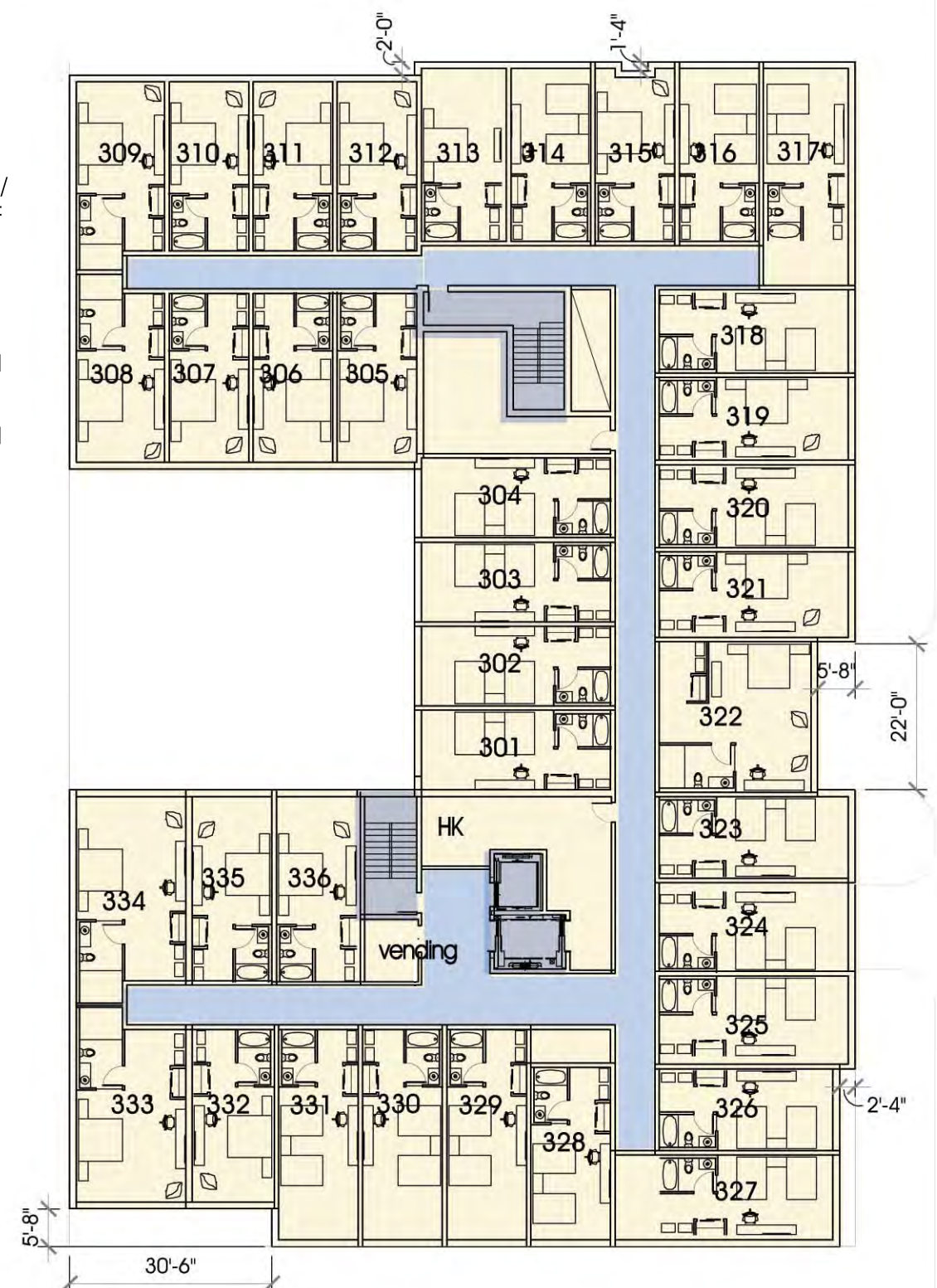
PROPOSED BASEMENT AND GRADE LEVELS

3/64" = 1' - 0"



SECOND FLOOR

- OPEN SPACE / GREEN ROOF
- HOTEL FUNCTIONS
- VERTICAL CIRCULATION
- HORIZONTAL CIRCULATION



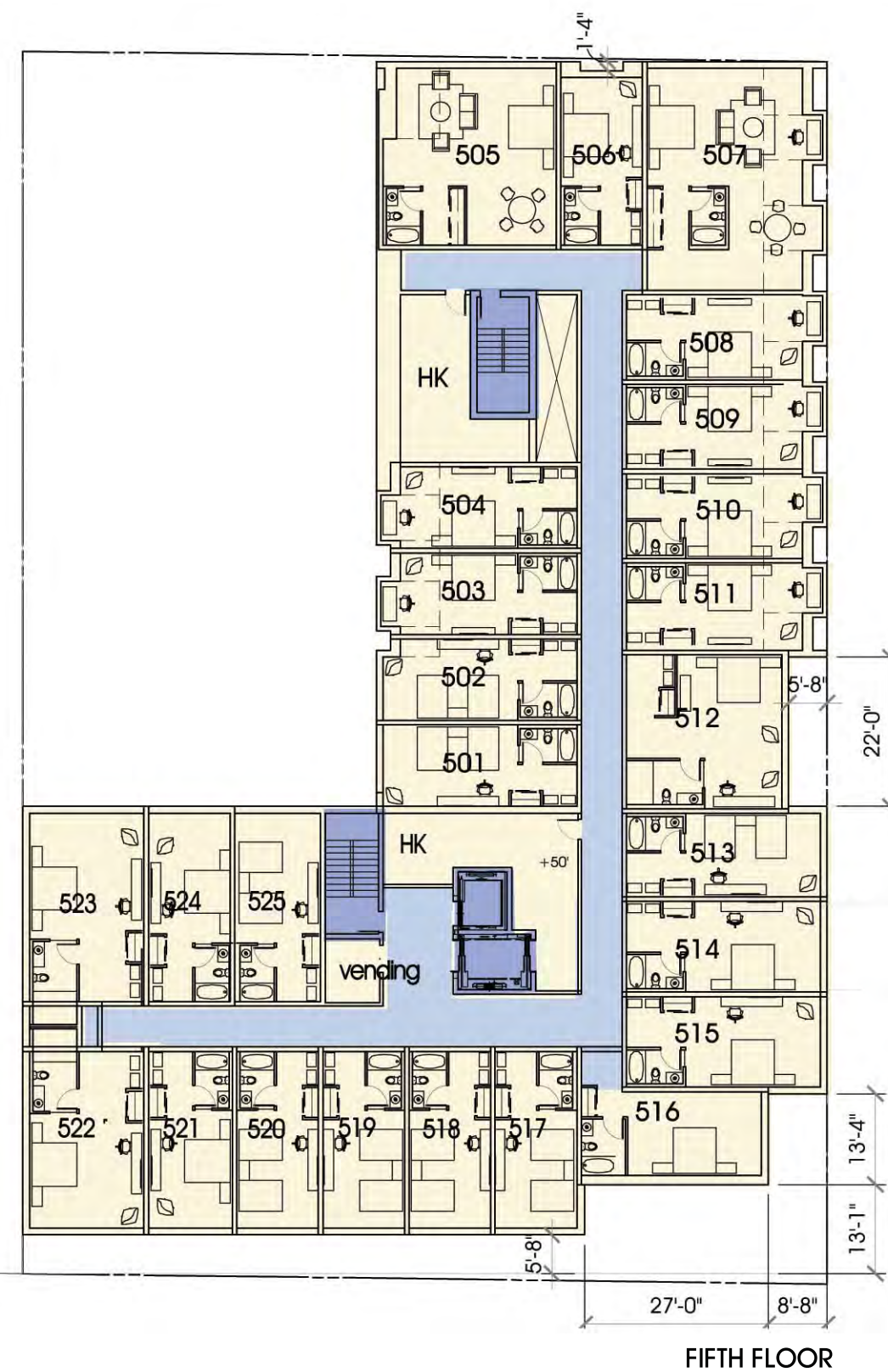
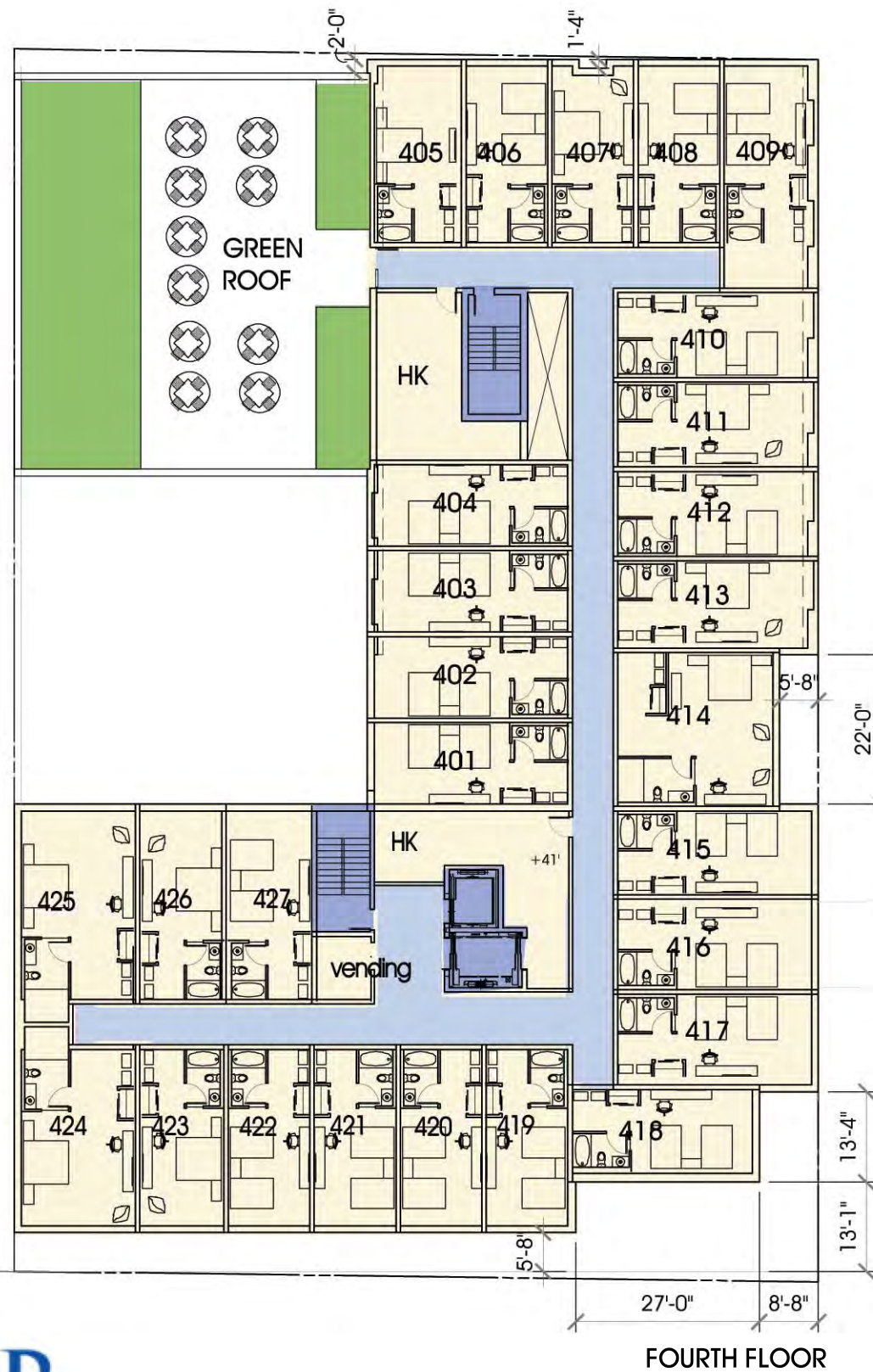
THIRD FLOOR

PROPOSED SECOND AND THIRD FLOORS

CUMMINGS SITE
113012



3/64" = 1' - 0"



PROPOSED FOURTH AND FIFTH FLOORS

CUMMINGS SITE
113012





UNION STREET



DUKE STREET

PROPOSED WEST AND SOUTH ELEVATIONS

1/16" = 1'-0"

CARR
HOSPITALITY

June 25, 2012

7

CUMMINGS SITE

11/30/12

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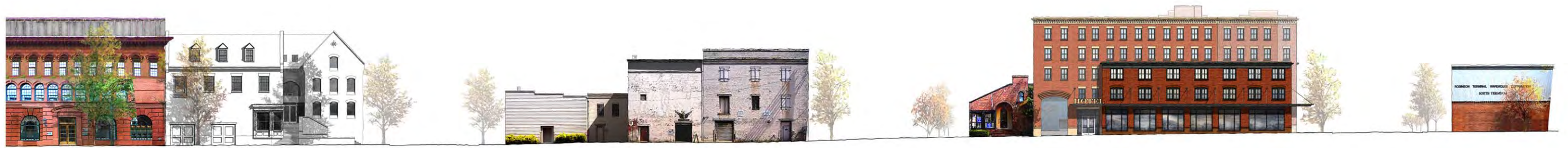


STRAND STREET

PROPOSED EAST ELEVATION

1/16" = 1'-0"

June 25, 2012



UNION STREET



DUKE STREET



STRAND STREET



PROPOSED BUILDING IN CONTEXT



CARR
HOSPITALITY

UNION STREET BY THE ROBINSON TERMINAL

Existing Condition

June 25, 2012

10

CUMMINGS SITE
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ARCHITECTURE



CORNER OF DUKE STREET AND UNION STREET



Existing Condition

June 25, 2012



CORNER OF DUKE STREET AND STRAND STREET



Existing Condition

June 25, 2012



CARR
HOSPITALITY

STRAND STREET

Existing Condition

June 25, 2012

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CUMMINGS SITE

114012

RUST | ORLING
ARCHITECTURE