

City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 19, 2014

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

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: 3rd CONCEPT REVIEW OF 500 & 501 N UNION STREET
(FORMERLY ROBINSON TERMINAL NORTH)
BAR CASE # 2014-0119

I. UPDATE

The first informal concept review work session with public testimony for this project took place on May 7, 2014 and introduced the project site, the applicable Waterfront Small Area Plan guidelines, Additional Standards - Potomac River Vicinity and the Potomac River Vicinity Height District in the zoning ordinance, and the planning goals and objectives for this block. On July 16, 2014, the Board held a second concept review work session where the applicant introduced building elevations. Several of the Board members generally supported the proposed height, scale and mass with some specific comments for further study of the architectural character, particularly regarding the east building and its lack of harmony with buildings of genuine architectural merit in the historic district. The Board generally supported the design direction of the west building and found that it followed the criteria outlined in the Waterfront Plan and additionally related to the architecture of Old Town. The approved minutes of the Board's previous discussion follow.

Approved Minutes from the second Concept Review Work Session on July 16, 2014

SPEAKERS

Ken Wire, attorney for the applicant, gave a brief introduction and status of the project to date, noted that the plan has evolved since the Board work session in May, and reminded the Board of its advisory role during the Planning Commission and City Council's review of this project.

Michael Hickok, Hickok Cole Architects, gave a presentation which described the proposed site plan and building designs for the east and west buildings and requested feedback from the BAR. He noted the goals of the project, which included designing distinctively different buildings for each site that relate to each other and have some level of architectural continuity. He also identified some of the site challenges, including the grade change along the Oronoco frontage, its proposed change to the street grid and the potential addition of a rain garden. He noted the

buildings' shape and orientation on the lots were intentional in order to open up vistas and views to both parks.

Katy Cannady, 20 East Oak Street, testified that the building design was "motel architecture" – reminiscent of a motel found along the Gulf coast and she believed it was not acceptable for Alexandria.

Van Fleet, President of the Old Town Civic Association, stated that this project reminded him of Urban Renewal 2.0. He testified that OTC will be submitting a letter to the Planning Commission and City Council to urge them not to support the project.

Bert Ely, 200 South Pitt Street, stated that the project does not fit in North Old Town. He was particularly concerned by the height of the West Building. He also noted that the applicant will have to supply more parking than what was currently being allocated.

Ted Pulliam, owner 2506 Sanford Street and member of the Alexandria Archaeological Commission, noted support with the previous citizen comments. He was also concerned that the East Building did not look like Alexandria. He felt that the structure needed to be broken into smaller building masses. He testified that these buildings are going to change history and any interpretation should be at West's Point – and not a rain garden.

Kathryn Papp stated that, although this was the second concept review, she was not feeling any better about the project. She felt that citizens should be able to go up to the buildings and enjoy viewing the architecture, as it will be in the City for a very long time. She also noted that the buildings do not fit into the Olin concept for the shoreline. She felt that the project could be a better looking modern structure than what was currently being proposed. She also inquired about the ratio of the retail, hotel and residential within the project.

Poul Hertel, 1217 Michigan Court, stated that he was concerned about the edges of the west building – noting there was a significant amount of cantilever in and out. He also noted that large amounts of glass were great until the blinds/shades are closed. He said he was not enamored with the angled glass bay windows and the prominent penthouse mass on the west building. Regarding the east building, he found that the concept of the design does not work at all and that it was an unsuccessful attempt at being iconic.

BOARD DISCUSSION

Ms. Finnigan opened the Board discussion by outlining her concerns for the west building. She noted concerns with the elongation of the window openings, the need for more brick on its east elevation, as only the top two floors will be able to take advantage of the water views, and encouraged more curvature in the design. She also did not like all the sharp angles. Regarding the east building, she questioned the use of lighter materials, as the light brick against the other materials conveyed a uniform material and increased the visual mass of the building. She encouraged the architect to break the scale of the building into smaller segments and noted that the overall building did not have unity. She felt that each elevation transplanted her to a different place – a campus, chemistry lab; the tropics etc., but not Alexandria. She strongly advocated maintaining the existing street grid east to the river.

Ms. Miller stated that she was in agreement with the citizen comments and noted that she liked the schematic “E” shaped design that was illustrated in the Waterfront Plan. She expressed that she did not like the east building or the proposed site plan. She also noted that the height of the west building was too high.

Mr. Neale stated he still supported his recommendation from the last meeting where he recommended that the architect transfer the open space plaza to the north end of the site and that a hotel in this location was inappropriate. He stated that he did not object to the building designs, yet would like to see a re-study of the west building to relocate a portion of the two-story mass on the northern end to fill out the grid space at the southern end. He also identified some concerns with the context and the proposed development’s relationship to neighboring buildings and its overall height.

Ms. Roberts stated that she appreciated the attempt to relate the east and west buildings but that it appeared “that is where the story ended.” She concurred with Mr. Neale’s comment regarding the height of the proposed development. In addition, she did not see how the development related to Old Town and she preferred the extension of the traditional street grid to the irregular shape presented. She encouraged the architect not to divorce the design and site plan from the Old Town street grids and building forms, but to approach the design as an interplay of traditional and modern elements.

Mr. Carlin noted that the irregular geometry of the site plan and the introduction of arbitrary angles in the building plan are alien to Alexandria and the Waterfront. He also felt that was not in keeping with the Olin plan. He believed that this design, if constructed, would look like the [DC] Southwest Waterfront of urban renewal.

Mr. von Senden noted that Alexandria is a Cartesian grid and that when a project deviates from this grid – there needs to be a demonstrated need derived from the context. He found that the pier and west building with its canted grid was “better than expected.” He thought the wharf and floating dock designs were good, however, the east building was still the architect’s biggest challenge. He felt that the building mass was successful, but not the design. Alexandria’s building forms are very formal and contextual and he recommended that the applicant refer to existing landmark buildings for inspiration. He also noted that the height of the west building was a concern relative to the adjacent townhouses but not in relationship to the buildings to the north and west. He also felt that the mechanical penthouse needed further development so that it was not just a spine.

Chairman Fitzgerald noted that the Board’s comments were pretty consistent, finding general support for the architectural character of the west building, with some design edits, but noting that the Board did not support the design for the east building at all. He added that the Board did not support the proposed changes to the Oronoco street grid. He strongly recommended that the architectural team look to other landmark Alexandria buildings for inspiration and design a contemporary building which is timeless, rather than of its own time.

II. SUMMARY

At the second concept review work session, the Board made several comments and recommendations for the applicant to consider and address as they continue the design process. To summarize, these included the following:

- The Board stated concern for the sharp and seemingly arbitrary angles in the site plan and buildings themselves, noting that they are used to seeing an orthogonal grid pattern, which is a characteristic feature of Old Town.
- The Board recommended that the next submission include drawings illustrating how the proposed topography of the site affects the surrounding neighborhood and building mass.
- The Board found general support for the architectural character of the west building.
- The Board did not support the design for the east building at all.
- The Board strongly recommended that the architect look to other landmark Alexandria buildings for design inspiration on the east building in order to design a classic, timeless building as opposed to one of its own time.

Even though this site is located within the Old Town north small area plan and is entirely outside of the historic district, the Planning Commission and City Council have asked the Board to advise them on the degree to which the proposed architectural design meets the Development Goals and Guidelines outlined in the Robinson Terminal North Character Area (p.90-93 of the [Alexandria Waterfront Small Area Plan](#)). The Development Goals & Guidelines focus heavily on scale and compatibility with the existing built environment to the south and west. In addition, the Board may reference the *BAR Design Guidelines*, but they are non-binding on the applicant.

Recommendations and findings made by the Board during the work session will be included in the staff report for the Development Special Use Permit to Planning Commission and City Council. As noted previously, information regarding uses, parking, grades, flood plain, landscaping, art and historical interpretation are provided only for context and will be addressed separately through the development review process. Uses and activities in the surrounding open space and on the pier are being simultaneously reviewed by the Waterfront Commission for compliance with the *Waterfront Plan* guidelines. The urban design and streetscape elements are also separately reviewed by the Old Town North Urban Design Advisory Committee.

III. STAFF ANALYSIS

As outlined in the first concept review there are four documents that the Board should use as criteria to evaluate the proposed new construction. These include the following:

1. Potomac River Vicinity Height District (*applies only to the east building*)
2. Waterfront Small Area Plan (*guidelines and goals apply to both buildings*)
3. BAR Design Guidelines (*non-binding guidance the Board may reference; applies to both buildings*)
4. Additional Standards - Potomac River Vicinity (*these non-binding standards are applicable only within the historic district but can provide useful, though non-building guidance; applies only to the east building*)

Site Plan

While the Board is aware that the building mass, height, overall floor area, and approximate location of the proposed buildings on the site is, to a large degree, predetermined by a number of prior decisions and documents, including the federal waterfront settlement agreement, the *Waterfront Small Area Plan*, zoning regulations, etc., the Board can and should assess the degree to which the site plan is compatible with the adjacent historic district. In particular, the Board has previously expressed concern regarding the numerous angles of the exterior walls of the two buildings and their departure from the historic orthogonal streets of Old Town.

The applicant has suggested to staff and to representatives of both the archaeology and arts commissions that the angles on the south and east sides of the east building reflect the shape of the 1749 shoreline and point towards the new public open space on the pier, which will interpret a 21st century West's Point. In concept, this is a defensible proposition and potentially an exciting opportunity to interpret West's Point using far more than just interpretive sign panels. This is the expressly stated intent of Guideline #6 in the *Waterfront Plan*:

Historic interpretation, consistent with the recommendations of the History plan, should inform every aspect of the design of the redevelopment and adjacent public spaces, with particular attention given to the West's Point site which is the area which extends from the water west up Oronoco Street to Union Street, and represents the origins of Alexandria.

Based on historic surveys, West's Point was located close to the intersection of N. Union and Oronoco streets in 1749 and has slowly moved east as the city extended the land further into the river over the centuries. The area for unloading the ships has, of course, always been located at the water's edge, making the proposed pier the 21st century location of this historic activity. In this sense, the entire site can be a three dimensional interpretation of the growth and development driven by the maritime heritage of the city.

However staff is concerned that the applicant's *Interpretative and Environmental Enhancements* plan, dated 10/29/14 (see attachments), is a terrific start but does not adequately address the physical development of the West's Point shoreline over the past 285 years. Staff strongly recommends that the Board provide feedback on the proposed site plan and interpretation, as it influences the building footprint and pier landscape plan, and require the applicant to further develop an interpretative theme that shows the progression of the original West's Point to its 21st century location. This theme should permeate the site and be visually apparent through landforms, landscaping, wood and stone walkway materials, retaining walls that recall the original wharf cribbing, wood jib cranes and built structures or other tangible items to interpret the historic working waterfront in a modern and artistic manner.



Figure 1: Alexandria Canal, ca. 1864 (National Archives)



Figure 2: Applicant's site plan, July 17, 2014

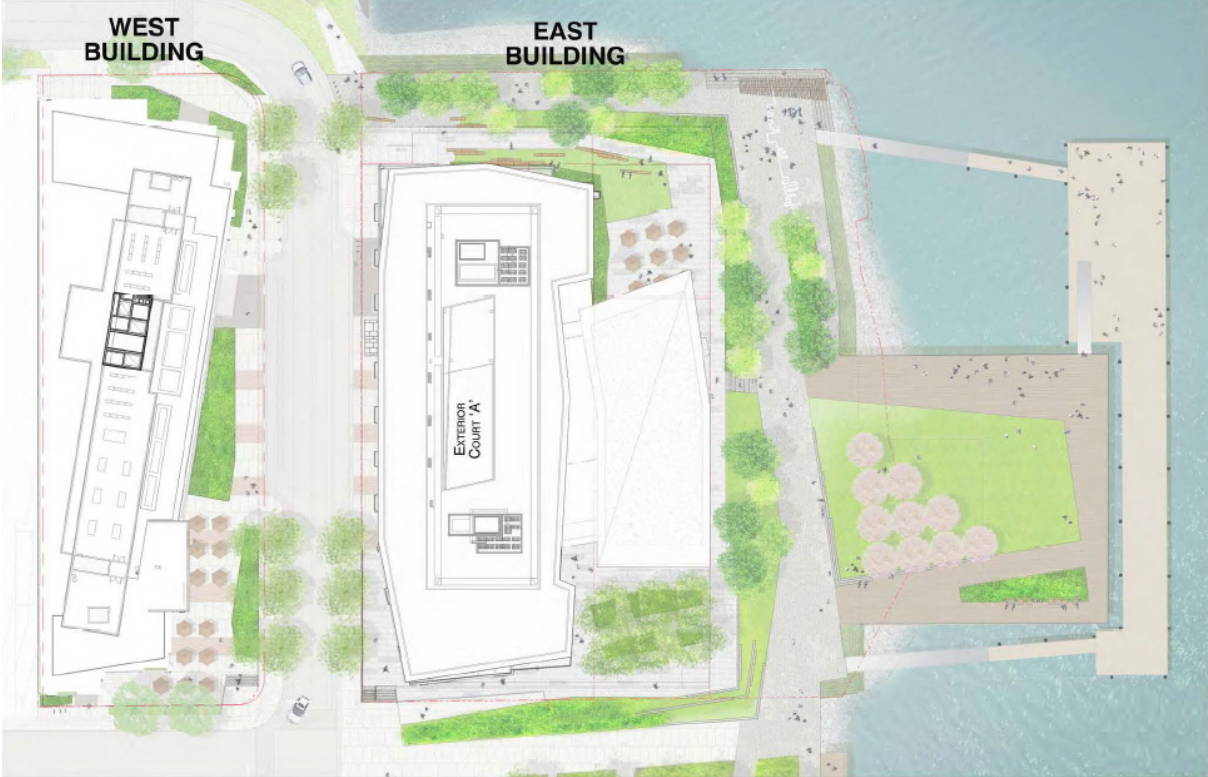


Figure 3: Applicant's site plan, November 19, 2014

500 N Union Street (west building)

Staff believes that the building located on the west side of N. Union Street meets the standards in the *Alexandria Waterfront Small Area Plan* and the non-binding guidance in the *BAR Design Guidelines* for new construction, successfully integrating historic references into a contemporary design. While larger than most buildings reviewed by the Board, this site is a transition between the smaller scale and character of the historic district and the larger scale of more modern buildings in Old Town North. Section 6-400 of the Zoning Ordinance permits a height of 66 feet on this parcel and many of the adjacent buildings on the shoreline in Old Town North are at least this height.

The massing of the east elevation of the west building is a contemporary recollection of the tripartite organization of Albert Kahn's early 20th century Ford Plant administration building on Alexandria's the south waterfront, now demolished. Here, two brick masses containing condominium residences bookend a largely glass center section containing a hotel. The brick mass on the south end of the proposed building is fragmented and stepped down to relate to the scale of the townhouses to the south while the brick end at the north opens to Oronoco Bay. These brick ends are tied together by a continuous attic story which caps saw-tooth shaped bay windows that open up dynamic views to the parks north (Oronoco Bay) and south (Founders Park.) The building is highly sculpted using quality materials.

In plan, the center section of the building is rotated slightly clockwise to further enhance views to and from Founders Park on the east side and toward the northwest for hotel guests on the west side. Although it is unusual for an Alexandria building to be set back from the street, this slight angle creates a welcome public plaza and further reduces the impact of this relatively larger building on the adjacent townhouses.

The architects have responded to the Board's positive comments for the west building and have presented it mostly unchanged from the last work session, except that the penthouse has been lowered, as recommended by the Board at the last work session. However, this is the first opportunity for the Board to view the west elevation. While the brick mass appears dense in the elevation shown on page A40 of the applicant's materials, the plan demonstrates that the wall is angled significantly and will be articulated by bold projecting masonry forms broken by metal panels. In addition, the building will not be seen in direct elevation because of the large office building immediately to the west. In perspective from Pendleton or Oronoco streets, the skyline at the angled wall should be quite interesting, though this view is not represented in the applicant's materials. Lastly, the brick color represented in the renderings is far too dark and monolithic and the single window size too repetitive. Staff suggests that the applicant further articulate the west wall, perhaps by using bricks in slightly different shades of red for the projecting bay and ends (as it reads in some of the renderings), adding horizontal bands of different brick courses or other types of brick patterning, and, perhaps, enlarging the windows in general, especially at the top floor.

Staff recommends that the Board support the form and design of the west building, with the condition that a lighter and more compatible brick color be incorporated as well as refinements to the masonry elements, such as projecting brick courses, lintel and sill details, pattern and texture, and so forth, that will add definition to the punched openings and a quality and richness of construction that is evident to both the pedestrian and as viewed from the river.

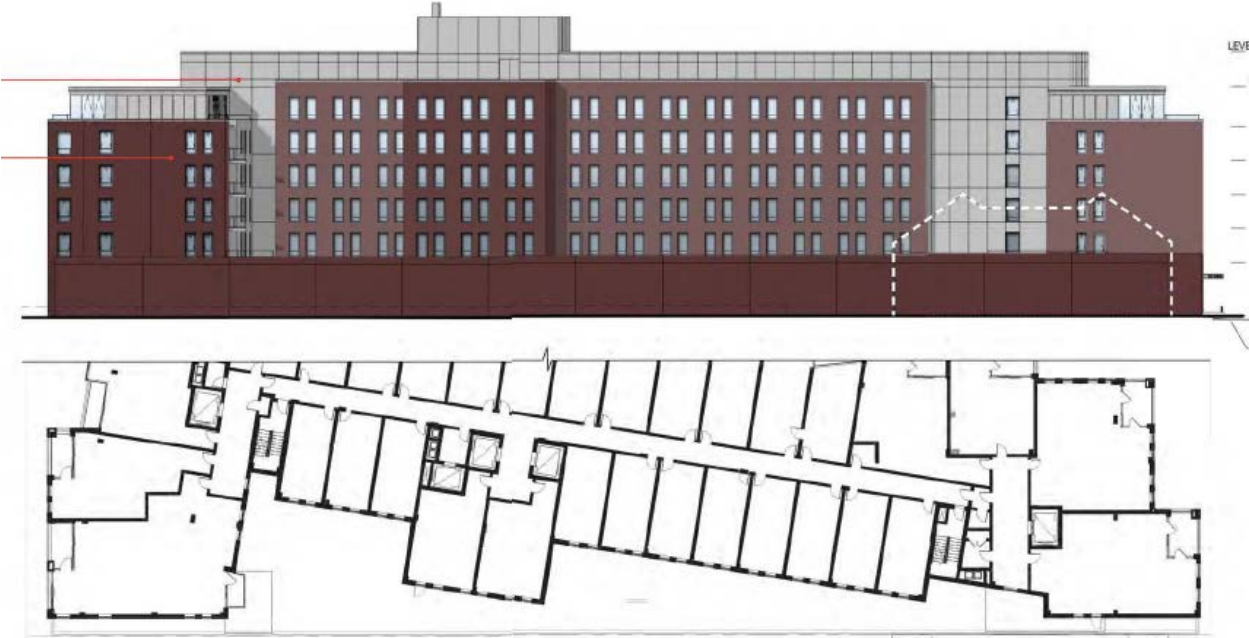


Figure 4: West elevation and partial plan of the west building, November 19, 2014



Figure 5: East elevation of the west building, July 17, 2014



Figure 6: East elevation of the west building, November 19, 2014



Figure 7: West building looking northwest from the N. Union and Oronoco Street intersection, July 17, 2014



Figure 8: West building looking northwest from Founders Park, November 19, 2014. Note how the south end of the west building is set back from N. Union to create a plaza and steps down in response to the townhouses to the south.

501 N Union Street (east building)

In addition to the guidance in the *Alexandria Waterfront Small Area Plan* and *BAR Design Guidelines* (non-binding), the Board also should assess the degree to which the proposed east building meets the criteria of the *Potomac River Vicinity Height District* (§ 6-404). Note that the east building requires approval of a Special Use Permit (SUP) to extend above a basic 30 foot street wall wherever the building faces public streets or the river, and is limited to a maximum height of 45 feet by the federal waterfront settlement agreement. The “pavilion”, or eastern extension of the east building, is limited to a maximum height of 30 feet under the aforementioned settlement agreement. In response to comments at the previous BAR work session, the applicant has successfully demonstrated a basic 30 foot height along the south, north and west walls by setting the fourth floor back approximately six feet from the building face and the 30 foot high pavilion faces the river on the east side.

At the last work session on July 17, 2014 the Board found that the east building did not meet the criteria presented in the Zoning Ordinance, as it was not in harmony with buildings of genuine architectural merit in the historic district and contained no references to the architecture that is symbolic of Old Town in either the site plan, form, or building materials. The Board suggested that the applicant look to historic landmark Alexandria buildings for inspiration. The Board has stated unanimously several times that they support contemporary buildings but that these need to be *beautiful* and *timeless* contemporary *Alexandria* buildings, referencing traditional forms and constructed of materials used on historic buildings throughout the district.

Acting on advice from the Board, the applicant chose a landmark waterfront building on which to base its design – the Torpedo Factory – and has clad the previous design in a roughly 30 foot tall cast stone frame that references the large bays and light tan-to-grey colors of the Torpedo Factory. The frames wrap the west and the majority of the north and south elevations and begin to provide the order and regular bay spacing that the Board observed in all Alexandria buildings of genuine architectural merit. They also help to define the building entrance and to separate the long west façade into three separate sections. These frames are applied to the majority of the elevations that face the historic district and address much of the previous criticism of the original horizontal façade, although the roof still appears unrelentingly flat and would benefit from some horizontal breaks in the cornice overhang.

The Zoning Ordinance states that the building must be in harmony with buildings of genuine *architectural* merit, rather than historic merit, and staff recognizes that the Board was not unanimous in its inclusion of the Torpedo Factory on the list of buildings of genuine *architectural* merit at the recent work session, feeling it did not represent the majority of the buildings in Old Town. For this reason, staff finds the Torpedo Factory to be a problematic design precedent for new construction at this site.

In addition, while top floor, largely constructed of glass successfully sets back from the frames and flows down to the ground in specific, logical locations like the main building entrance and the east side of the main building mass, staff finds the spacing of the mullions and wall panels to still be frenetically and distractingly random, lacking the orderly quality identified by the Board as a primary characteristic of Alexandria’s buildings of genuine architectural merit. Rather than acting as a complementary foil, these sub-patterns distract from the order the frames attempt to establish.

The Board has consistently recommended a masonry façade for this building and asked why the east building did not have a better architectural dialogue with the west building. The applicant previously submitted a design precedent for the west building that illustrates the concept of a glass building screened by a brick veil or shell and this image was supported by both staff and the Board. Staff, therefore, recommends that the applicant either abandon the current frame-wrapped glass concept and explore design alternatives that replace the frame veneer with a masonry wall with large punched openings *or* redesign the proposed precast frames to exhibit more tectonic and solid masonry qualities with high quality detailing that exhibits durability, sense of place, and appropriate colors – in particular that of the window mullions and wood fins. Staff has included a sketch of the masonry “veil” or “shell” concept below, using similar balconies and glass bay windows with simplified and ordered mullions in all of the windows in lieu of the present randomly spaced mullions and wall panels.

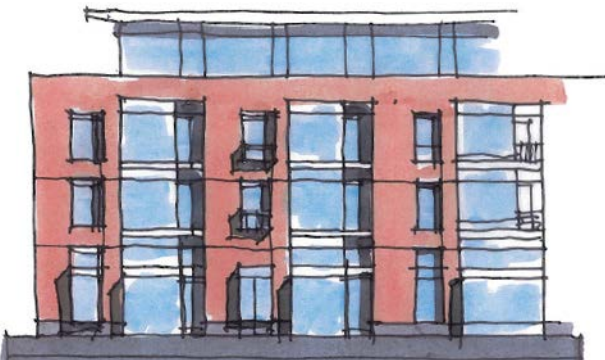


Figure 9: Preferred design precedent (left) used by the applicant for the west building and staff’s sketch of a possible alternative for the east building using a brick screen wall with large, punched openings and simplified glazing.



Figure 10: View of east building looking northeast from N. Union and Oronoco streets, July 17, 2014



Figure 11: View of east building looking northeast from N. Union and Oronoco streets, November 19, 2014

The applicant has presented three color schemes for the proposed building at 501 N. Union Street that are variations of the original light gray colors previously presented to the Board. At the last work session, the Board expressed strong concerns regarding the gray and white color palette, saying it too closely resembled the trendy, mid-century modern revival buildings now on magazine covers and that it would be out of fashion by the time it was constructed. Instead of contributing to Alexandria's unique sense of place, the design was compared to the Kennedy Center, a science building on a college campus, or a motel in Miami Beach.

In the present proposal, the applicant has introduced two materials that do reference Alexandria's historic buildings – wood and stone. Wood mullions and perpendicular “fins” are applied as decorative fenestration elements, whereas stone forms the seam in the cast stone frames and is one of the alternative materials for the fins of the pavilion and the first floor of the north elevation. The applicant has included one color scheme that includes a reddish color wood (A21b), which staff finds an unsuccessful attempt to reference Alexandria's rich architectural

heritage and waterfront materials. Staff believes that wood, brick or stone, in a variety of bonds and finishes, would appropriately reference the historic buildings of Alexandria. However the wood fins and mullions are a poor adaptation of the traditional building material historically used as wharfs, timber framing or siding. Staff strongly suggests that the applicant consider a revised design that incorporates greater amounts of brick and stone and less concrete.

Finally, staff believes that the applicant has truly missed an opportunity with the present pavilion design. Although relatively small and constrained by a 30 foot height, the pavilion will be highly visible from the pier, the public promenade, the parks to the north and south, and from the Potomac River. Several Board members felt that this element should be an iconic sculptural element that enhances the views and vistas of Alexandria's waterfront and the iconic Sydney Opera House was used as an example of a memorable building that fit well in its own environment. The Board also supported large amounts of glass on the river side elevations, in contrast to the desire for more traditional masonry walls facing Old Town. Unfortunately, as presently rendered on sheet A26 or the East Elevation below, the east wall of the main building mass is so busy with an intentionally random and chaotic spacing of mullions and wall panels that the pavilion form is essentially lost as viewed from the water. Staff recommends that the east wall of the main building mass be simplified greatly to provide a neutral and unobtrusive backdrop, or foil, for a new pavilion design. Staff included a potential image for very sculptural pavilion wall design (see Fig. 16), simply to begin a dialogue with the Board about the range of possibilities for this unique site.



Figure 12: East elevation, July 17, 2014



Figure 13: East elevation, November 19, 2014



Figure 14: View of the east building looking northwest, July 17, 2014



Figure 15: View of the east building looking northwest, November 19, 2014



Figure 16: Potential design precedent for a sculptural, artistic, and creative pavilion facing the water. This design achieves its drama through the use of materials and the geometry of the walls, and does not depend on a roof form for expression. This is an image of the Christchurch Art Gallery in New Zealand.

IV. STAFF RECOMMENDATION

The standards by which the Board must assess this design proposal place special emphasis on the compatibility of new construction with the existing built environment and the “quality and character” of its appearance to both the pedestrian and when viewed from a pier or boat in the Potomac River. While the west building is largely successful in its response to the standards, staff finds that the current proposal for the east building is fundamentally unchanged from the previous work sessions and that the applicant has not responded to the comments and advice of staff or the Board. Staff recommends that the Board find that the east building does not meet the criteria and guidelines outlined in the *Alexandria Small Area Plan* or the *Zoning Ordinance* and that the applicant return to the Board with a different design concept that responds to the following:

Site Plan and Pier

1. Show a landscape and interpretive plan that physically recalls the evolving location and uses of West’s Point over time, in coordination with input from other City boards and commissions identified in the Waterfront Plan. Recall the materials and forms of the historic wharfs, piers and shoreline, etc.

West Building

1. Use a lighter brick color (or colors) and provide additional pattern and texture.
2. Provide additional detailing around the windows, doors and cornice.
3. Provide a physical model or perspective rendering that demonstrates the scale and articulation of all sides of the west building, in context.

East Building

1. Provide a minimum of two genuine alternatives for the architectural character of the building façade at the next work session, including:
 - a. Refine the concrete frame wall concept to include a greater amount of masonry and to reference the forms and materials of Alexandria buildings of genuine architectural merit in the district.
 - b. Provide a masonry wall design alternative for the south, west and north facades, in lieu of the present concrete frame wall.
2. Continue to reduce the overall mass of the building through changes to the form and materials of the building volumes.
3. Simplify and introduce order in all of the fenestration framing.
4. Increase the articulation of the roof edge to define building volumes.
5. Design a sculptural and unique pavilion that reflects its context on the Alexandria waterfront.

STAFF

Mary Catherine Collins, Historic Preservation Planner, Planning & Zoning
Al Cox, FAIA, Historic Preservation Manager, Planning & Zoning

ATTACHMENTS

- 1 – *Supporting Materials for Concept Review Work Session #3*
- 2 – *Interpretative and Environmental Enhancements plan, dated 10/29/14*
- 3 – *Comments from Alexandria Archaeological Commission*



500 & 501 UNION

ALEXANDRIA, VA

Board of Architectural Review
October 20, 2014 Submission

ROONEY
PROPERTIES

4075 WILSON BOULEVARD, SUITE 650
ARLINGTON, VA 22203



CITYINTERESTS

2900 K STREET NW, SUITE 401
WASHINGTON, DC 20007



1023 31ST STREET, NW
WASHINGTON, DC 20007



1700 MARKET STREET, SUITE 2800
PHILADELPHIA, PA 19103

DEVELOPMENT TEAM

- Developer:** CityInterests LLC
Rooney Properties

- Architect:** Hickok Cole Architects

- Landscape Architect:** Wallace Roberts & Todd, LLC

- Land Use Counsel:** McGuireWoods

- Civil Engineer:** Bohler Engineering

- Marine Engineer:** Moffat & Nichol

- Traffic & Parking:** Grove Slade Associates
Colonial Parking

- Acoustical Engineer:** Cerami & Associates

- Archaeological:** Wetland Studies & Solutions, Inc.



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SOPHISTICATED
 CONTEMPORARY DESIGN AUTHENTICITY
 DIVERSE USERS ACCESS QUALITY INVITING
 ELEGANCE LANDSCAPE
 SOCIAL LIVELY
 ACTIVATION NEIGHBORHOOD ART WALKABLE
 NATIONAL TREASURE ACTIVE DESIGN WEST'S POINT
 MULTI-MODAL CONNECTIVITY PIER
 FORWARD LOOKING HISTORY CULTURE
 PUBLIC SPACE COMMUNITY RHYTHM EVENTS STEWARDSHIP
 CLASSIC MATERIALS

DESIGN GUIDELINES

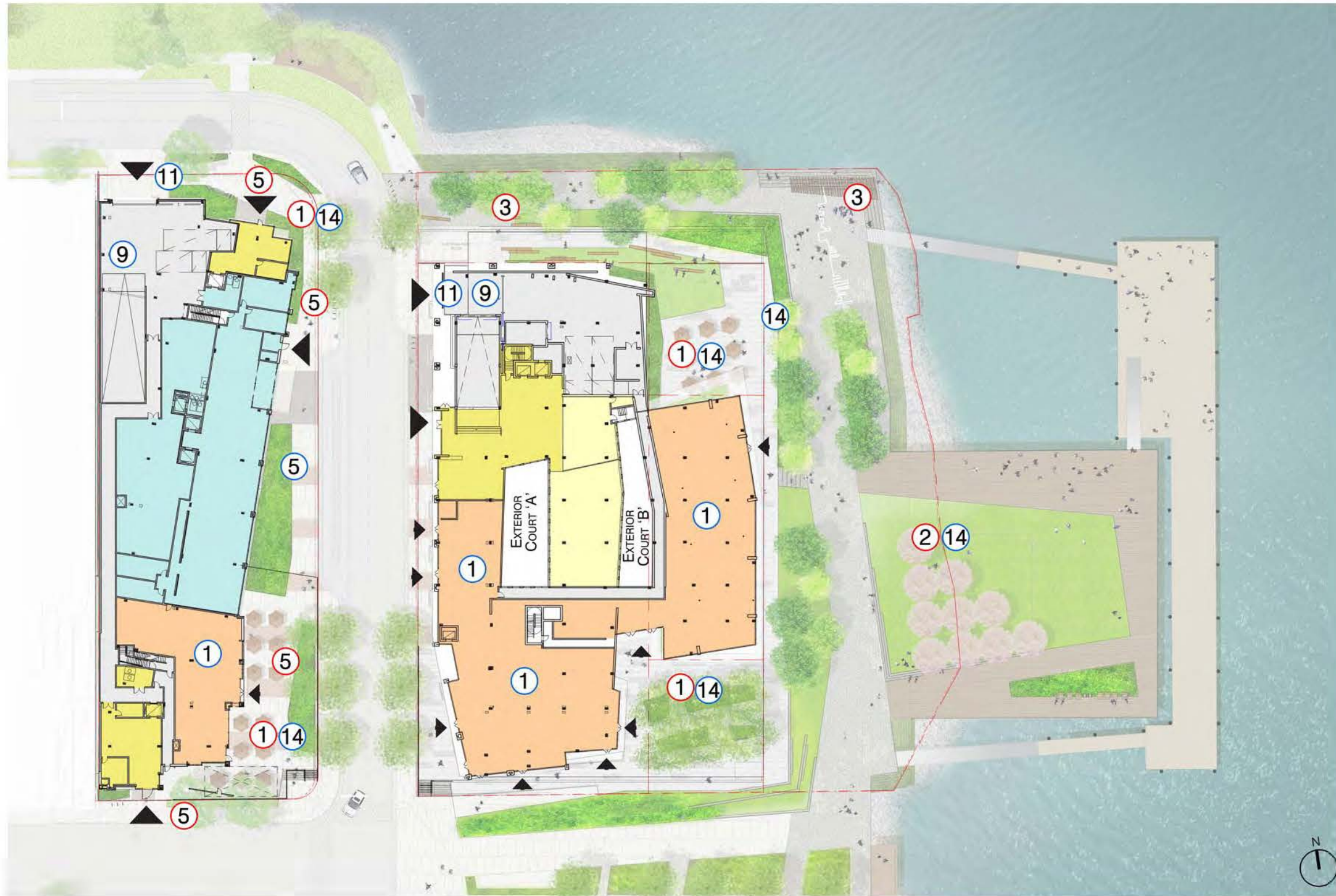
ALEXANDRIA WATERFRONT SMALL AREA PLAN

DEVELOPMENT GOALS

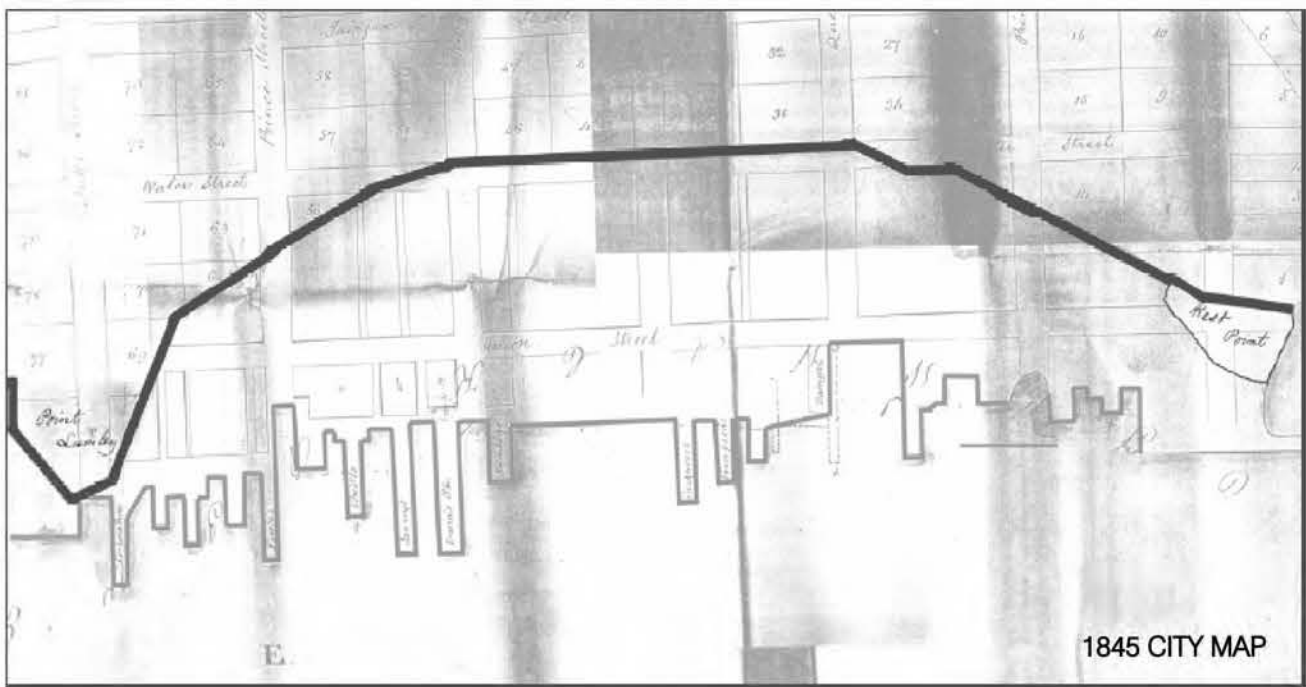
- ① 1. INVITES PUBLIC, ENCOURAGES ACTIVITY
- ② 2. PUBLIC AMENITIES, ACCESS TO WATERS EDGE
- ③ 3. IMPROVED PIER, ACCESS FROM PENDLETON
- 4. HISTORIC WESTS POINT
- ⑤ 5. COMPATIBLE BUILDING SCALE
- 6. MAXIMIZE WATER VIEWS

DEVELOPMENT GUIDELINES

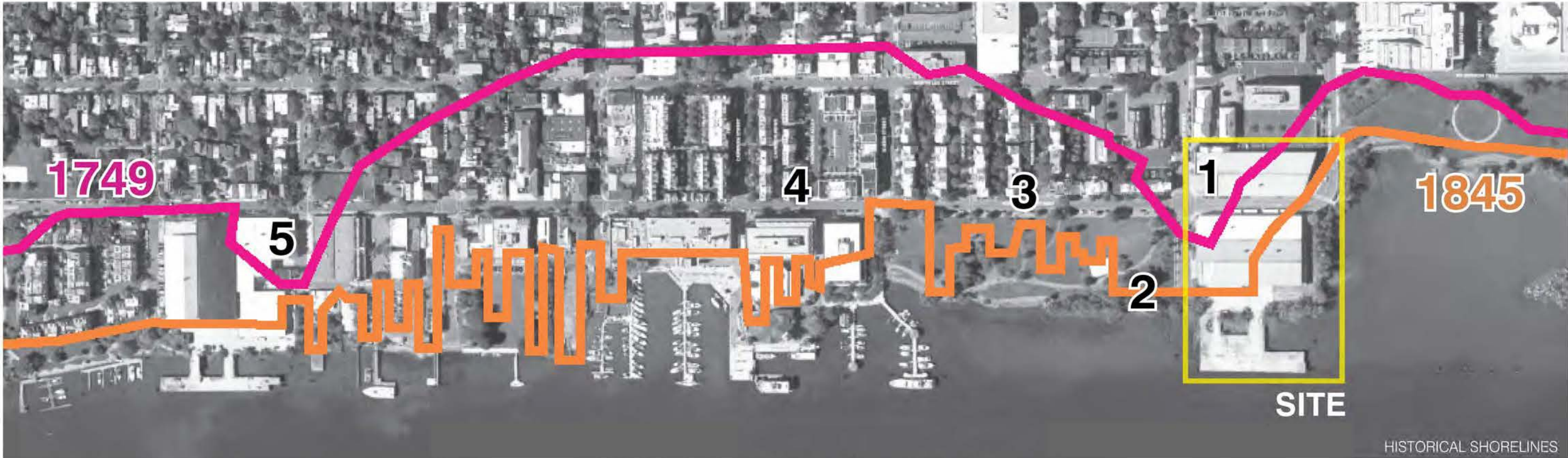
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- 8. BAR
- ⑨ 9. PARKING BELOW GRADE
- 10. SCALE OF BUILDINGS STEPPED DOWN
- ⑪ 11. CURB CUTS
- 12. NATIVE PLANTING
- 13. BIOREMEDIATION
- ⑭ 14. IMPROVED AMENITIES-
PUBLIC ART
OPEN SPACES
PUBLIC PIER
- 15. FAR



HISTORIC SHORELINE



- 1** WEST'S POINT
- 2** BAY INFILL
- 3** COAL & LUMBER
- 4** INDUSTRY
- 5** POINT LUMLEY



ALEXANDRIA HISTORY

1 WEST'S POINT WAS THE FIRST IMPORTANT EUROPEAN SETTLEMENT ALONG THE WATERFRONT AND PRE-DATES THE CITY OF ALEXANDRIA

1730 - HUGH WEST ESTABLISHES A TOBACCO INSPECTION STATION AT WHAT BECOMES KNOWN AS WEST'S POINT. THIS WAS THE FIRST PERMANENT SUBSTANTIAL STRUCTURE AT THE WATERFRONT AND LED TO THE FOUNDING OF ALEXANDRIA

1749 - THE VIRGINIA GENERAL ASSEMBLY APPROVES THE ESTABLISHMENT OF A TOWN TO BE CALLED ALEXANDRIA. HUGH WEST IS APPOINTED ONE OF THE TOWN'S TRUSTEES

1745-1755 - FAIRFAX COUNTY SELLS 22,000 POUNDS OF TOBACCO TO FINANCE THE BUILDING OF A WHARF AT WEST'S POINT

1775 - GEORGE WASHINGTON BOARDS A FERRY AT WEST'S POINT ON HIS WAY TO THE REVOLUTION IN PHILADELPHIA

2 1780s - THE BAY IS INFILLED TO EXPAND THE TOWN AND BUILD WHARFS ALONG THE WATERFRONT FOR INDUSTRY



1664 ARTIST DEPICTION OF ALEXANDRIA

3 EARLY 1800s - FISH WHARFS AND STOREHOUSES ARE COMMON AT THE WATERFRONT ALONG WHAT IS NOW FOUNDER'S PARK

1891 - WILLIAM SMOOT OPERATES COAL AND LUMBER YARDS ALONG ON THE WATERFRONT FROM ORONOCO TO QUEEN ST



1912 SMOOT FIRE AT CAMERON STREET



GEORGE WASHINGTON SURVEYING ALEXANDRIA, 1860



FLOWERS OF THE TOBACCO PLANT, 1779



WILLIAM A. SMOOT CO. BETWEEN ORONOCO AND PRINCESS STREETS

4 EARLY 1800s - THE JAMIESON BAKERY BECOMES A MAJOR BUSINESS AND BOASTS OF BEING THE SUPPLIER OF QUEEN VICTORIA'S BISCUITS.

EARLY 1900s - MUTUAL ICE COMPANY OPERATES AT THE FOOT OF CAMERON STREET

5 POINT LUMLEY WAS THE SOUTHERNMOST POINT OF THE CRESCENT ON THE 1749 MAP

1752 - THOMAS FLEMING OPENS A SHIPYARD AT POINT LUMLEY

1854 - PIONEER MILL OPENS. THE MILL WAS A STEAM-DRIVEN PLANT THAT PRODUCED 800 BARRELS OF FLOUR A DAY

1900s - POINT LUMLEY BECOMES THE SITE OF MANY LIGHT-INDUSTRIAL ACTIVITIES - LUMBERYARD, OIL STORAGE, FERTILIZER WAREHOUSE, AUTO MANUFACTURING, RAILROAD FREIGHT DEPOT

1939 - ROBINSON TERMINAL WAREHOUSE CORPORATION OPENS



MUTUAL ICE COMPANY, 1904



MCVEIGH WAREHOUSE



PIONEER MILL, TALLEST BUILDING IN ALEXANDRIA



VIEW OF WHARFS FROM PIONEER MILL, 1865



WATERFRONT PUBLIC SPACE



CITY ROWING FACILITY



ROBINSON TERMINAL NORTH

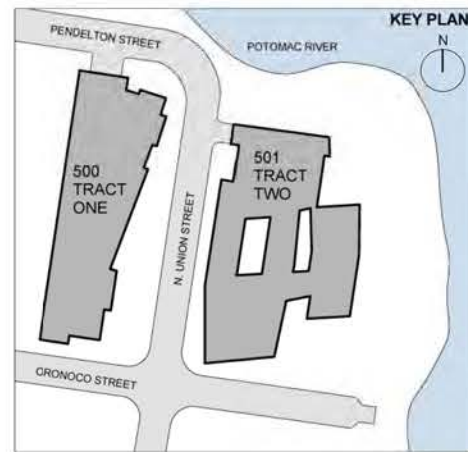


TORPEDO PLAZA AND CITY MARINA

ROBINSON TERMINAL SOUTH



SITE CONTEXT

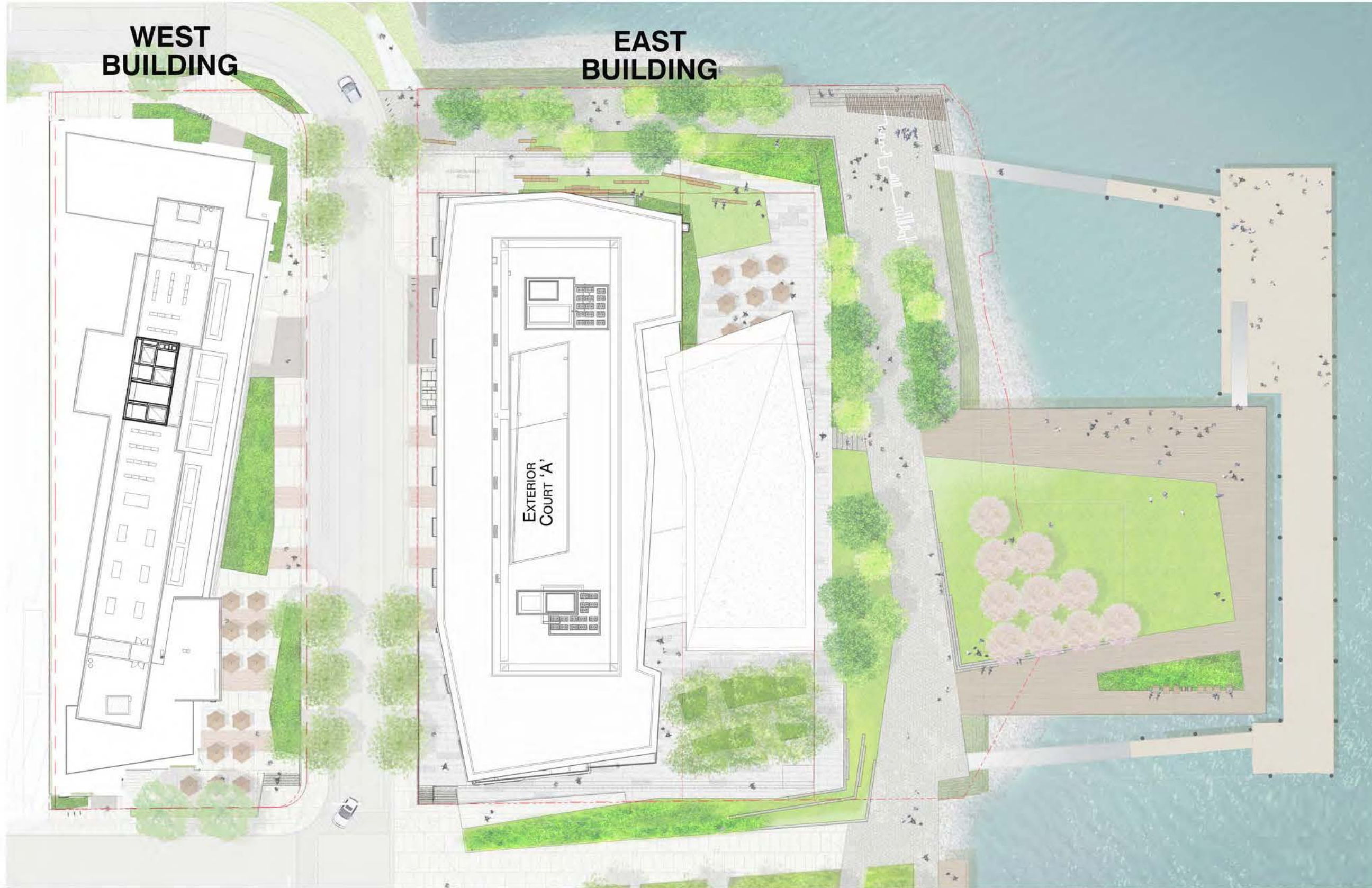




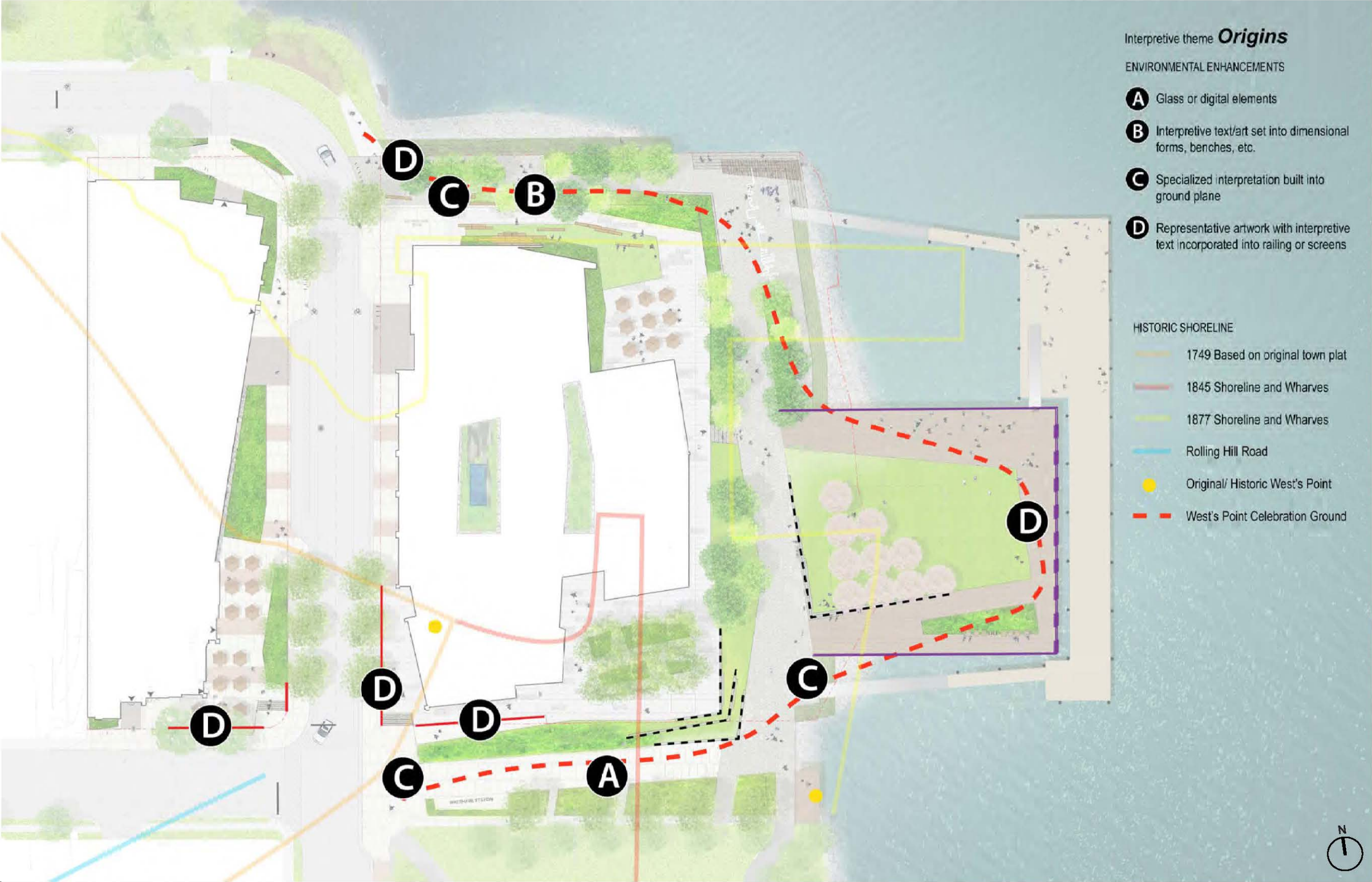
WATERFRONT SMALL AREA PLAN



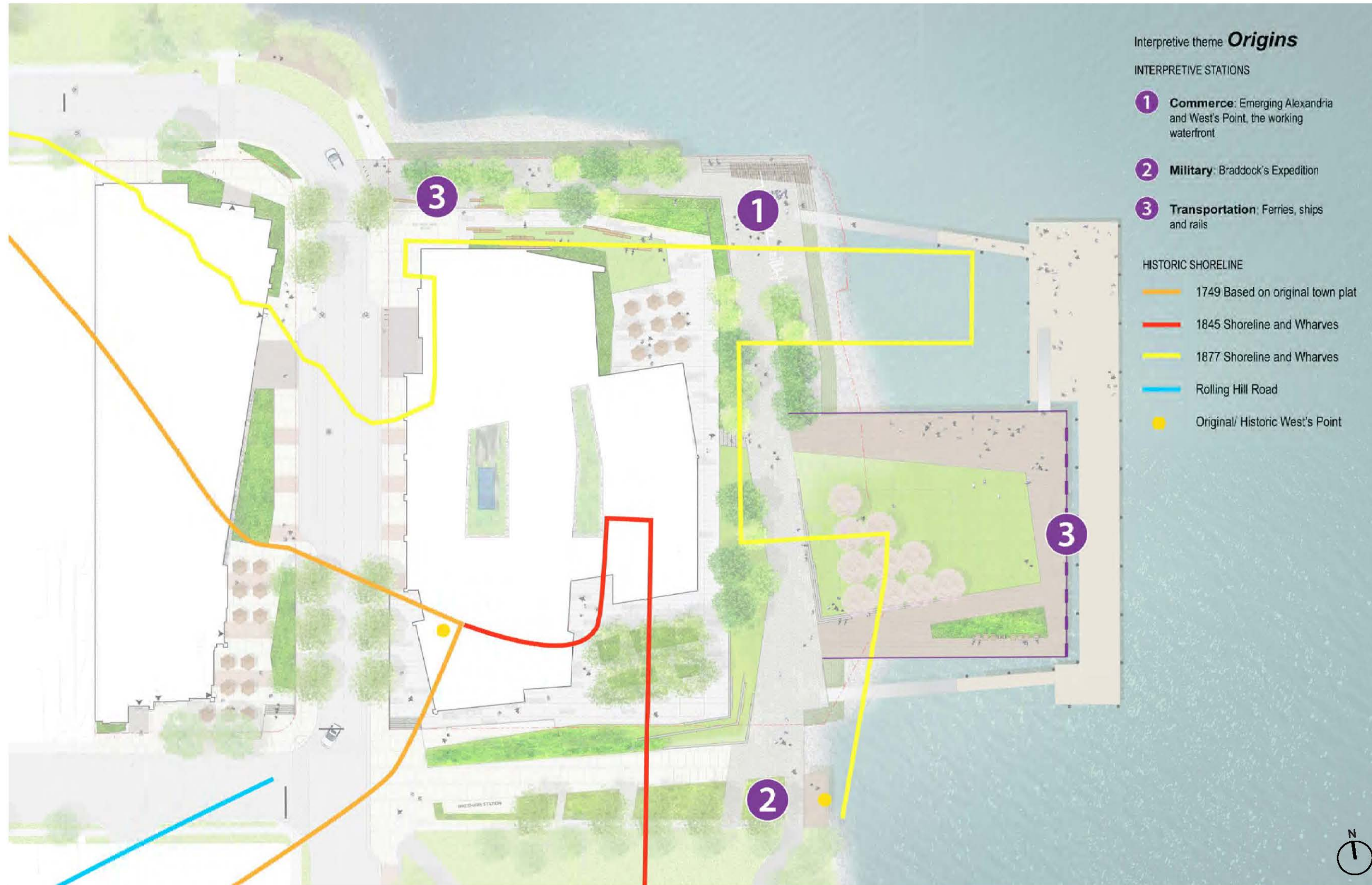
PROPOSED PLAN

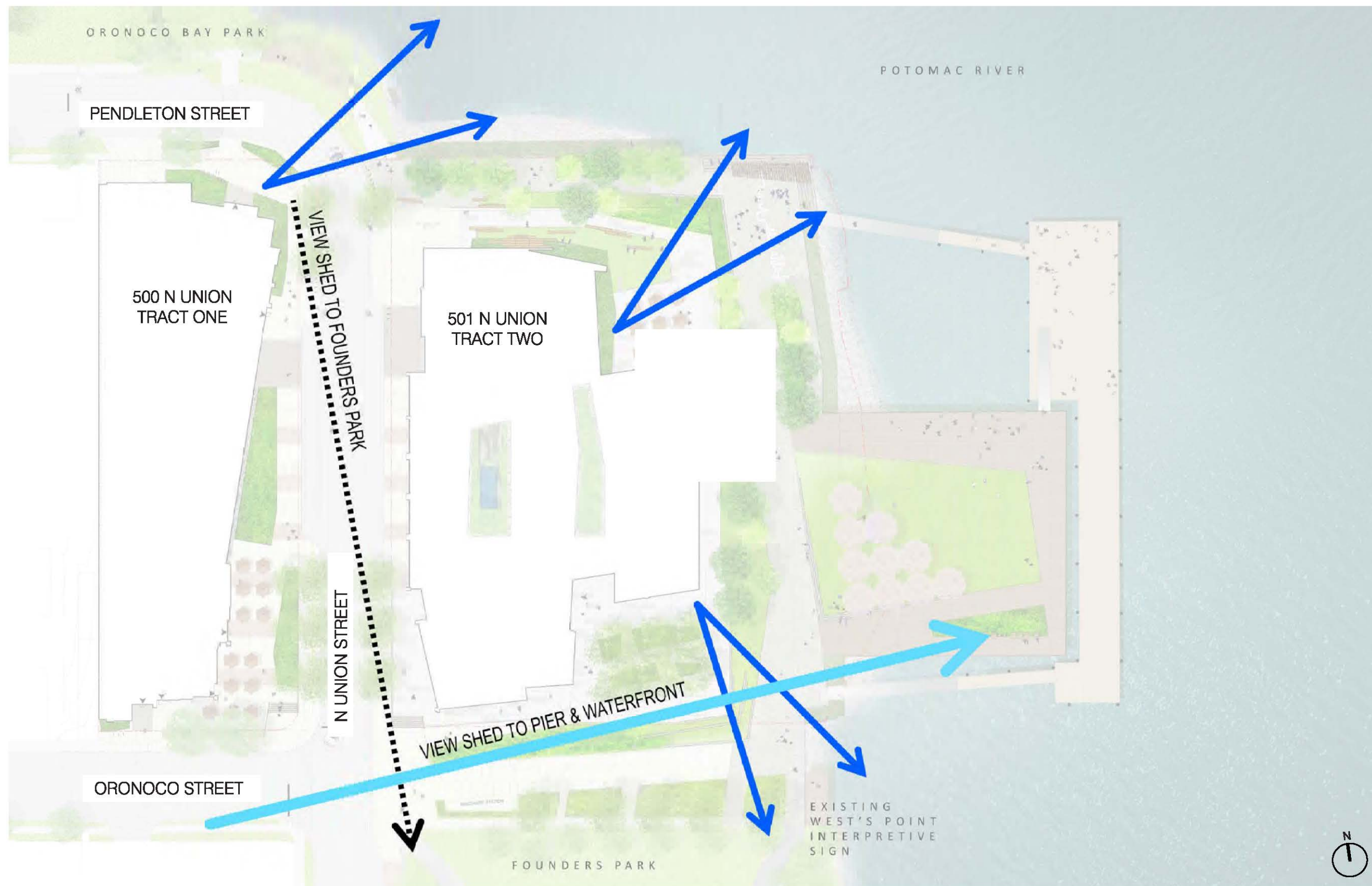


WEST POINT INTERPRETATION



WEST POINT INTERPRETIVE STATIONS

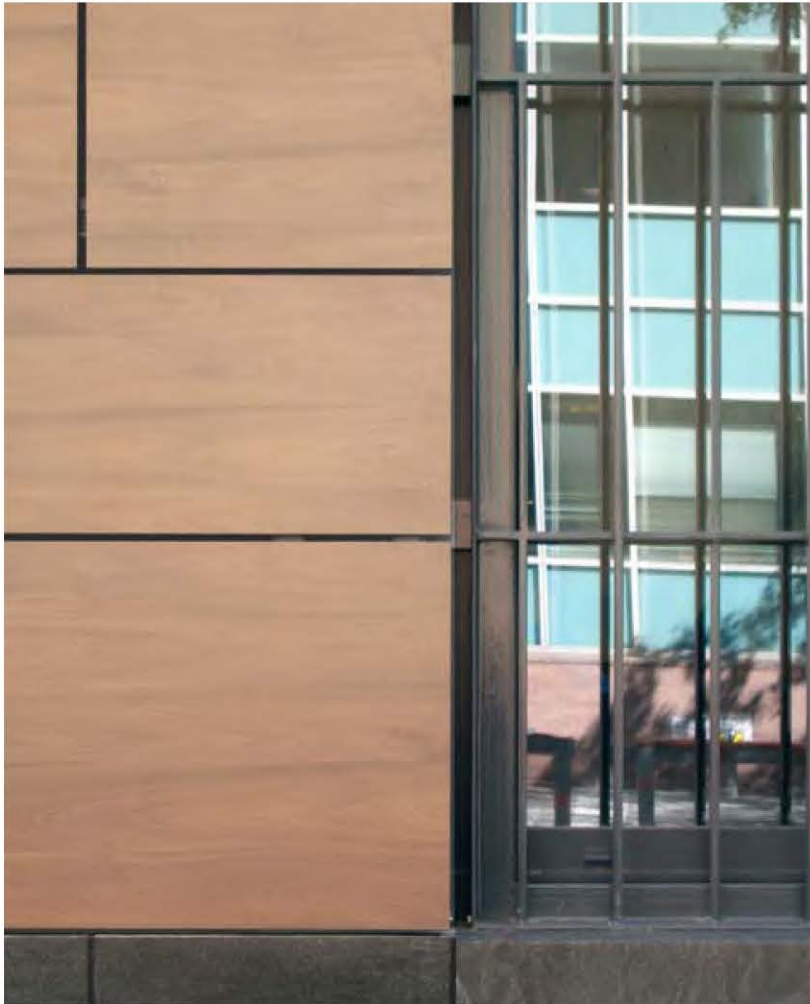






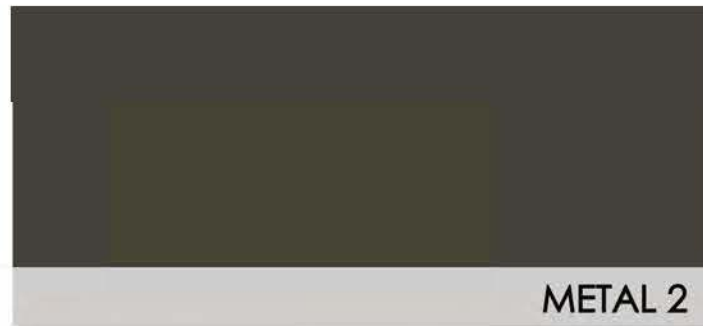


MATERIAL PRECEDENTS



MATERIAL PALETTES

WEST BUILDING



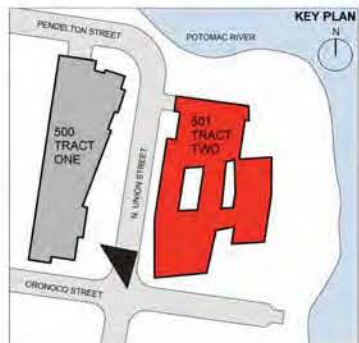
EAST BUILDING - OPTION A



EAST BUILDING - OPTION B



MATERIALS VIGNETTE - WEST



METAL 1



WOOD



METAL 2



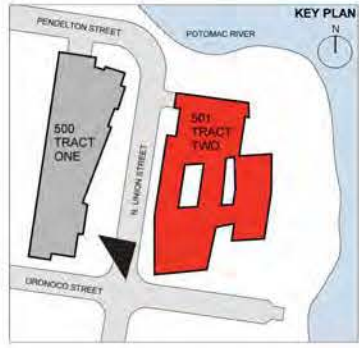
BRICK



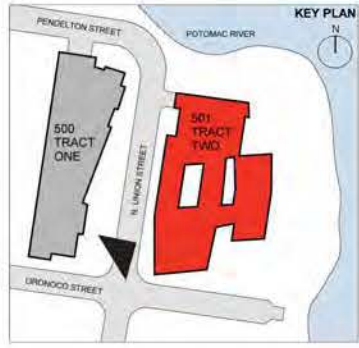
STONE



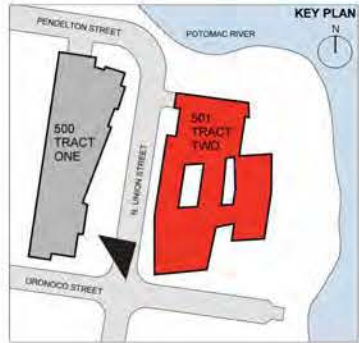
MATERIALS VIGNETTE-EAST OPTION A



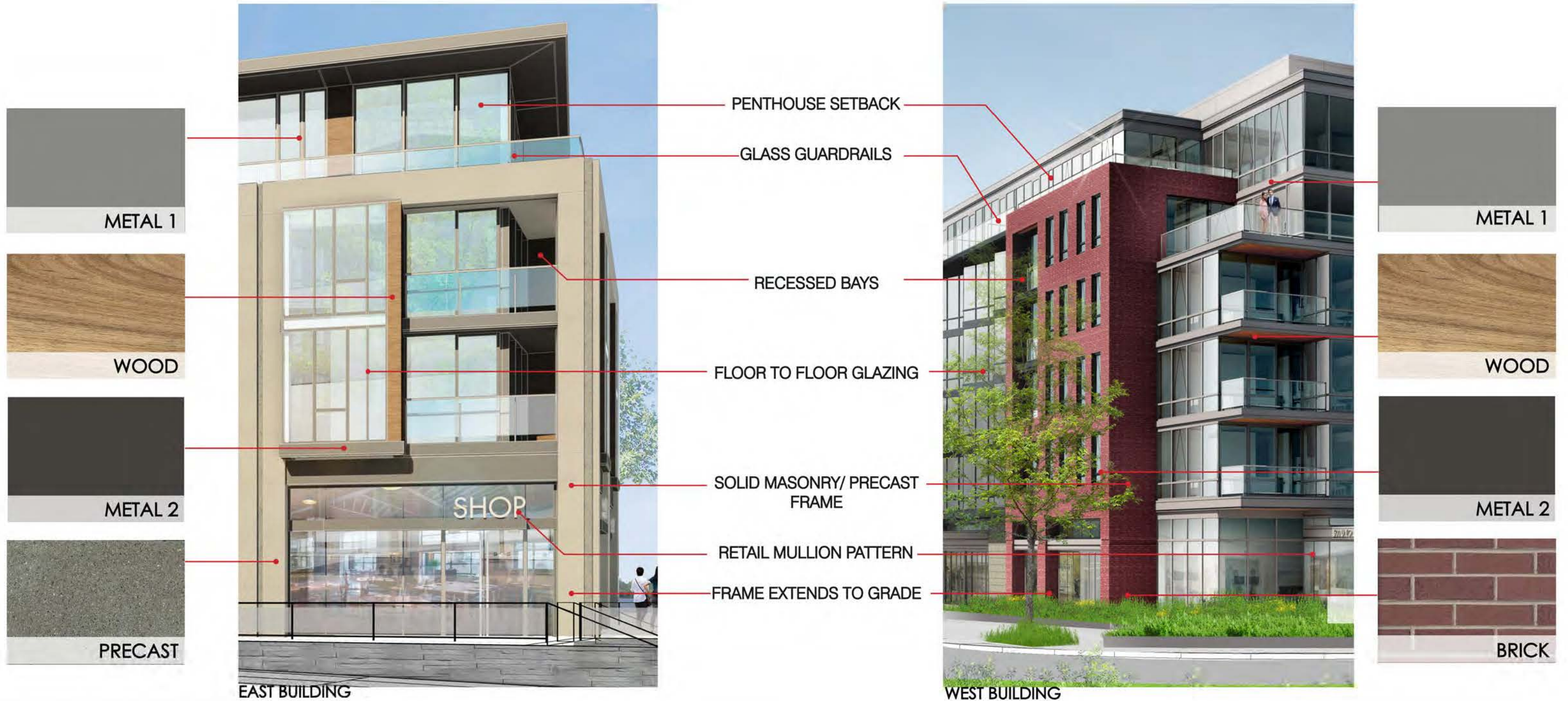
MATERIALS VIGNETTE - EAST OPTION B



MATERIALS VIGNETTE-EAST OPTION C

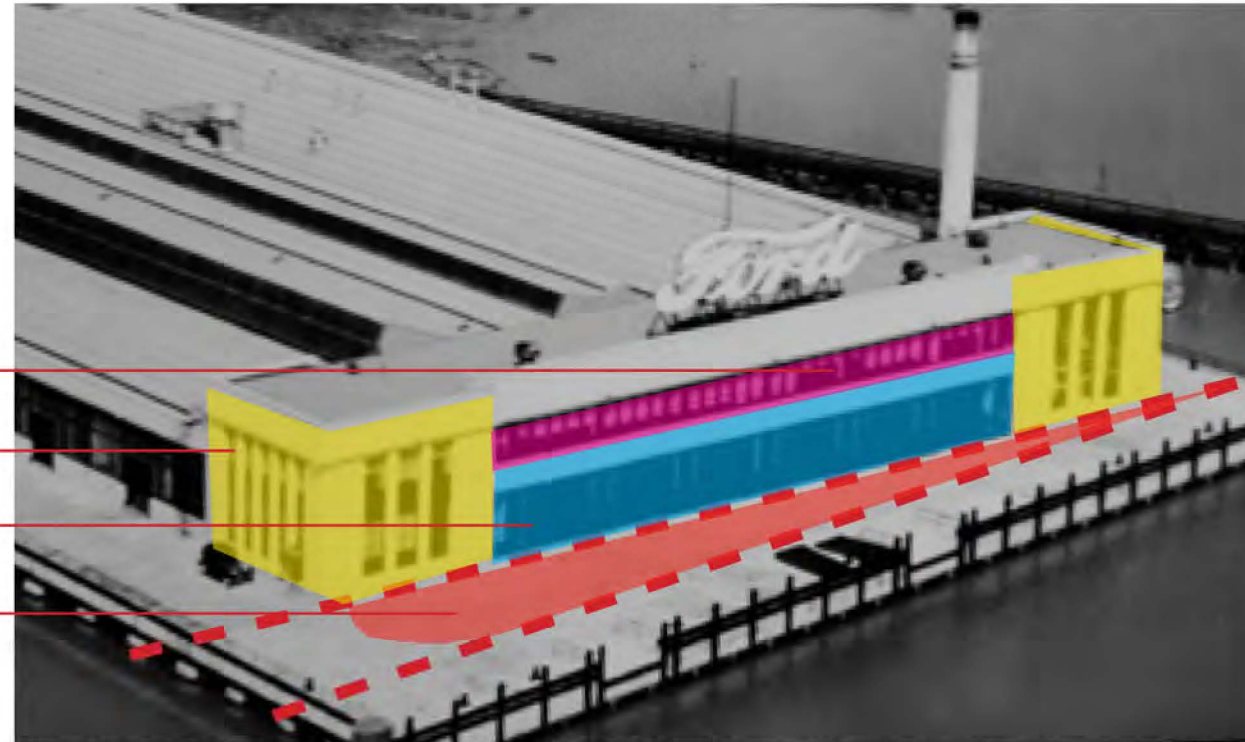


EAST AND WEST BUILDING DIAGRAM



FORD FACTORY DIAGRAM WEST BUILDING

- RIBBON WINDOW
- SOLID MASONRY 'BOOK END'
- LITE WEIGHT GLAZING
- FACADE ORIENTATION
RELATIVE TO PLOT



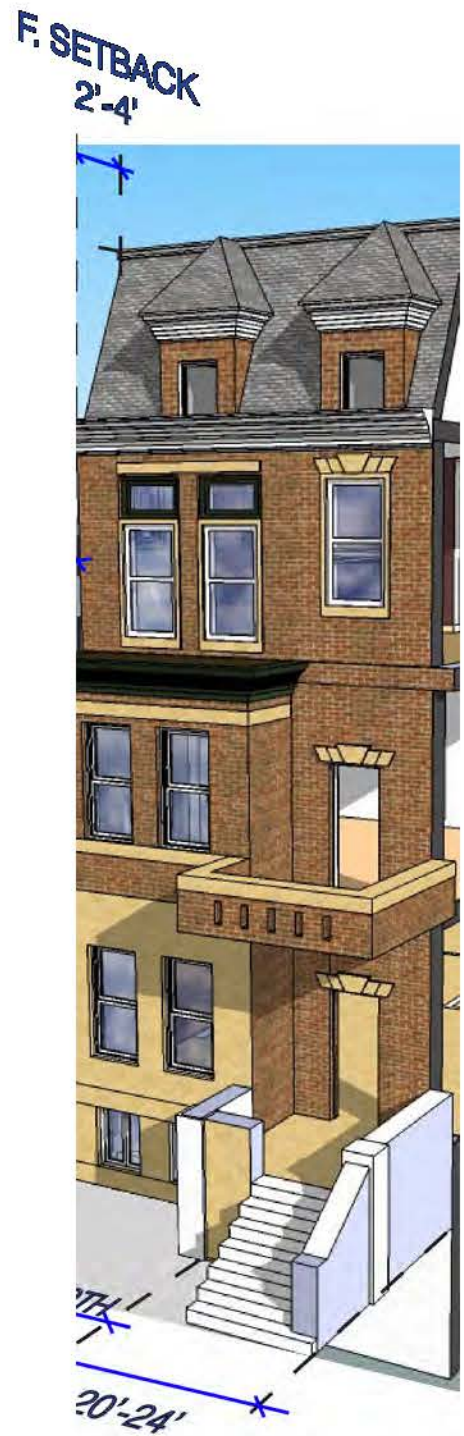
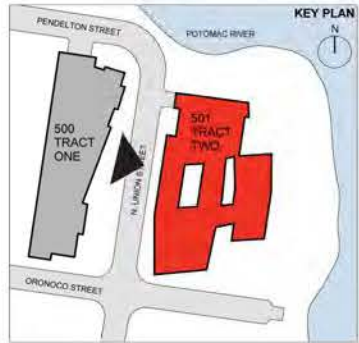
FORD ASSEMBLY PLANT, ALEXANDRIA, CIRCA 1930, AERIAL VIEW

- RIBBON WINDOW
- SOLID MASONRY 'BOOK END'
- LITE WEIGHT GLAZING
- FACADE ORIENTATION
RELATIVE TO PLOT



PROPOSED 500 NORTH UNION STREET, ALEXANDRIA, AERIAL VIEW

ROW HOUSE DIAGRAM EAST BUILDING



TYPICAL ROW HOUSE, ALEXANDRIA,



PROPOSED BAY, 501 NORTH UNION STREET, ALEXANDRIA,

PERSPECTIVE SITE AERIAL



PERSPECTIVE FROM THE WATER



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PERSPECTIVE NORTH UNION LOOKING NORTH



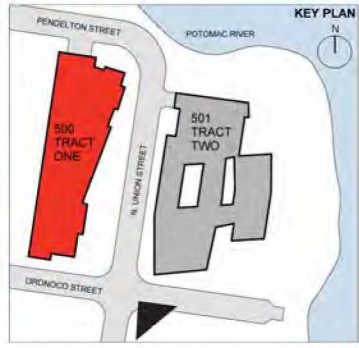
PERSPECTIVE NORTH UNION LOOKING NORTHEAST



PERSPECTIVE FROM ORONOCO BAY PARK LOOKING SOUTH



SOUTHEAST PERSPECTIVE WEST BUILDING



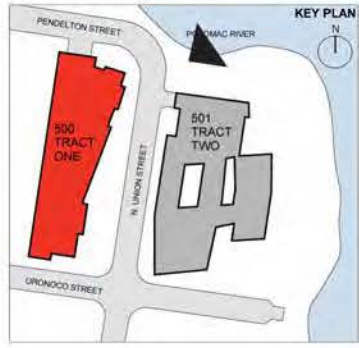
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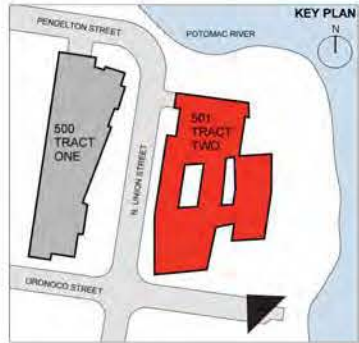
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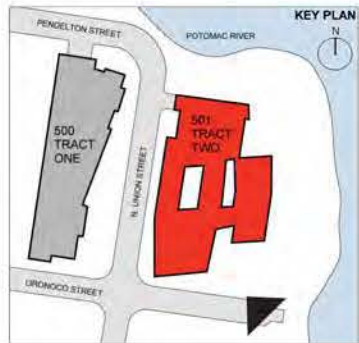
NORTHEAST PERSPECTIVE WEST BUILDING



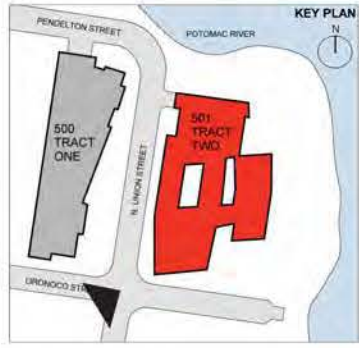
SOUTHEAST PERSPECTIVE EAST BUILDING-OPTION A



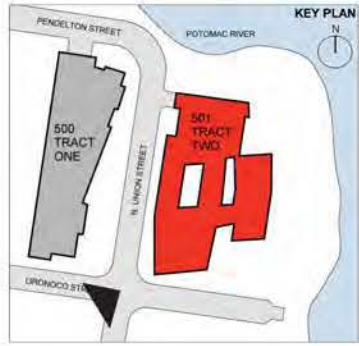
SOUTHEAST PERSPECTIVE EAST BUILDING-OPTION B



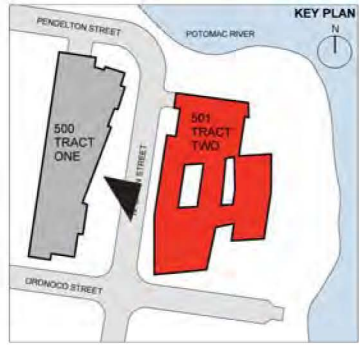
SOUTHWEST PERSPECTIVE EAST BUILDING-OPTION A



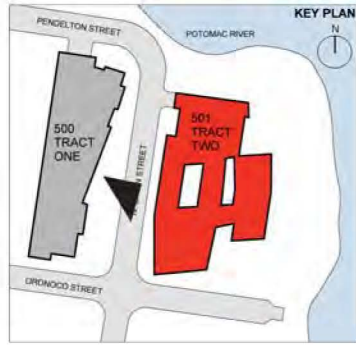
SOUTHWEST PERSPECTIVE EAST BUILDING-OPTION B



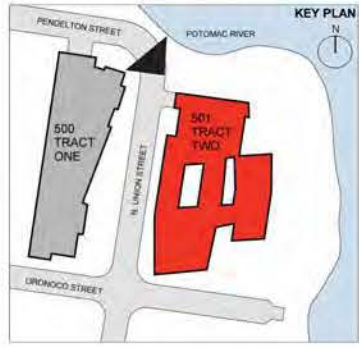
RESIDENTIAL ENTRANCE PERSPECTIVE EAST BUILDING-OPTION A



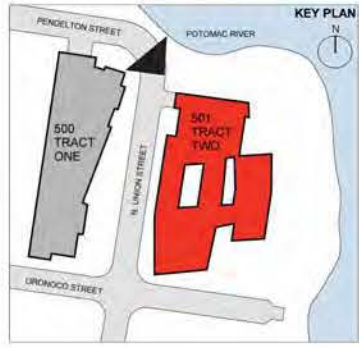
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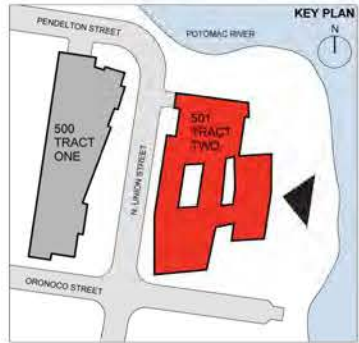
NORTHWEST PERSPECTIVE EAST BUILDING-OPTION A



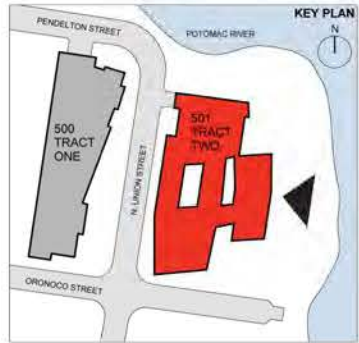
NORTHWEST PERSPECTIVE EAST BUILDING-OPTION B

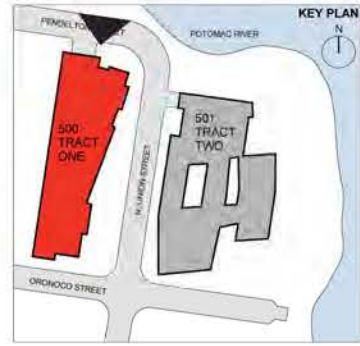


EAST PERSPECTIVE EAST BUILDING-OPTION A

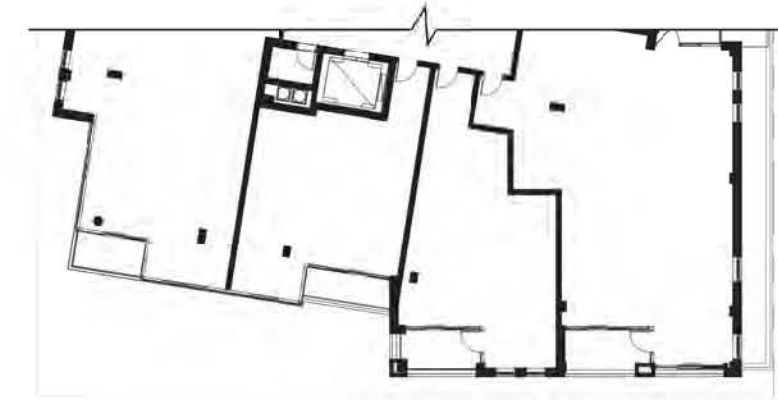


EAST PERSPECTIVE EAST BUILDING-OPTION B





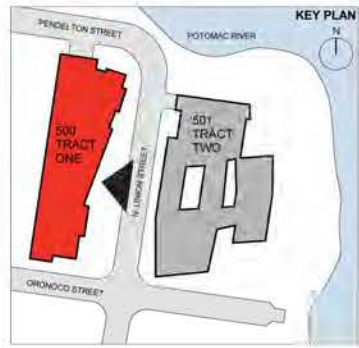
NORTH ELEVATION WEST BUILDING



RESIDENTIAL
NORTH TOWER

0' 15' 30' 60'
SCALE: 1" = 30' - 0"

EAST ELEVATION WEST BUILDING

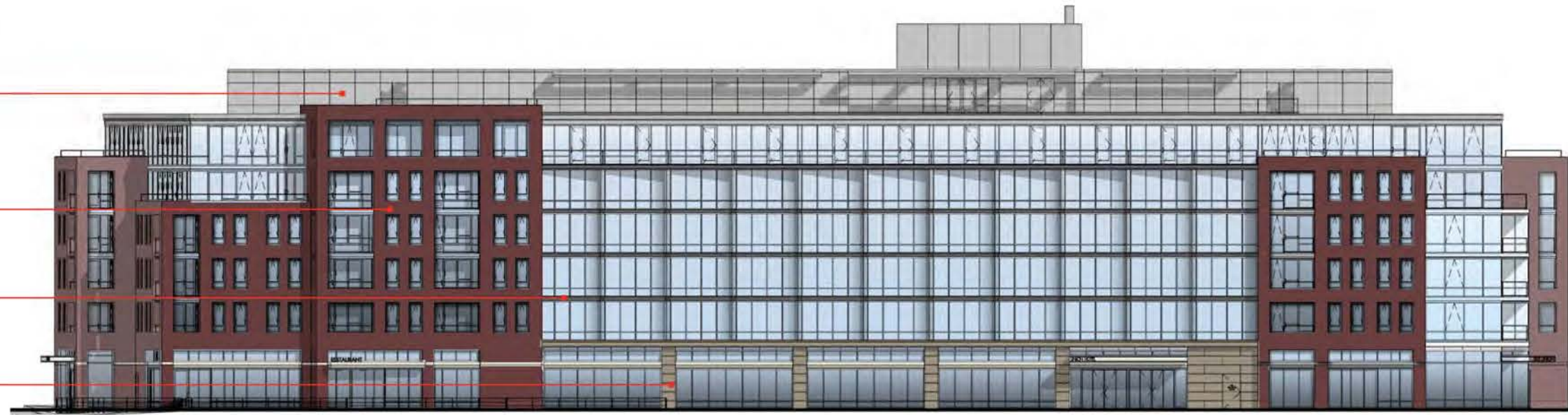


METAL 1

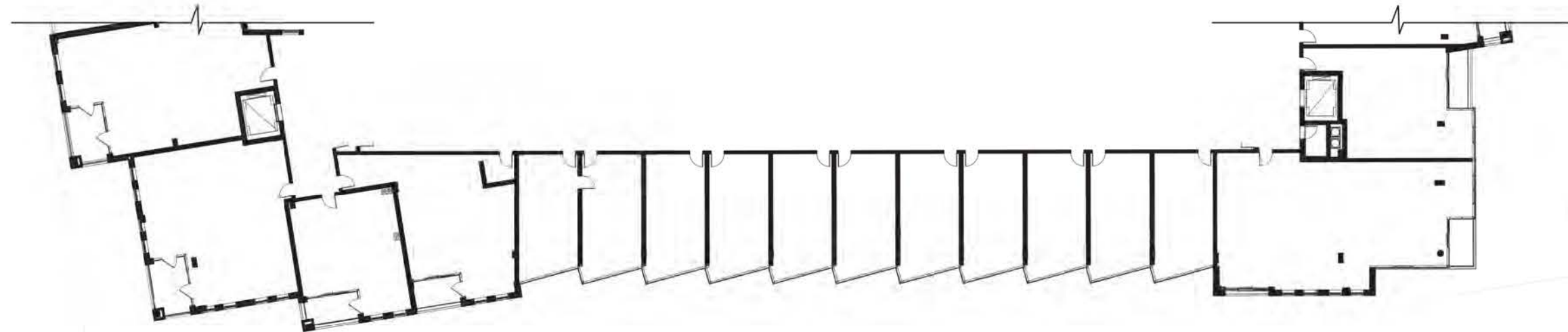
BRICK

METAL 2

STONE



- LEVEL P.H. ROOF-W 88'-0"
- LEVEL ROOF-W 78'-0"
- LEVEL 06W 66'-5 5/16"
- LEVEL 05W 56'-8"
- LEVEL 04W 46'-10 11/16"
- LEVEL 03W 37'-1 5/16"
- LEVEL 02W 27'-4"
- LEVEL 01W 12'-0"
- FLOOD PLAIN 10'-2 3/8"



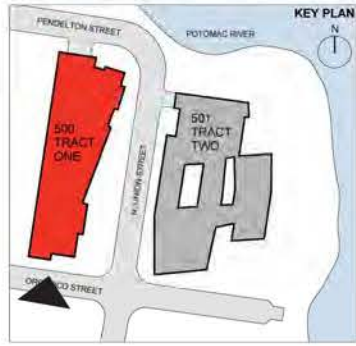
RESIDENTIAL
SOUTH TOWER

HOTEL

RESIDENTIAL
NORTH TOWER

0' 15' 30' 60'
SCALE: 1" = 30' - 0"

SOUTH ELEVATION WEST BUILDING



METAL 1

BRICK

STONE



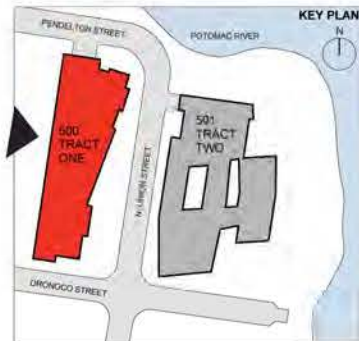
LEVEL P.H. ROOF-W	88'-0"	●
LEVEL ROOF-W	78'-0"	●
LEVEL 06W	66'-5 5/16"	●
LEVEL 05W	56'-8"	●
LEVEL 04W	46'-10 11/16"	●
LEVEL 03W	37'-1 5/16"	●
LEVEL 02W	27'-4"	●
LEVEL 01W	12'-0"	●
FLOOD PLAIN	10'-2 3/8"	●



RESIDENTIAL
SOUTH TOWER

0' 15' 30' 60'
SCALE: 1" = 30' - 0"

WEST ELEVATION WEST BUILDING

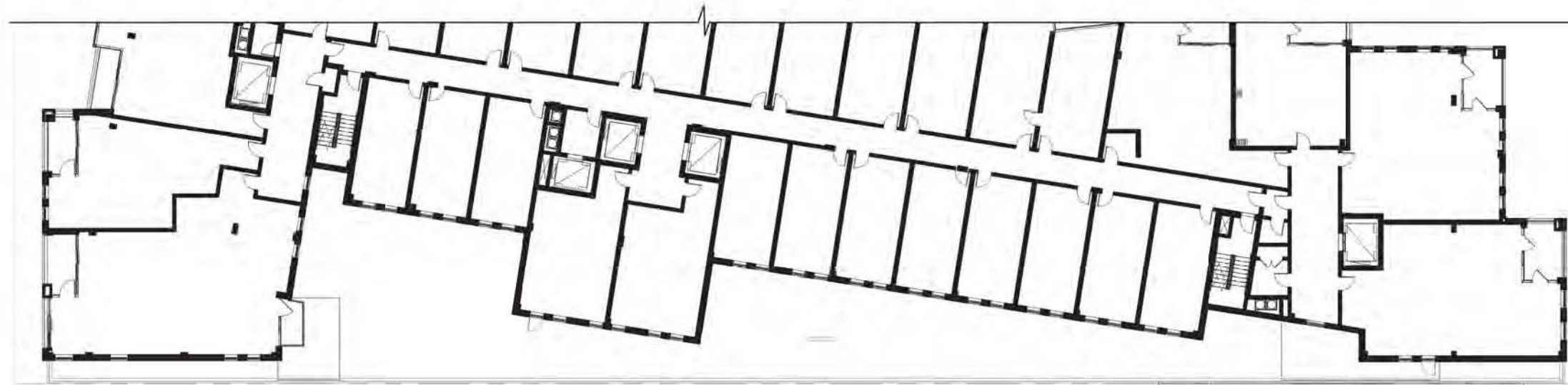


METAL 1

BRICK



- LEVEL P.H. ROOF-W 88'-0"
- LEVEL ROOF-W 78'-0"
- LEVEL 06W 66'-5 5/16"
- LEVEL 05W 56'-8"
- LEVEL 04W 46'-10 11/16"
- LEVEL 03W 37'-1 5/16"
- LEVEL 02W 27'-4"
- LEVEL 01W 12'-0"
- FLOOD PLAIN 10'-2 3/8"

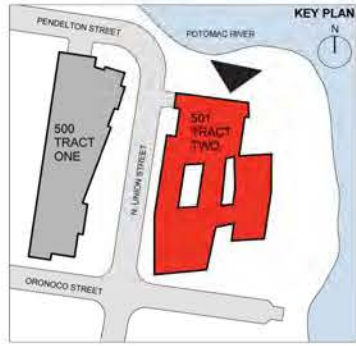


RESIDENTIAL
NORTH TOWER

HOTEL

RESIDENTIAL
SOUTH TOWER

0' 15' 30' 60'
SCALE: 1" = 30' - 0"



NORTH ELEVATION EAST BUILDING

METAL 1

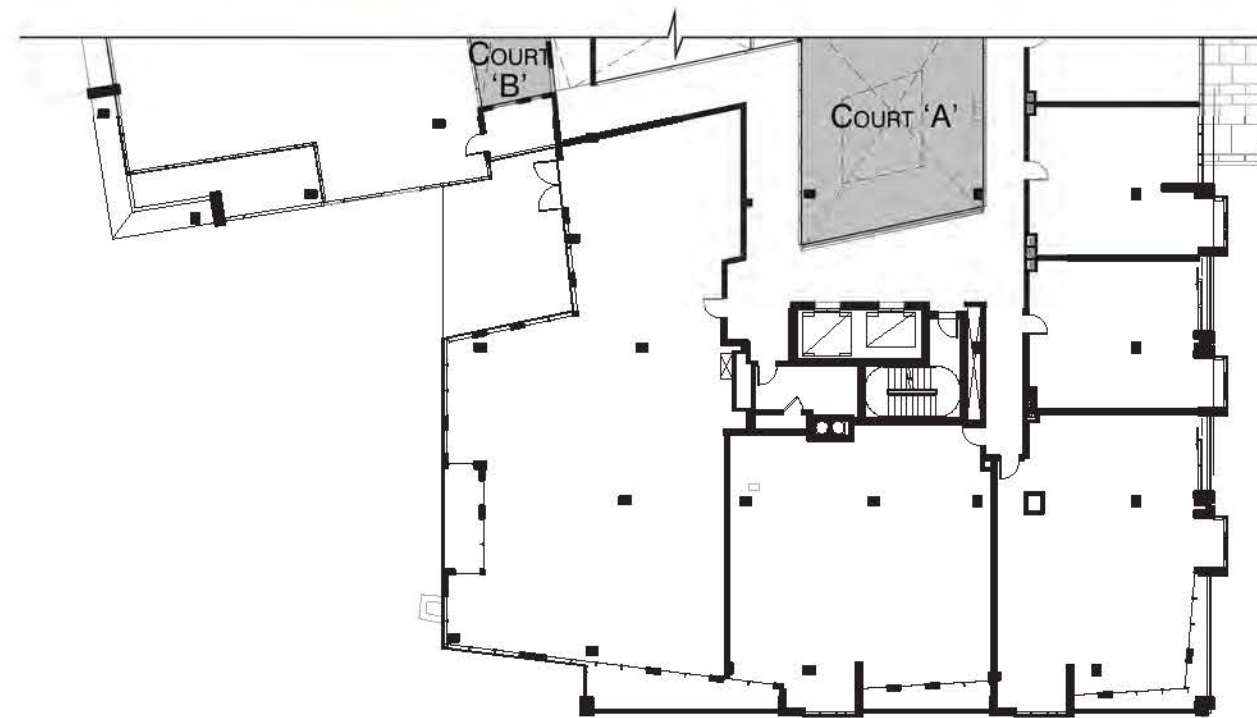
PRECAST CONCRETE

WOOD

STONE



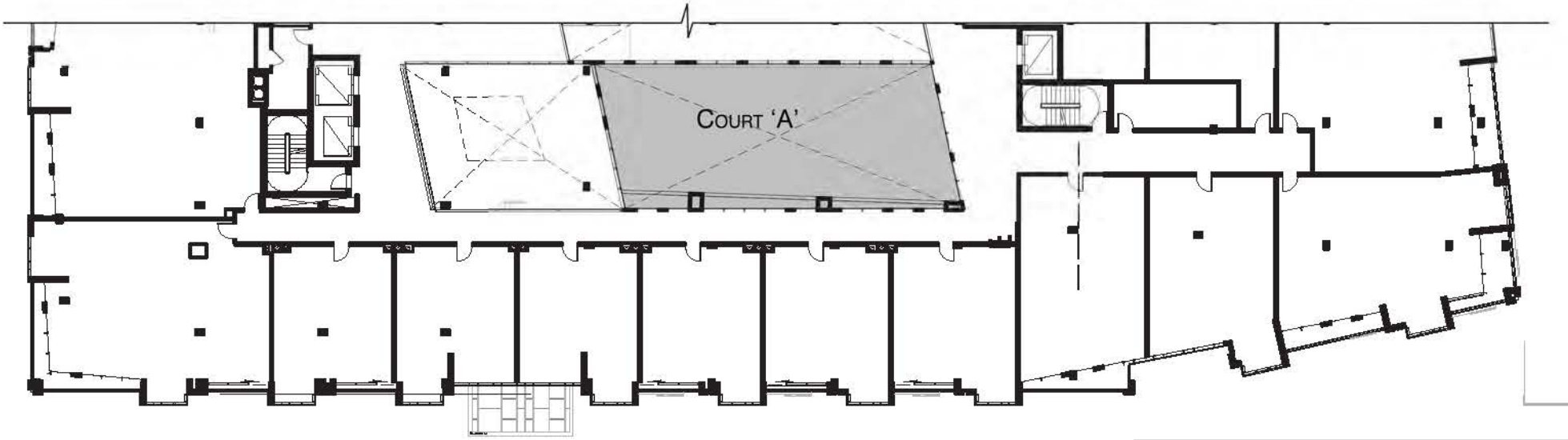
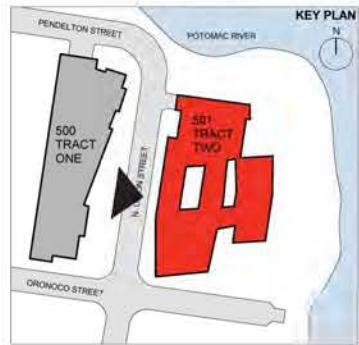
- LEVEL ROOF-E 57'-0"
- LEVEL 04E 46'-4"
- LEVEL 03E 36'-8"
- LEVEL 02E 27'-0"
- LEVEL 01E 12'-0"



RESIDENTIAL

0' 15' 30' 60'
SCALE: 1" = 30' - 0"

WEST ELEVATION EAST BUILDING



RESIDENTIAL

0' 15' 30' 60'
SCALE: 1" = 30' - 0"

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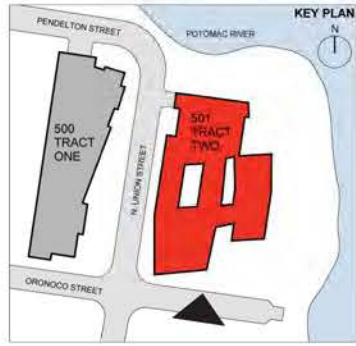
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SOUTH ELEVATION EAST BUILDING



METAL 1

PECAST CONCRETE

METAL 1

WOOD



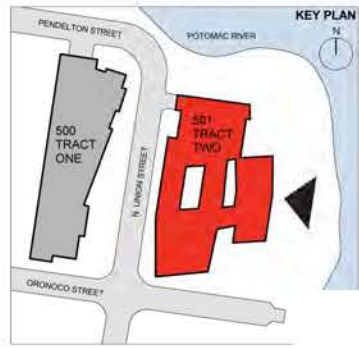
---	LEVEL ROOF-E	57'-0"	⊙
---	LEVEL 04E	46'-4"	⊙
---	LEVEL 03E	36'-8"	⊙
---	LEVEL 02E	27'-0"	⊙
---	LEVEL 01E	12'-0"	⊙



RESIDENTIAL

0' 15' 30' 60'
SCALE: 1" = 30' - 0"

EAST ELEVATION EAST BUILDING



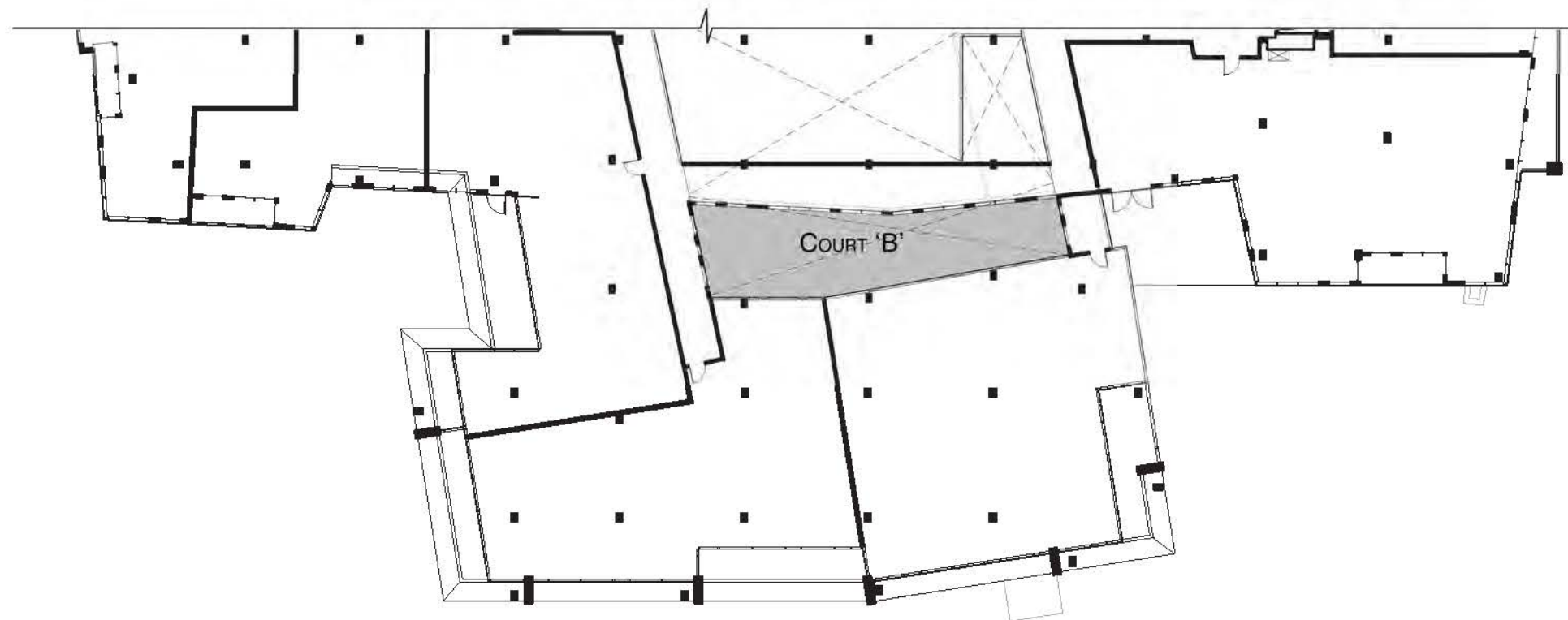
WOOD

PECAST CONCRETE

STONE



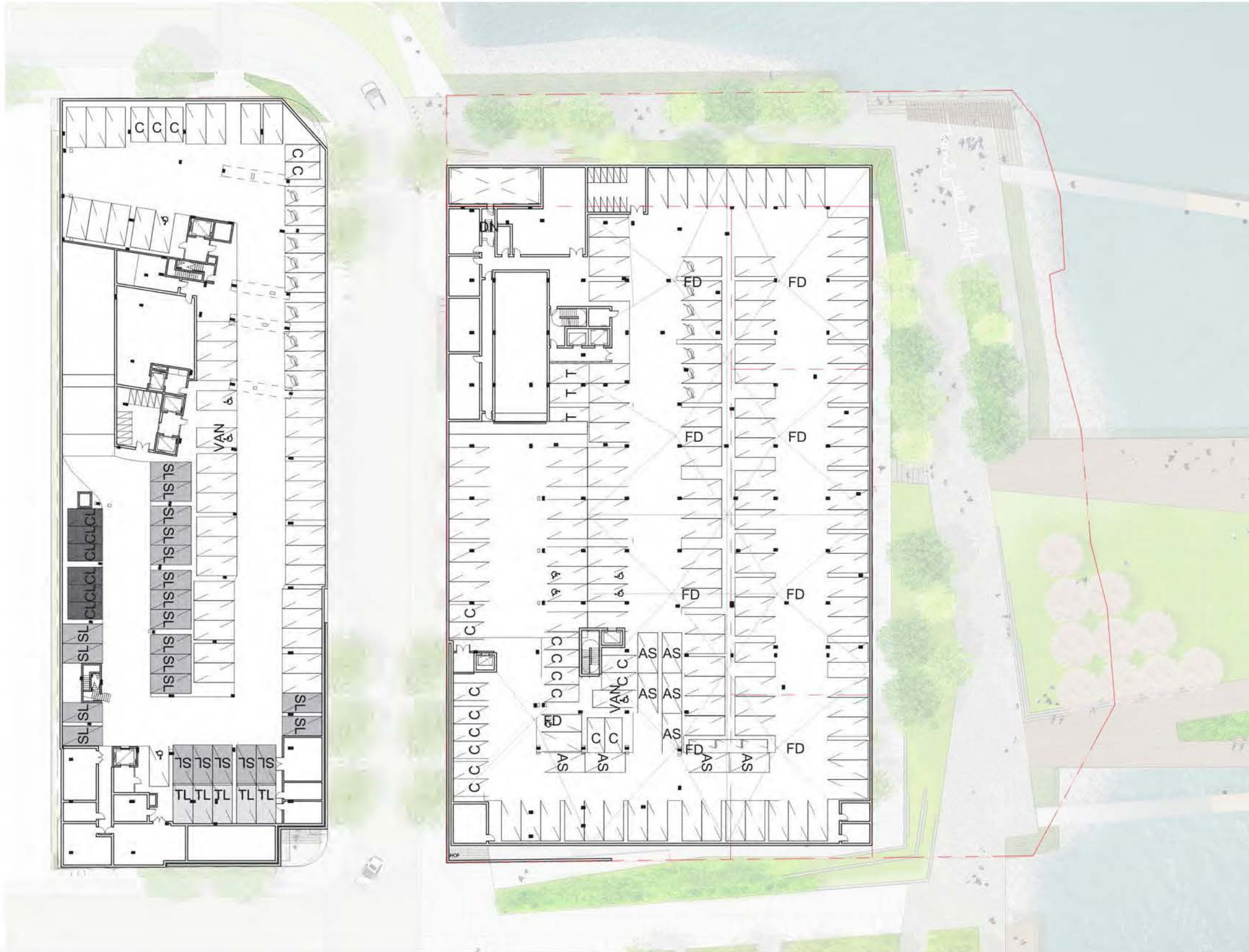
- LEVEL ROOF-E 57'-0"
- LEVEL 04E 46'-4"
- LEVEL 03E 36'-8"
- LEVEL 02E 27'-0"
- LEVEL 01E 12'-0"



0' 15' 30' 60'
SCALE: 1" = 30' - 0"

RESIDENTIAL

P1 LEVEL PLAN



500 UNION PARKING SCHEDULE	
PARKING TYPE	COUNT

LEVEL P1W	
COMPACT	5
COMPACT LIFT	12
HC	3
HC VAN	1
LOW-EMITTING & FUEL EFFICIENT	9
STANDARD	39
STANDARD LIFT	44
TANDEM LIFT	10
LEVEL P1W: 123	123

500 UNION BICYCLE SPACE SCHEDULE	
PARKING TYPE	COUNT

LEVEL P1W	
BIKE	10
LEVEL P1W: 10	10

500 UNION - GROSS BUILDING AREA	
LEVEL	AREA
P1 - W	43043 SF

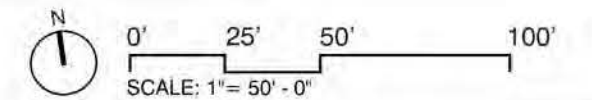
501 UNION PARKING SCHEDULE	
PARKING TYPE	COUNT

LEVEL P1E	
AISLE STACK	9
COMPACT	16
HC	5
HC VAN	1
LOW-EMITTING & FUEL EFFICIENT	7
STANDARD	117
TANDEM	3
LEVEL P1E: 158	158

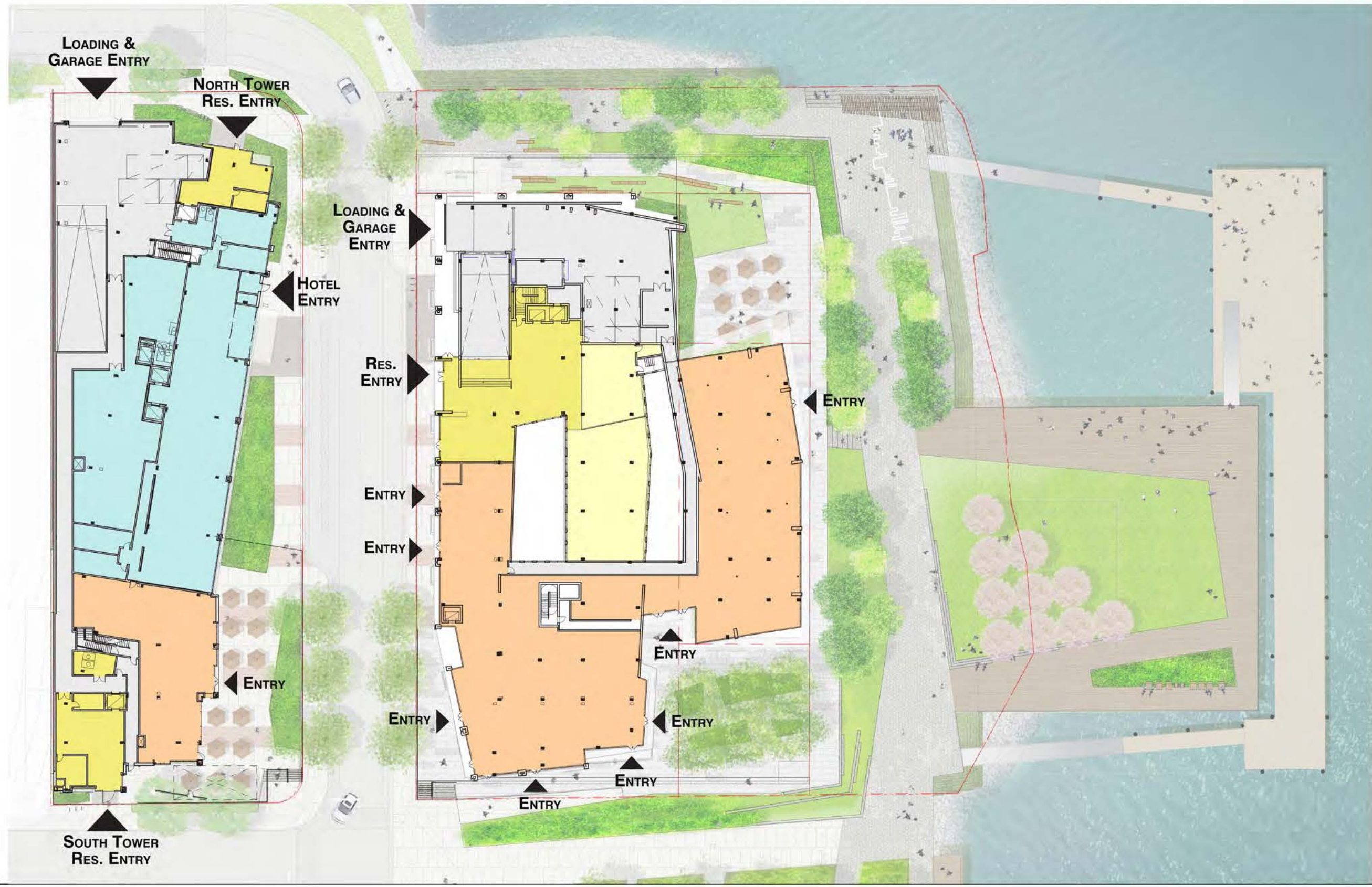
501 UNION BICYCLE SPACE SCHEDULE	
PARKING TYPE	COUNT

LEVEL P1E	
BIKE	12
LEVEL P1E: 12	12

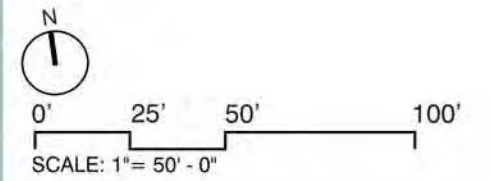
501 UNION - GROSS BUILDING AREA	
LEVEL	AREA
LEVEL P1 - EAST	60757 SF



1ST FLOOR PLAN



- RESIDENTIAL
- HOTEL
- ACTIVE USE
- BACK OF HOUSE
(PARKING/ LOADING/
EGRESS CORRIDORS
& STAIRS)



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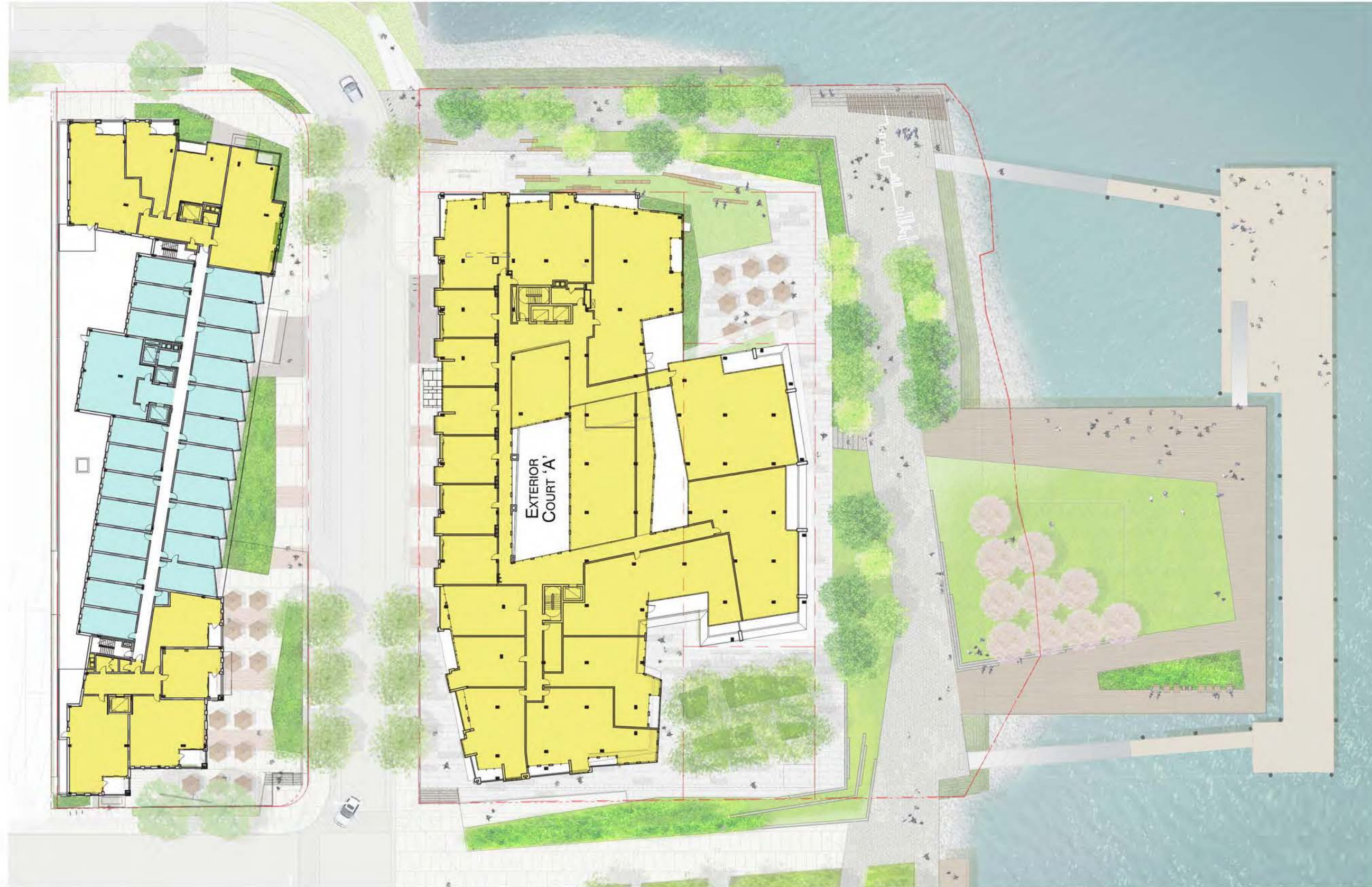
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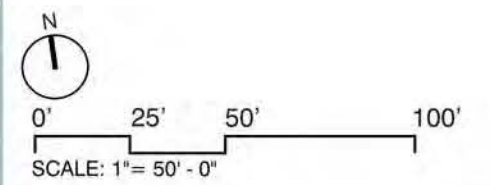
A46



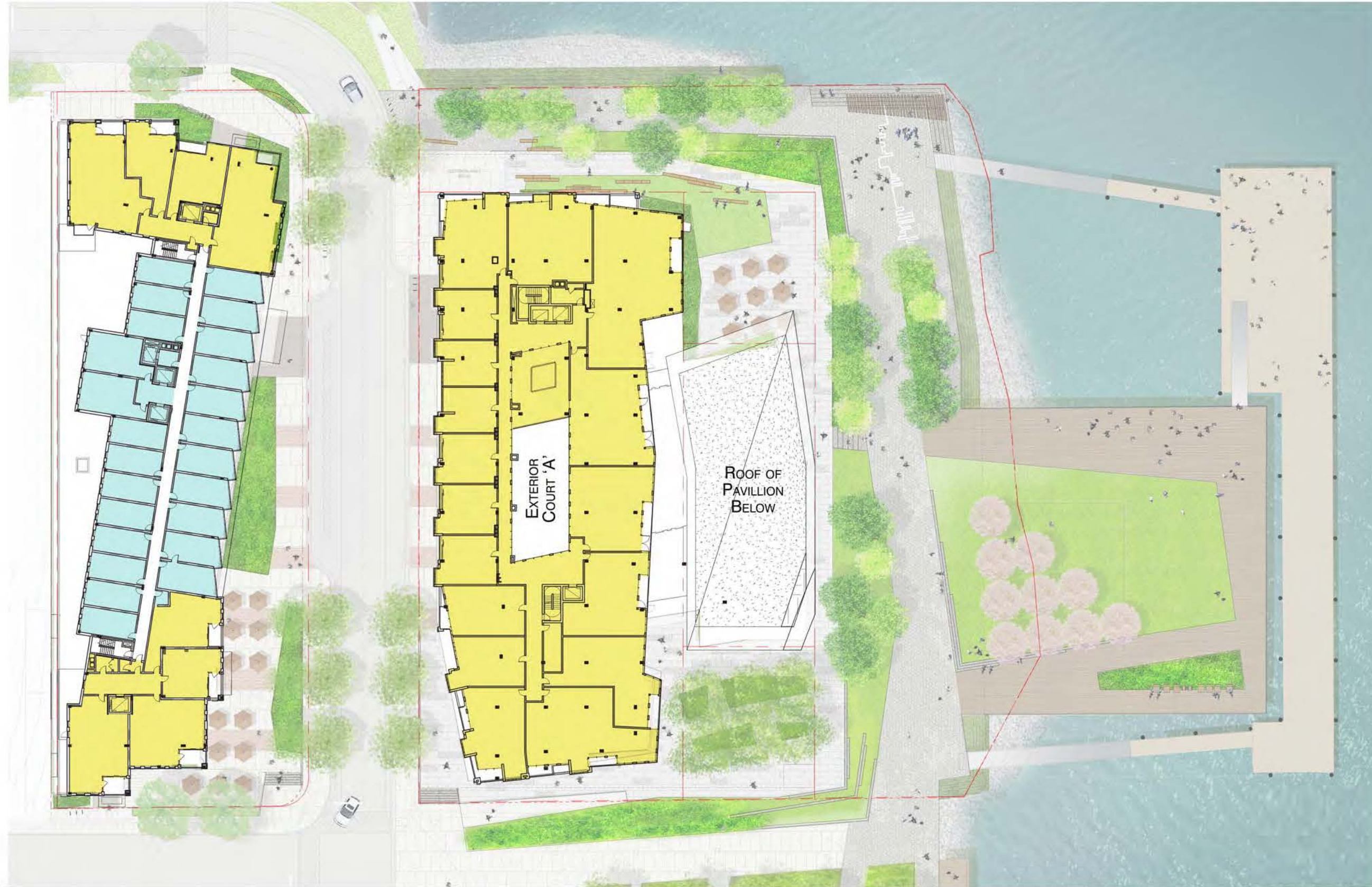
2ND FLOOR PLAN



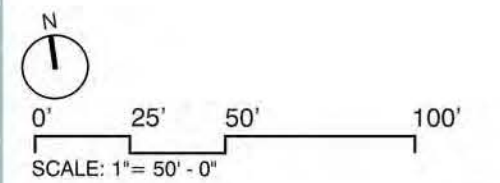
- RESIDENTIAL
- HOTEL
- ACTIVE USE
- BACK OF HOUSE
(PARKING/ LOADING/
EGRESS CORRIDORS
& STAIRS)



3RD FLOOR PLAN



- RESIDENTIAL
- HOTEL
- ACTIVE USE
- BACK OF HOUSE
(PARKING/ LOADING/
EGRESS CORRIDORS
& STAIRS)

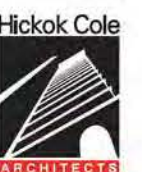


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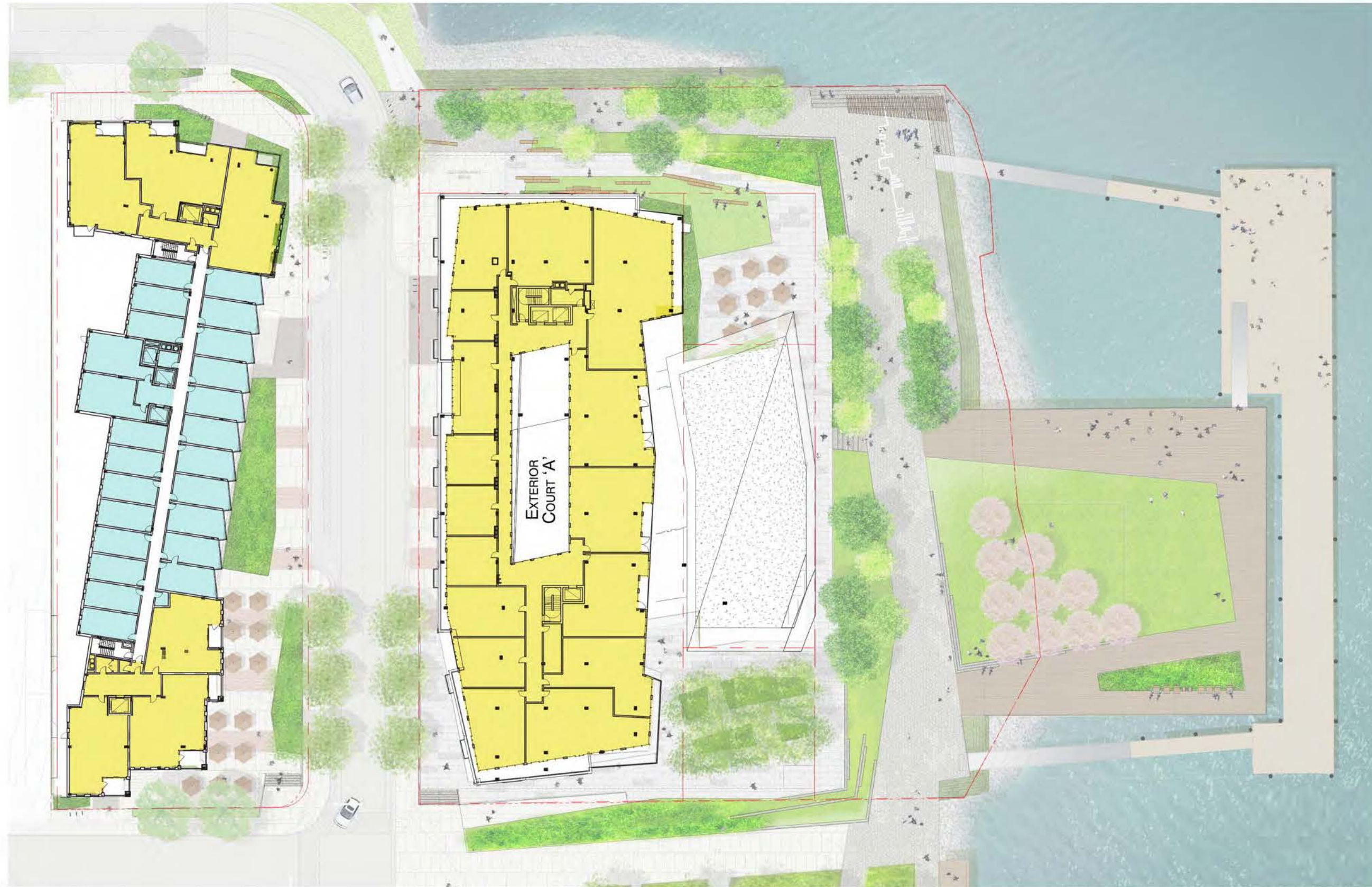
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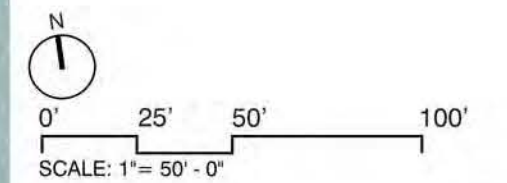
A48



4TH FLOOR PLAN



- RESIDENTIAL
- HOTEL
- ACTIVE USE
- BACK OF HOUSE
(PARKING/ LOADING/
EGRESS CORRIDORS
& STAIRS)

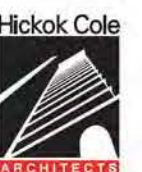


Project
500/ 501 Union
Alexandria, Virginia

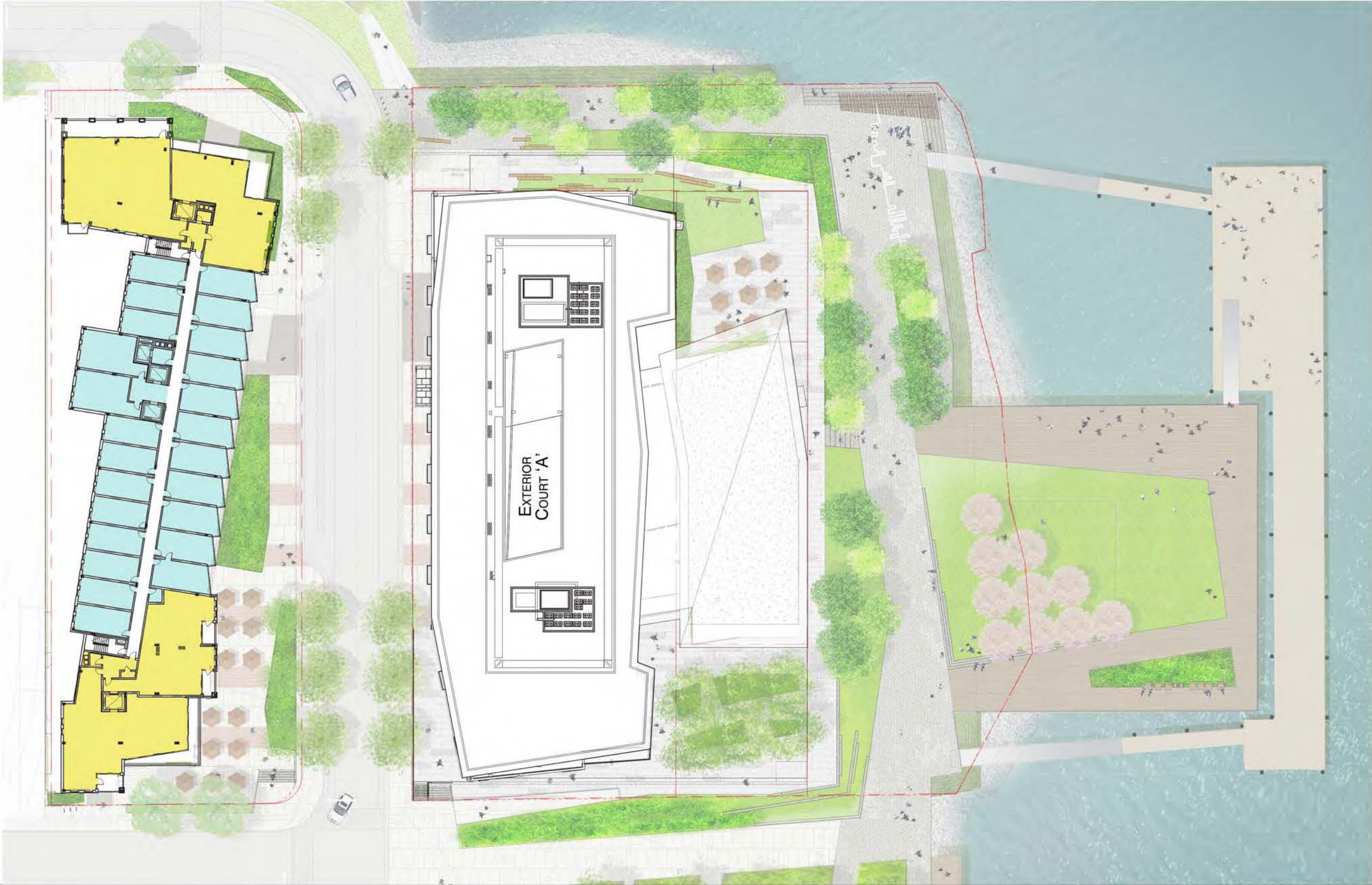
Phase:
BOARD OF ARCHITECTURAL REVIEW
SUBMISSION

Date
OCTOBER 20, 2014

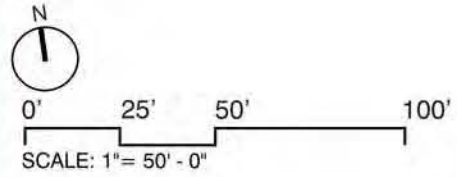
A49



5TH FLOOR/PENTHOUSE PLAN



- RESIDENTIAL
- HOTEL
- ACTIVE USE
- BACK OF HOUSE
(PARKING/ LOADING/
EGRESS CORRIDORS
& STAIRS)



Project
500/ 501 Union
Alexandria, Virginia

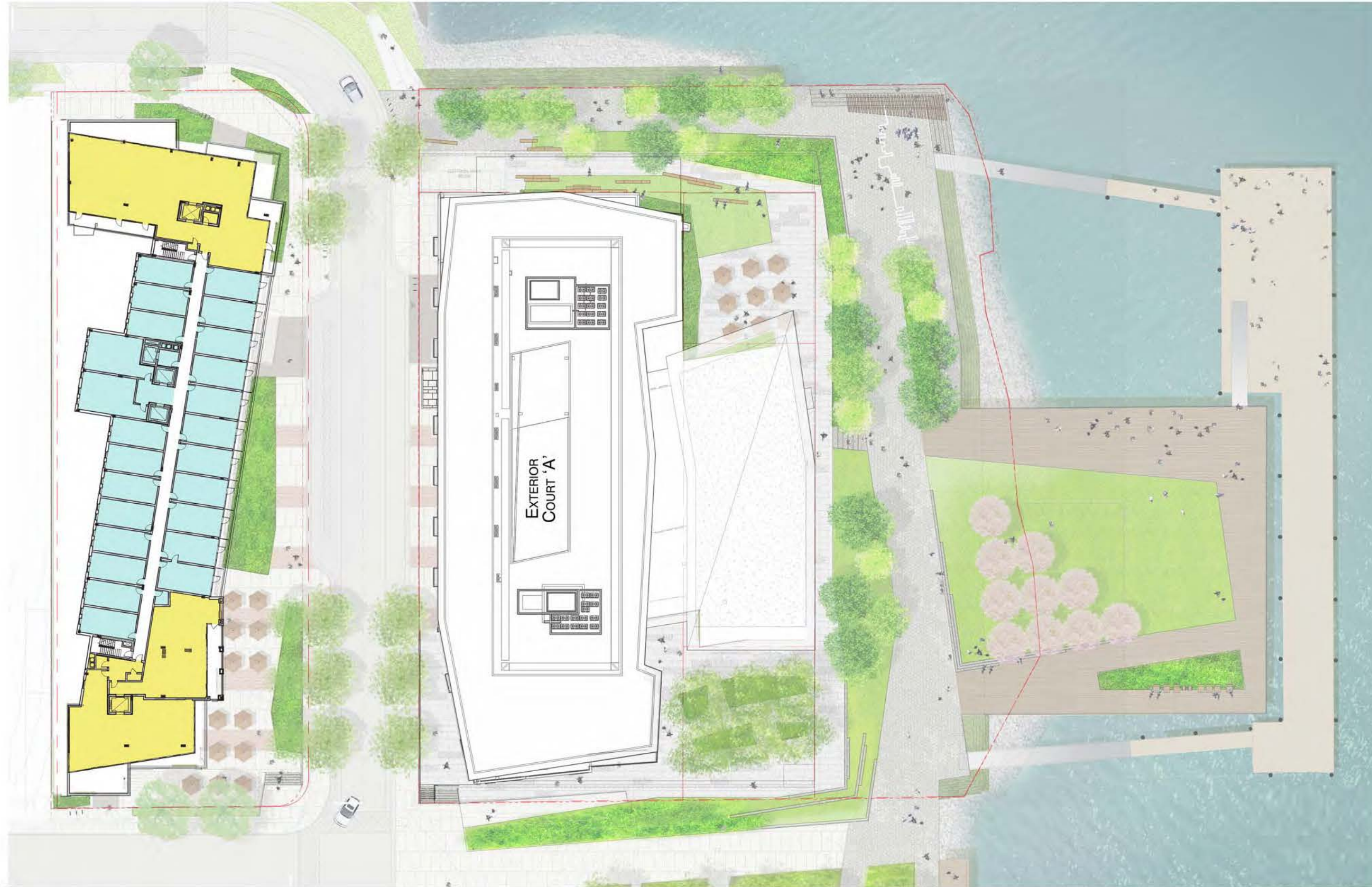
Phase:
BOARD OF ARCHITECTURAL REVIEW
SUBMISSION

Date
OCTOBER 20, 2014

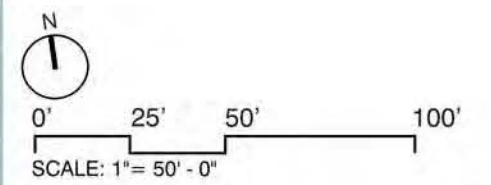
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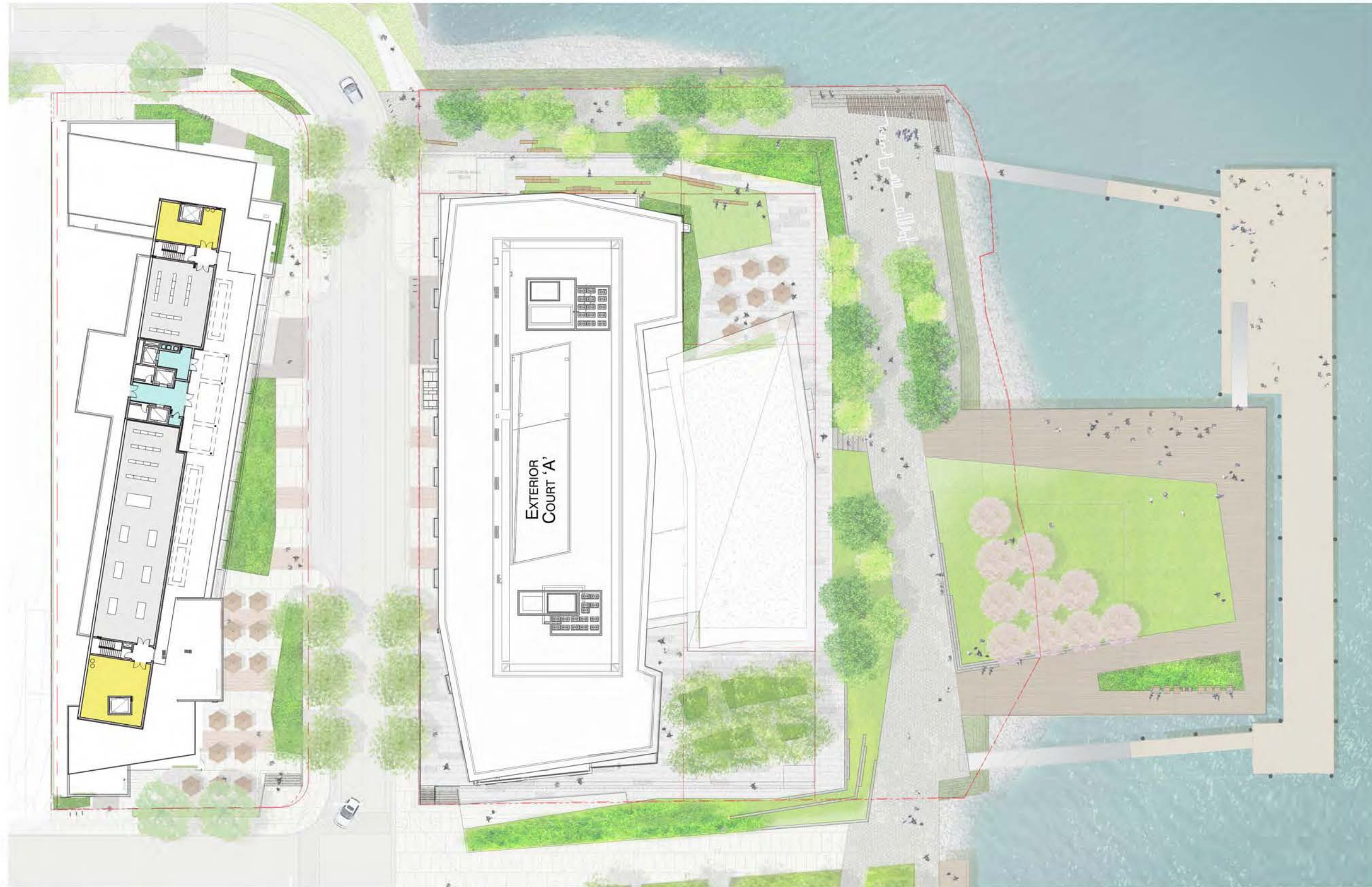
6TH FLOOR/ROOF PLAN



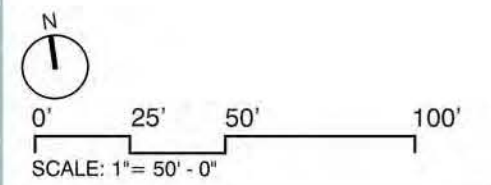
- RESIDENTIAL
- HOTEL
- ACTIVE USE
- BACK OF HOUSE
(PARKING/ LOADING/
EGRESS CORRIDORS
& STAIRS)



PENTHOUSE/ROOF PLAN



- RESIDENTIAL
- HOTEL
- ACTIVE USE
- BACK OF HOUSE
(PARKING/ LOADING/
EGRESS CORRIDORS
& STAIRS)

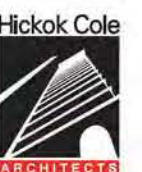


Project
500/ 501 Union
Alexandria, Virginia

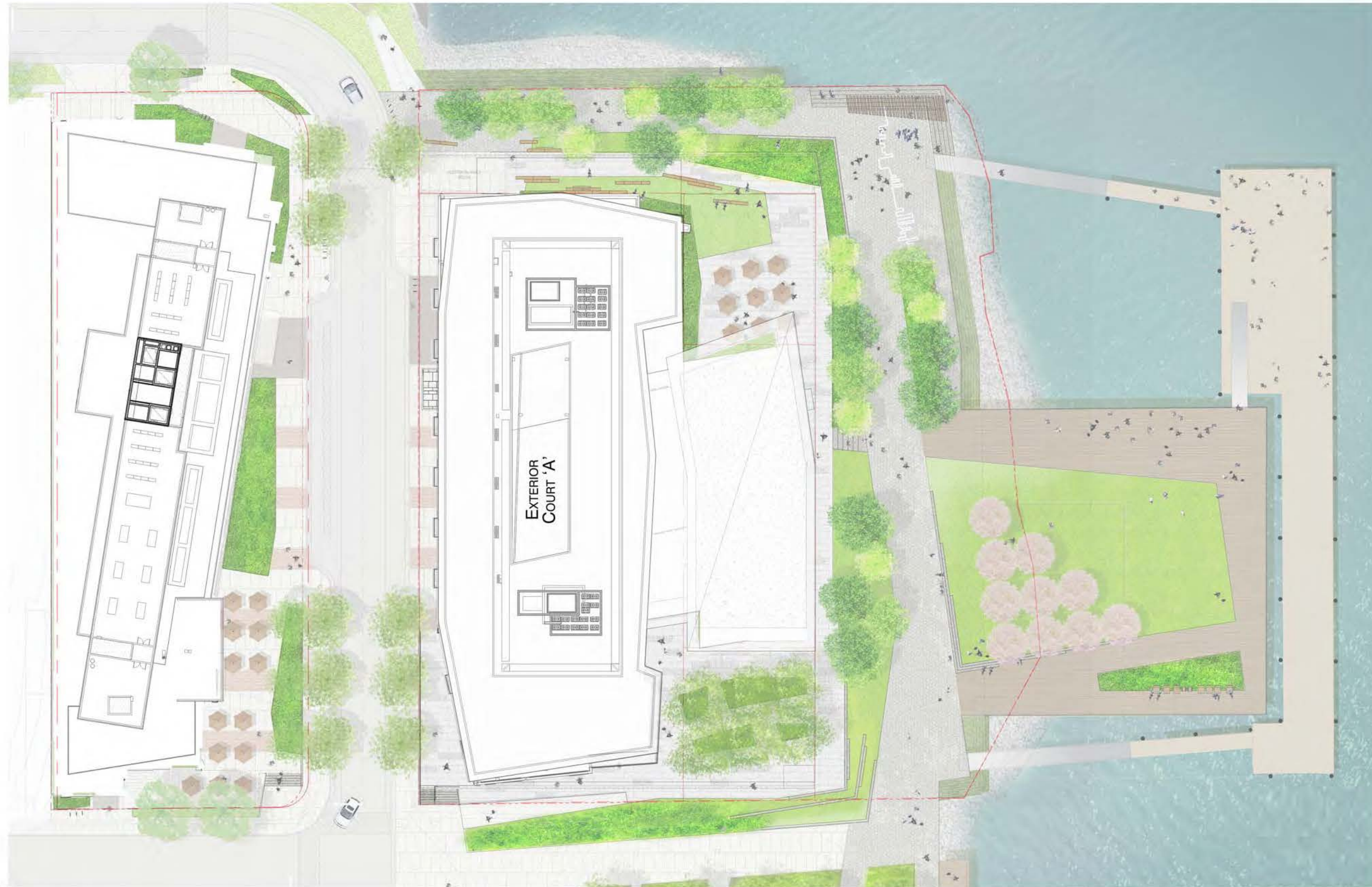
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SUBMISSION

Date
OCTOBER 20, 2014

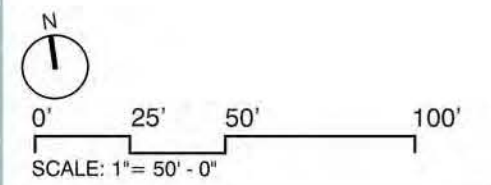
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ROOF/ROOF PLAN



- RESIDENTIAL
- HOTEL
- ACTIVE USE
- BACK OF HOUSE
(PARKING/ LOADING/
EGRESS CORRIDORS
& STAIRS)

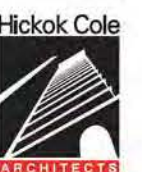


Project
500/ 501 Union
Alexandria, Virginia

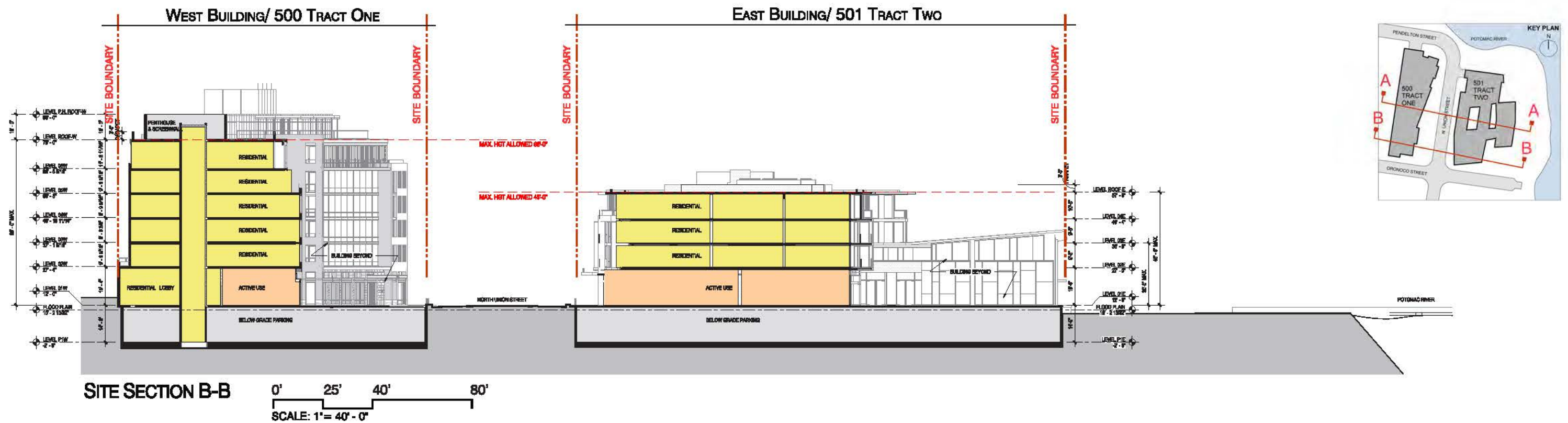
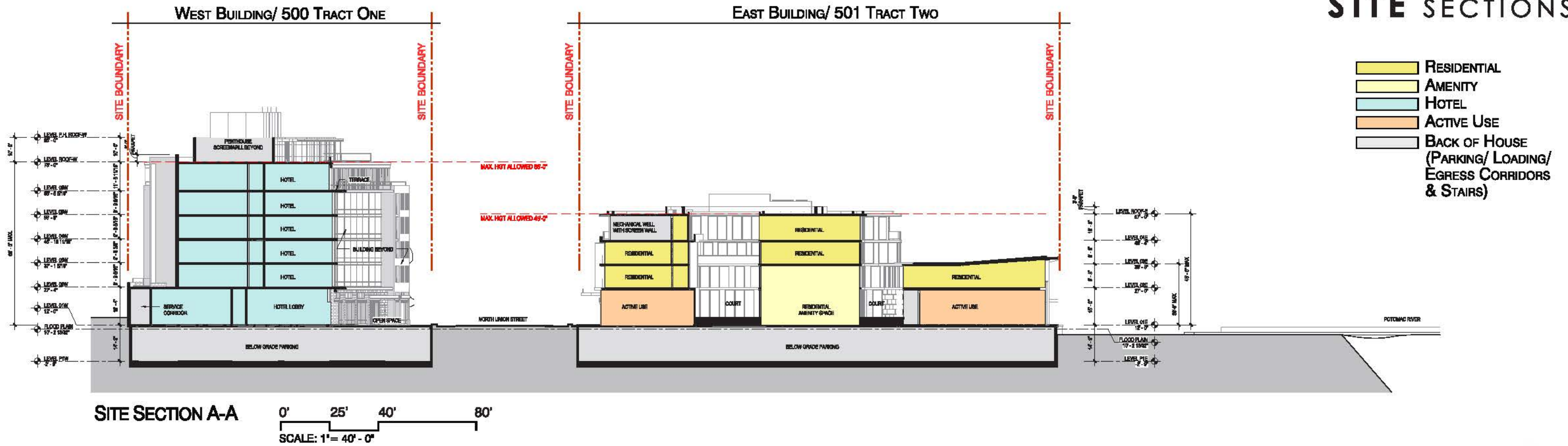
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SUBMISSION

Date
OCTOBER 20, 2014

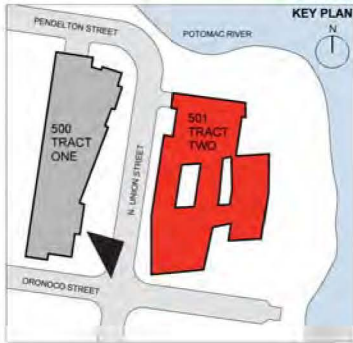
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SITE SECTIONS

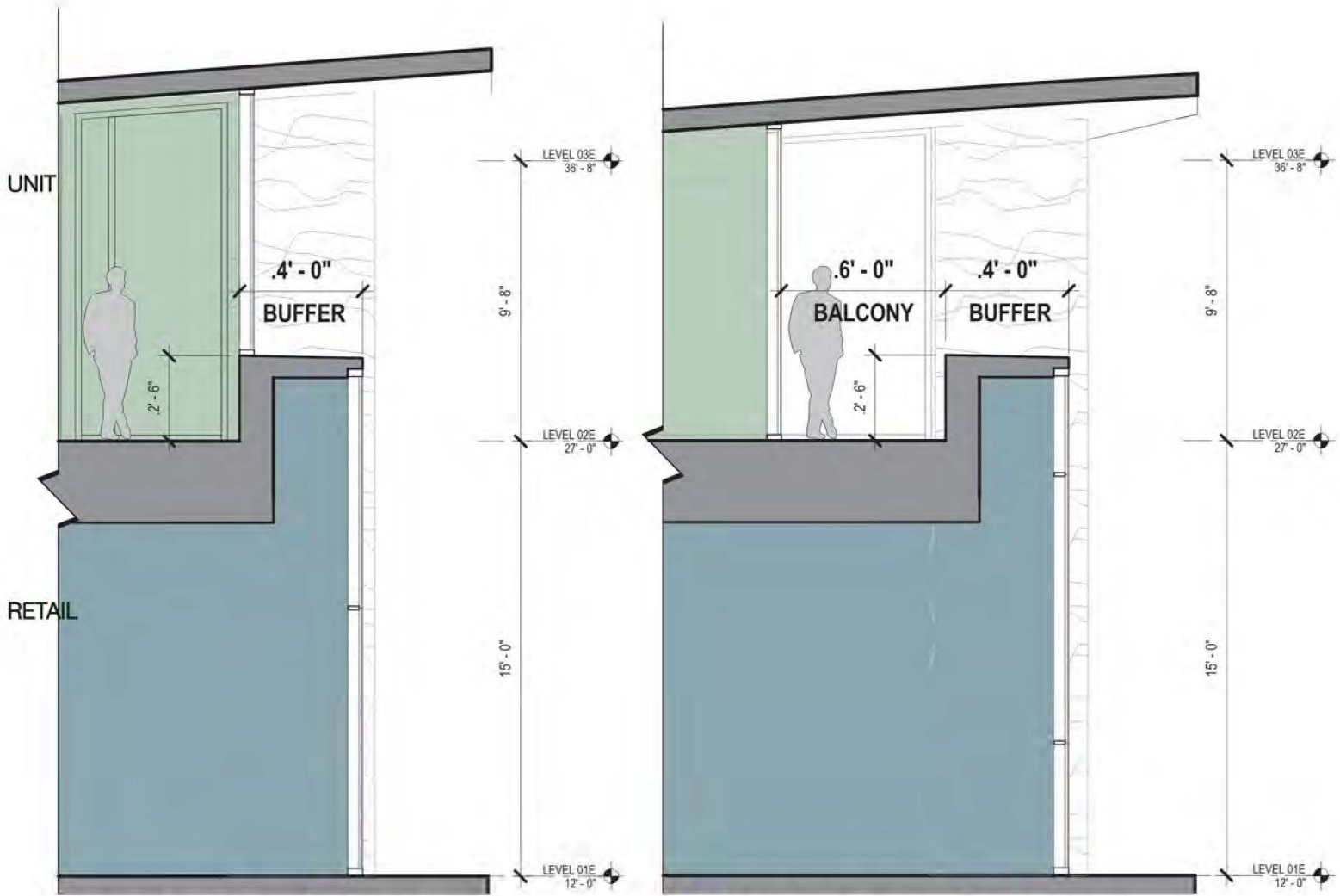


PAVILION DETAIL SECTION



← UNIT BUFFER

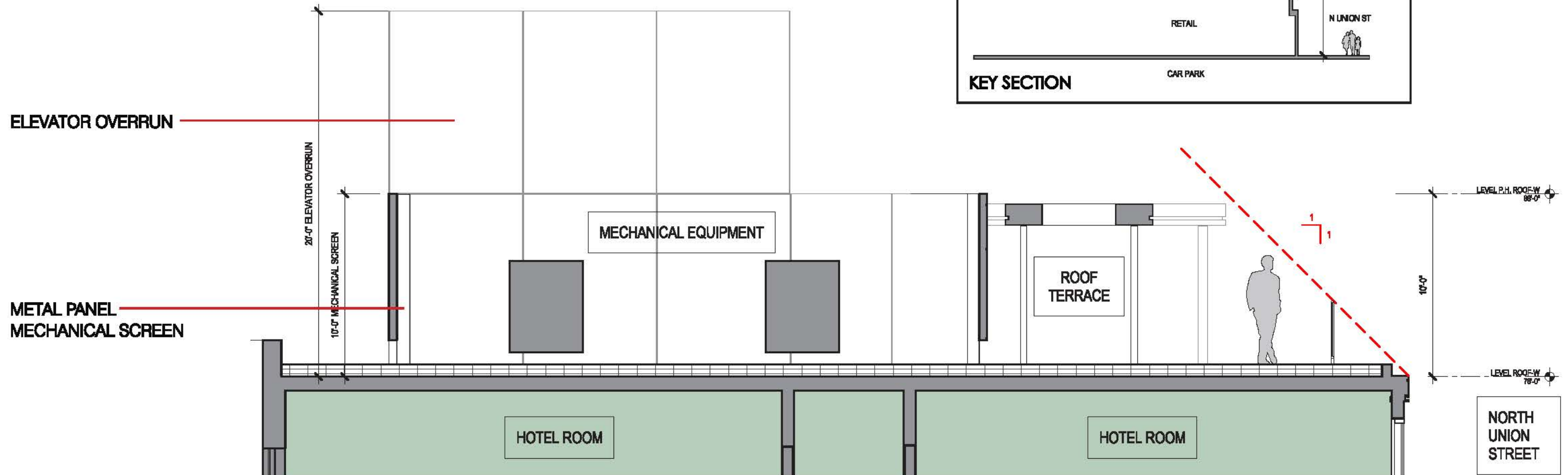
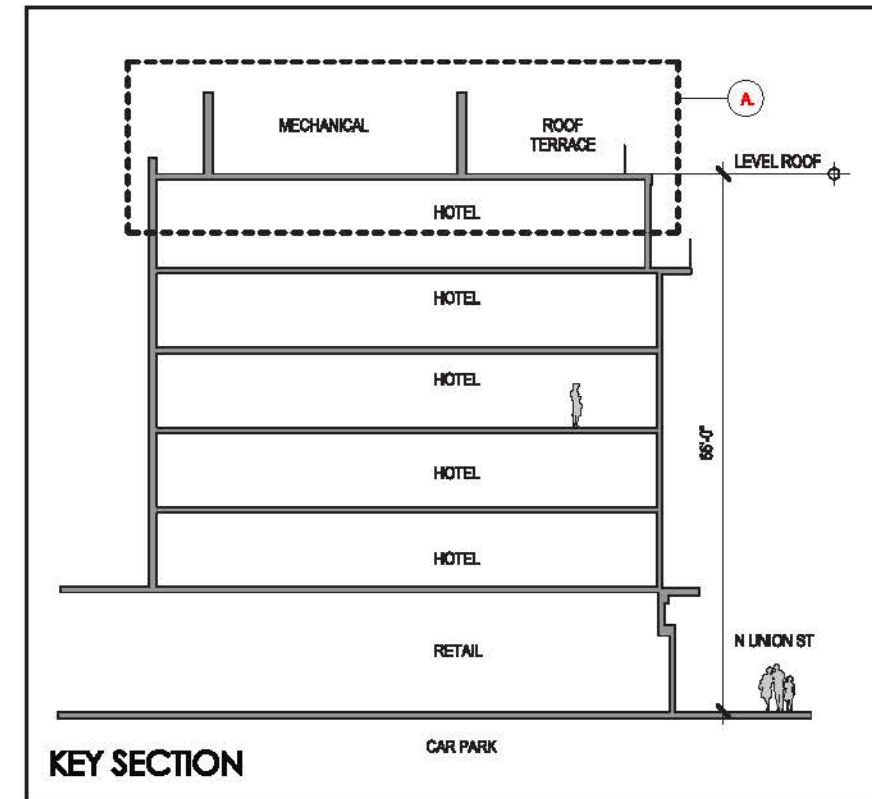
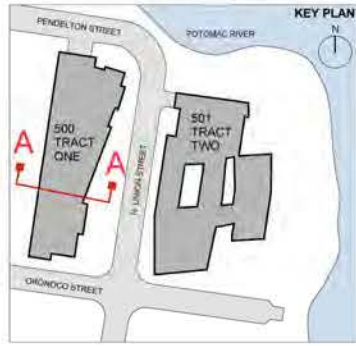
← UNIT BALCONY BUFFER



A PAVILION SECTION @ UNIT

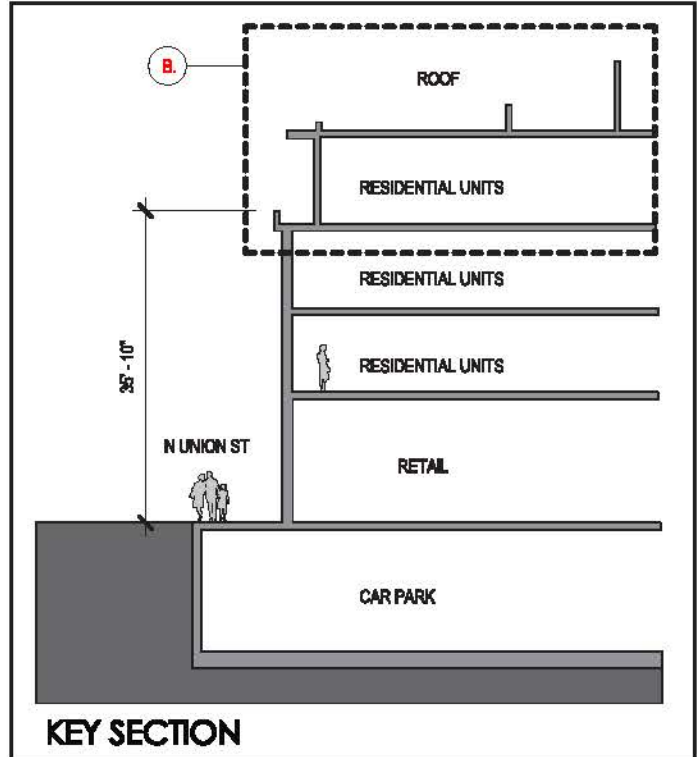
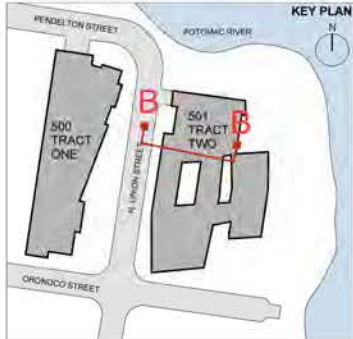
B PAVILION SECTION @ BALCONY

WEST BUILDING PENTHOUSE DETAIL SECTION



A PENTHOUSE SECTION @ WEST BUILDING MECHANICAL ENCLOSURE

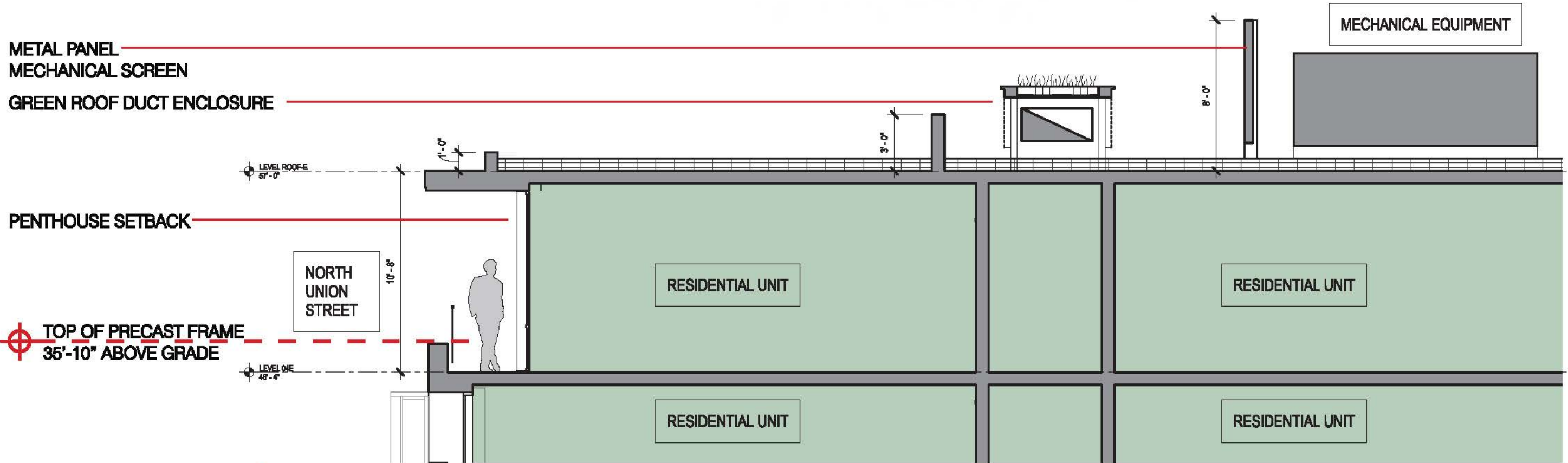
EAST BUILDING PENTHOUSE DETAIL SECTION



KEY SECTION



GREEN ROOF DUCT ENCLOSURE



B PENTHOUSE SECTION @ EAST BUILDING MECHANICAL ENCLOSURE

ADDRESS OF PROJECT: 500 & 501 N Union Street

TAX MAP AND PARCEL: 065.01-04-12/13

ZONING: W-1

APPLICATION FOR: (Please check all that apply)

- CERTIFICATE OF APPROPRIATENESS
- 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: Alexandria North Terminal LLC

Address: 2900 K Street NW, Suite 401

City: Washington State: DC Zip: 20007

Phone: E-mail: YBlazar@CityInterests.com

Authorized Agent (if applicable): Attorney Architect

Name: Ken Wire

Phone: (703) 712-5362

E-mail: KWire@McguireWoods.com

Legal Property Owner:

Name: Alexandria North Terminal LLC

Address: 2900 K Street NW, Suite 402

City: Washington State: DC Zip: 20007

Phone: (202) 944-4730 E-mail: YBlazar@CityInterests.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).*

See attached package.

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.

See attached package.

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.)
- 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 AGENT:

Signature: 
Printed Name: Yuri Blazar
Date: October 2, 2014



West's Point

500 and 501 North Union

Alexandria, Virginia

Interpretive and Environmental Enhancements

October 29, 2014



INTRODUCTION

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SECTION 2

Wayside Panels Speifications and conceptual studies	2.2
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SECTION 3

Environmental Enhancements	3.2
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SECTION 4

Audit Photographic survey of existing site	4.2
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ALEXANDRIA WATERFRONT HISTORY PLAN

ORIGINS – Northern Cultural Anchor

Vision

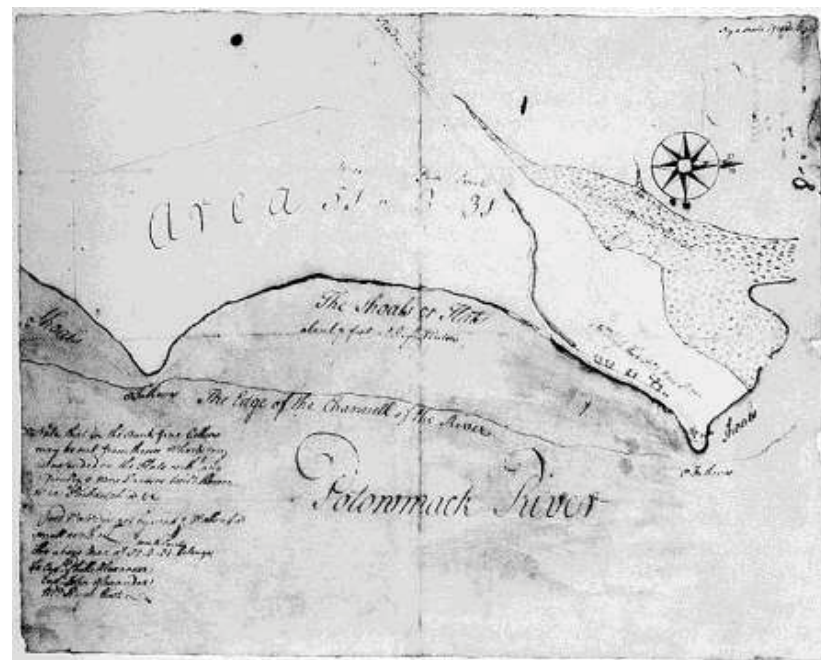
West's Point and Oronoco Bay Park comprise the Northern Cultural Anchor of the waterfront. The West's Point portion, which runs from the water west up Oronoco to Union Street, represents the origins of Alexandria—and the idea of America—in the early to mid-18th century, and the importance of tobacco to the development of the town. Time period: the Colonial Era, especially the 1730s and 1740s.

1748 Map

Historical Context

West's Point is the earliest continuously occupied site in the city, and probably had warehouses and a wharf for tobacco even before a public warehouse for inspection was built in the early 1730s. It was from this settlement, at the foot of a rolling road with a clutch of buildings and a ferry, that Alexandria emerged. West's Point sits at the northern end of the cove which once ran down to Middle Point (Point Lumley), and is part of the original waterfront shoreline. It has been the site of various commercial activities since the 18th century and remains an important deep water anchorage for ocean-going vessels.

West's Point was also the site of the arrival of Major General Edward Braddock's forces in March 1755. Braddock's march west to confront the French and Indians changed the future of the colonies and contributed to the experience and respect of a young George Washington and others who became the leaders of the American Revolution. Over the years, West's Point was enlarged to the east and north.



1748 Map of what would become Alexandria.

Recommendations

1) Emphasize the name West's Point in future development. Include interpretive text about the West family and its enterprises at the Point. Call the pier a wharf, and name it either West's Wharf or Tobacco Wharf, and echo historic materials. Name a public house/restaurant in the development after West's Ordinary.

4) Interpret sites of early warehouses, when known (probably west of Union Street) and the original shoreline with simple, in-ground markers. Include a text and map depicting the evolution of the waterfront. Interpret sites of first ferry and first private and public wharves on the waterfront.

5) Display artwork and interpretive text about tobacco and Alexandria, the Potomac, and the tidewater, tobacco society.* Interpret the origins of the name Oronoco. Mark termination of the Rolling Road at Oronoco Street. Artwork to include a hogshead, possibly being rolled by African Americans. (* meaning unclear)

6) Interpretive text and artwork about the landing of Braddock's army. For example, a figure of a member of the 48th or 44th Regiment of Foot of Braddock's army marching up Oronoco Street with musket over his shoulder. Link to other sites in city about the importance to the American identity of the time (Carlyle House and encampment to the northwest).

8) Retain the vestige rail line at Pendleton, which is the last remnant of working rails connecting to water which were so important to the city.

11) Interpret the site's strong connection to the railroad, which had its passenger and freight depots in the 200 blocks of Princess and Oronoco.



1749 shoreline superimposed over the 1845 shoreline and contemporary aerial photograph. City of Alexandria, Office of Planning and Zoning

ALEXANDRIA WATERFRONT HISTORY PLAN

Interpretive Options

The History Plan simplifies and minimizes signage. Displays should be enough to give the interested reader a familiarity with the city, its unique story, and its connection to the American experience through a combination of wayside interpretive signs, markers, text, graphics, quotes and artwork. Beyond this, the visitor should be encouraged and inspired to learn more, either through multisensory interpretive materials in the History Center and other assets in the City, or with programming such as performers, guides, self-guided tours and reference materials.

Interactive options should be offered as part of a self-guided system such as cell phones, geo-caches, pods or wands. Future upgrades of interpretive technologies that minimize visual disturbance, but maximize opportunities for enhanced learning, should be considered as they become available, affordable and maintainable. Furthermore, technologies must be included to assist diverse populations.

The Arts and History Master Plan should guide interpretation. Here are examples of permanent visual options in ascending order of complexity:

- 1) Simple marking (individual sites, no interpretive text, e.g. "site of" marker; for self-guided tours. These could be in pavement, on a wall or an outline of a site such as a wharf or building. This includes marking the historic shoreline in parks, sidewalks, and intersections from Oronoco to Duke Streets.
- 2) Simple marking within a theme group (interrelated subjects, perhaps unified by color or design; no interpretation) for self-guided tours. Examples: Civil War, African American, A Working Waterfront.
- 3) Interpretive text (e.g. on a building or wall)
- 4) Interpretive text with graphics on City wayside signage in central theme areas. This could include quotes, primary materials such waybills, advertisements, diary excerpts.
- 5) Representative artwork, coupled with simple identification signage or site marker (murals, mosaics, illumination, water, etc.), which is inspired by actual events— fires, artifacts made in Alexandria, etc.
- 6) Representative artwork at sites requiring interpretive text (e.g. Ellsworth, Fishtown, Slavery)

7) Figurative artwork (e.g. The Working Waterfront, Slavery), showing people in realistic, active poses—Civil War soldier, African Americans rolling hogsheads, etc.

8) Figurative artwork requiring interpretive signage or materials

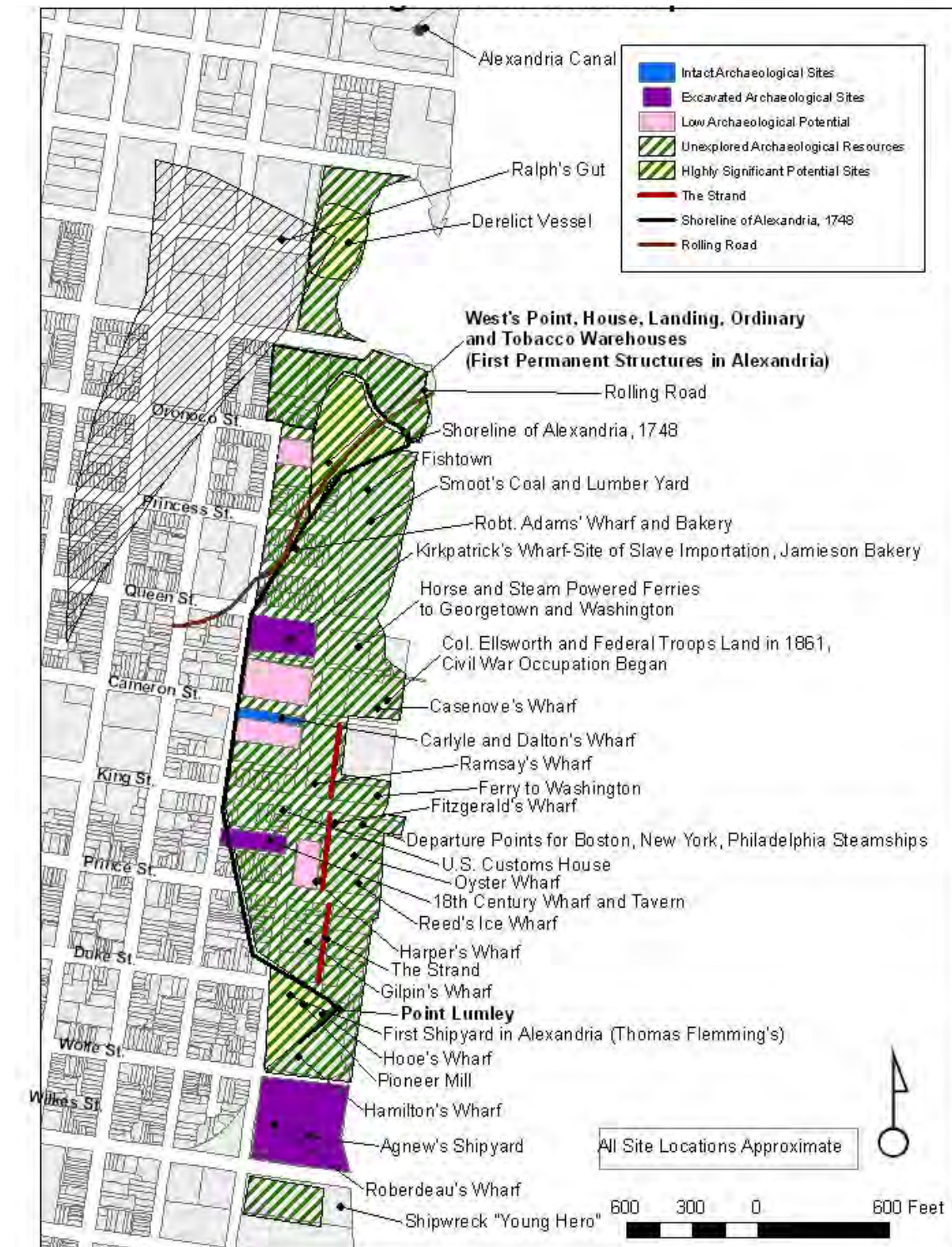
9) Major interpretive text, such as wayside interpretive markers (e.g. evolution of Alexandria as a port, Slavery, Central Civil War signage, transportation, shipbuilding).

The History Plan relies primarily on simple markers to create a dynamic and flexible approach to future history programming. These passive, unobtrusive markers, which might be numbered, shaped, or color-coded—or all three—help a pedestrian explore the waterfront on a self-guided tour using materials from the museum or with a guide. A visitor could also create a tour based on his or her own interests using materials and computers at the History Center, perhaps following an individual, an event, or a theme. Instead of extensive text or direct interpretation, the markers would merely denote location, perhaps stating only a building's name and date of construction, or the place of an event.

In most cases markers can be set in pavement so as not to obstruct views. The markers should be extended beyond the waterfront in some cases. These markers could also be grouped by unifying programming and arts themes of their own, such as The Working Waterfront (wharves, shipyards, warehouses, chandleries, taverns, etc.), The African American Experience (free or enslaved), The Civil War (buildings, events, etc.), The Evolution of a Seaport or The Transportation Center.

Beyond these fixed, interpretive elements should be events, programming, first person and character actors and performances, all evoking historic issues in a contemporary setting, creating a living history in Alexandria. The collaborative Arts and History Plan should offer greater detail about these possibilities. Private tour companies, carriage drivers and trolley audio can draw from real historic information.

Archaeological Potential Map



SECTION 1

Interpretive Themes

Preliminary stories and concepts

1 – COMMERCE

Overview

WEST'S POINT

Primary story

Alexandria Emerges

West's Point is the earliest continuously occupied site on the Potomac and predates the city of Alexandria. It was from this settlement, at the foot of a rolling road, with a clutch of buildings and a ferry, that Alexandria emerged and became one of the first cities of the new world. The core of Old Town started with 10 streets spanning 60 acres, each named after royalty, as people at that time were more aligned with England and the Parliament. The exception was Oronoco Street.

The town developed as a result of the Tobacco Inspection Act of 1730. The first tobacco warehouse was built by Simon Pearson around 1731. In 1732 this became a public warehouse by act of the General Assembly, which substituted it for a warehouse that was supposed to be built 1 1/2 miles to the south on Hunting Creek, a location that turned out to be "very inconvenient." It was officially called the Hunting Creek Warehouse. Pearson sold the land on the point and the warehouse to Hugh West sometime between 1735 and 1739. Before long the land became known as West or West's Point.

Secondary stories

History of the Wharf

A wharf should have been built on West's Point long before the creation of Alexandria. The act of the General Assembly in 1730 that established public warehouses in Virginia required that there be a good substantial warehouse or warehouses but also "a good wharf at a landing adjoining thereto." Records indicate it was not built, even after many orders to Hugh West to do so. After Hugh West died in 1754, his son John West was retained to build the wharf. (The amount to be paid John West to build the wharf was expressed in pounds of tobacco, not pounds sterling.) Records indicate it was built by March 1755 in time for General Braddock's forces to disembark on the wharf.

(confirm: it was noted to be originally built on the bluffs)

Note: The Robinson Terminal Warehouse currently stands almost directly where the West Tobacco Warehouse stood in 1732.

The Tobacco Society / Slavery

Tobacco was important in the development of the city and the region.

African-American slave trade

Oronoco Street was named after a certain type of sweet tobacco that filled a tobacco warehouse at the foot of Oronoko Creek

Rolling road and hogsheads on the wharf

Early warehouses and evolution of the wharf system

Fishtown?

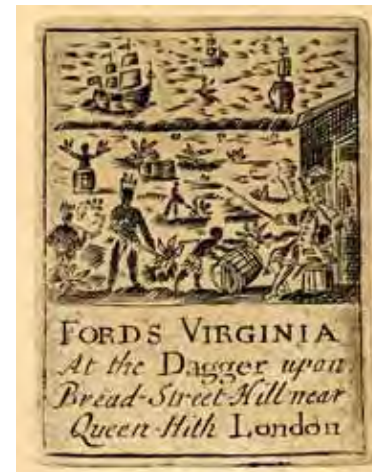
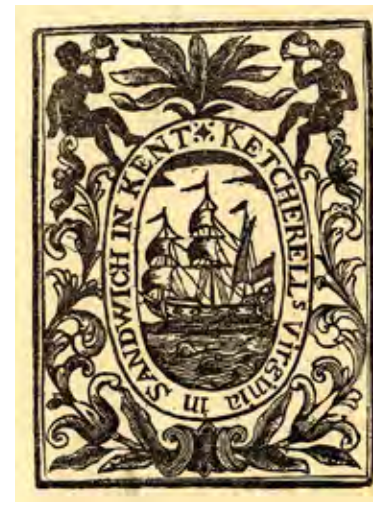
It was also the site of (need to locate specifically) the notorious 'fish town', a seasonal community of wharf laborers who would inhabit a makeshift shantytown village.

Marginalia

Cartouche, estate stamps, and official seals

Earliest map of the point and maps, possibly in sequence showing growth from that point forward

Definitions of hogshead barrels, rolling road and other unique language



The Tobacco Inspection Act of 1730

(popularly known as the Tobacco Inspection Act) was a 1730 English law designed to improve the quality of tobacco exported from Colonial Virginia. Proposed by Sir William Gooch, the law was far-reaching in impact, in part because it gave warehouses the power to destroy substandard crops and issue bills of exchange that served as currency. The law centralized the inspection of tobacco at 40 locations.

The 1730 warehouse law was built on prior laws. The warehouse act of 1712 provided for the regulation of public warehouses that was amended in 1720, giving the county courts the authority to order warehouses inconvenient to the landings discontinued.

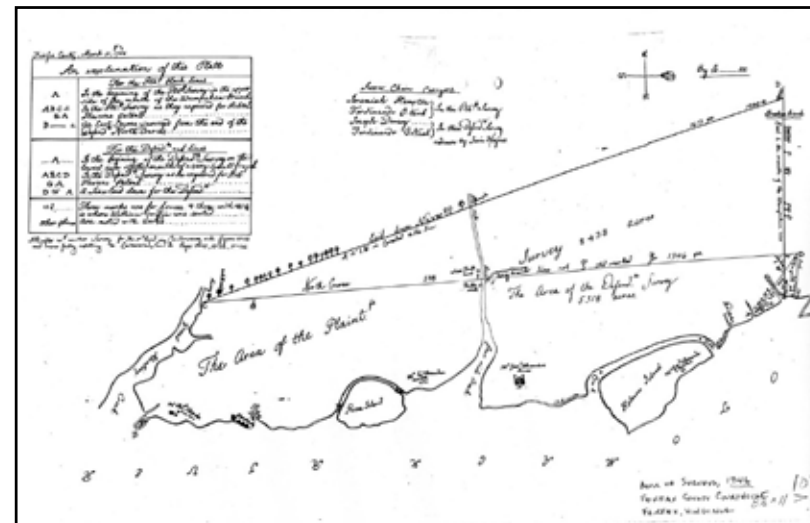
1 – COMMERCE

Waterfront Development / Maps

1.3

INTERPRETIVE THEMES

Preliminary stories and concepts



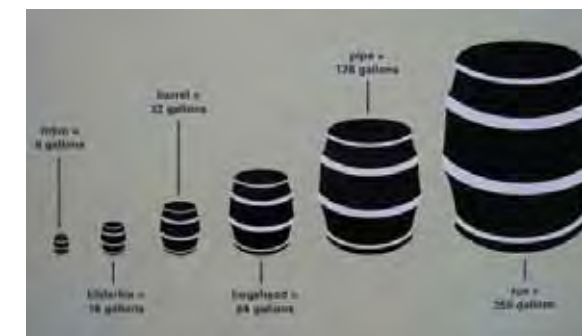
1 – COMMERCE

Tobacco Society / Slavery

1.4

INTERPRETIVE THEMES

Preliminary stories and concepts



Rolling roads were established in the early 18th century for the transportation of tobacco in casks, or hogsheads, from plantations to river ports. These casks were pulled along the road by slaves and later oxen before this method of freight transportation was made obsolete by the introduction of sturdy wagons.

Hogsheads Barrels

Wooden casks used for shipping were named according to the fraction of a tonne they carried. While most historic cask names have fallen out of common usage, today people frequently use the word 'barrel' for any wooden cask they see. A barrel is properly a unit of measurement.

Just as a cup technically refers to 8 ounces, a barrel really means, historically, 32 gallons, or 1/8 of a tonne. A hogshead is 1/4 of a liquid tonne.

1 – COMMERCE

Waterfront

1.5

INTERPRETIVE THEMES

Preliminary stories and concepts



2 – MILITARY Overview

1.6

INTERPRETIVE THEMES

Preliminary stories and concepts

BRADDOCK'S ARMY

Primary story

Braddock's Expedition (French and Indian War known in Europe as the Seven Years' War)

General Edward Braddock: as commander-in-chief of the British Army in the America colonies his command consisted of two regular regiments, the 44th and 48th with 1,350 men, along with 500 regular soldiers and militiamen from the colonies. Braddock's forces disembarked on the new wharf at West's Point. He occupied the Carlye house during his tenure in Alexandria where he prepared for his march from West's Point in Alexandria to the French Fort Duquesne.

While staying in Alexandria, "they used us like an enemy country: took everything they wanted and paid nothing, or very little for it." John Carlye

Secondary Stories

The War of 1812

Alexandria, with Washington, D.C. burning in their site, surrendered to the British to save their town

America's backlash (political cartoon)

Saving colonial Alexandria for today

Washington and Jackson

Andrew Jackson was attacked on his vessel anchored off the point

George Washington learned from the tactics of General Braddock

The Civil War

The Union Army occupied the waterfront and used the wharfs for shipping and receiving goods from the Potomac River

Civil War ballooning needs to be looked at

Navy vessels anchored off the point

Marginalia

Maps about movements and strategy

Uniforms, muskets and division flags and insignia

Gas street lamps were few—you had to carry your own lamp or rely on neighbors to leave lamps on in their windows

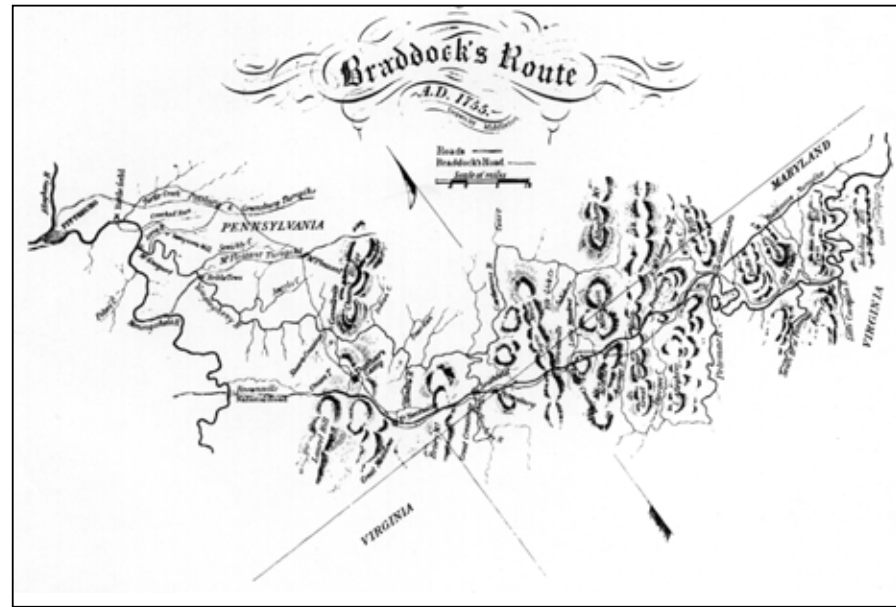


E Braddock



2 – MILITARY

Braddock's Campaign / War of 1812



The British seized Alexandria, Virginia (across the Potomac from Washington, D.C. in 1814. Charles here ridicules the townspeople for their lack of serious resistance to the enemy.

Etching produced in Philadelphia ("Pubd. and Sold... by Wm. Charles" and "Wm. Charles Sc.[ulpsit]").

Description:

Johnny Bull (with the head of a bull): I must have all your Flour---All your Tobacco---All your Provisions---All your ships---All your Merchandize--- Every thing except your Porter and Perry keep them out of my sight, I've had enough of them already---

Yankey (one of two, kneeling, on left): Pray Mr Bull don't be too hard with us--- you know we were always friendly, even in time of your Embargo!

British Soldier: Push on Jack, the yankeys are not all so cowardly as these Fellows here. Let's make the best of your time---

Jack: Huzza Boys!!! More Rum more Tobacco!---

Note: David Porter and Oliver Perry were American heroes of the War of 1812.

3 – TRANSPORTATION

Overview

1.8

INTERPRETIVE THEMES

Preliminary stories and concepts

The Ferry, Rail Yard and Shipping

Primary story A new day for transportation on the Potomac River – traffic routes and stories on the river. Passenger and freight depots – strong connections to the waterfront. The new town also included the landing for a ferry service that was authorized in May 1740 to go from Hugh West's land to Frazier's Point in Maryland and that was expanded in 1745 to go also to Addison's Landing in Maryland.

Secondary stories Local farming, expanding cargo trade and the ships that plumed the Potomac River

Marginalia Images of ferries from different times in history



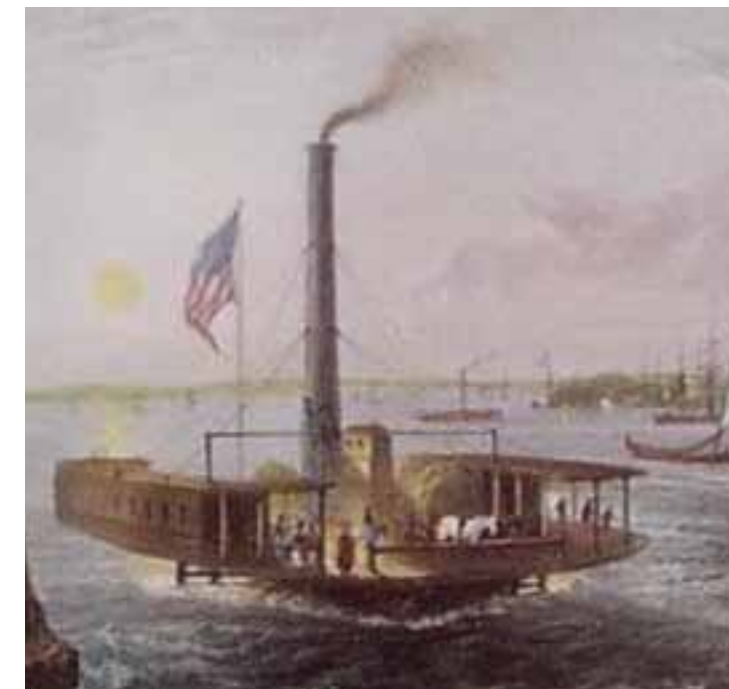
3 – TRANSPORTATION

Ships, Ferries and Trains

1.9

INTERPRETIVE THEMES

Preliminary stories and concepts



4 – ALEXANDRIA'S NATIVE ENVIRONMENT

Overview

Flora

Native Plants, Fish and Wildlife

- Primary story**
 - Area rich in game and plants that supported Native American and colonial life. Vulnerable habitat – decline of plants, fish and wildlife due to commerce (pollution) and over fishing
 - What you (the audience) can do to help clean up and protect the environment for future generations
- Secondary stories**
 - What is a watershed
 - Restoration of the watershed
 - Highlight plants, fish and wildlife native to area
 - Provide identification information and insightful stories and information about, native plants, fish and wildlife
 - Identify invasive plants and fish species
- Marginalia**
 - Images, art of native plants, fish and wildlife
 - Diagrams of a watershed



Pycnanthemum tenuifolium Gary P. Fleming © DCR Natural Heritage



Veronicastrum virginicum Gary P. Fleming © DCR Natural Heritage



4 – ALEXANDRIA'S NATIVE ENVIRONMENT
Birds, Fish, and Wildlife



IMAGE SOURCE:
Kraft, C.E., D.M. Carlson, and M. Carlson. 2006. Inland Fishes of New York (Online), Version 4.0. Department of Natural Resources, Cornell University, and the New York State Department of Environmental Conservation. <<http://pond.dnr.comell.edu/nyfish.htm>> NOTE: IMAGES ARE NOT TO SCALE.

SECTION 2

Wayside Panels

PANEL CONTENT SPECIFICATIONS

Large Wayside

Medium Wayside

Specimen Marker

Large Panel	16" high x 36" wide
Header	3-7 words A short statement that summarizes the panel
Main body copy	150-180 word maximum This is the main content and main message(s) of the panel. larger type size (approx 32-36 pt), approx. 9-12 short, concise sentences to be broken into at least 2 paragraphs
Subheader	2-5 words A short statement that summarizes the secondary copy
Secondary copy	80-100 words maximum smaller type size (approx. 18 pt) approx. 2-3 short, concise sentences This is the secondary message of the panel. It may do any of the following: - expand on the main messages - introduce a new, related topic, perhaps highlight a particular detail that is part of the larger story.
Captions	25 words maximum (3 captions maximum) smaller type size (approx. 18 pt) approx. 1-2 sentences These are the tertiary messages of the panel. They may do any of the following: - highlight an important individual, organization etc. - introduce specific plants, animals or features in the landscape - call attention to a detail of historic importance - show a before and after image of the site - support or describe the secondary images
Credits	Title and provider of each image and/or artwork
Images	1 background image; 16"x 36" @ 300 dpi minimum 2 or 3 secondary images; 8"x 10" @ 300 dpi minimum
Partners	Funding agencies, donors, partners. Logos or listed by name

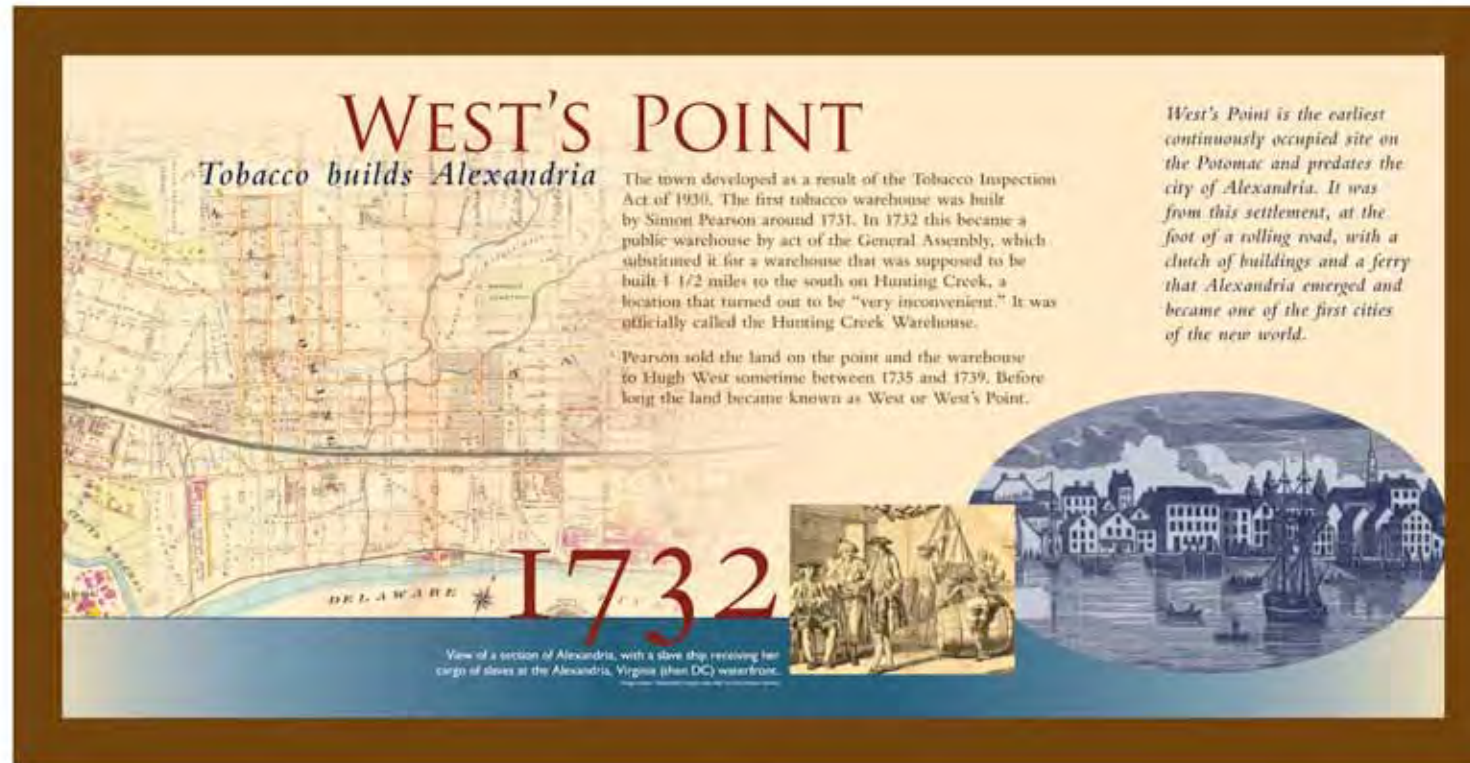
Small Panel	15" high x 22" wide
Header	2-5 words A short statement that summarizes the panel
Main body copy	50 word minimum; 80 word maximum This is the main content and main message(s) of the panel. larger type size (32-36 pt) approx 3-5 short, concise sentences
Captions	25 words maximum smaller type size (approx. 18pt) approx. 1-2 sentences This is the secondary message of the panel. It may do any of the following: - highlight an important individual, organization etc. - introduce specific plants, animals or features in the landscape - call attention to a detail of historic importance - show a before and after image of the site
Credits	Title and provider of each image and/or artwork
Images	1 background image; 15"x 22" @ 300 dpi minimum 1 or 2 secondary images; 8"x 10" @ 300 dpi minimum
Partners	Funding agencies, donors, partners. Logos or listed by name

ID Panel	12" high x 19" wide
Header	2-5 words
Main body copy	50 word maximum medium type size (approx. 20-24pt) approx. 4-5 sentences This will be a plant or animal id written for younger readers to help identify plants and animals they would see in the area. Several of these signs would be located together when installed.
Images	This panel will have one full color photographic image, no caption.
Credits	Title and provider of each image and/or artwork

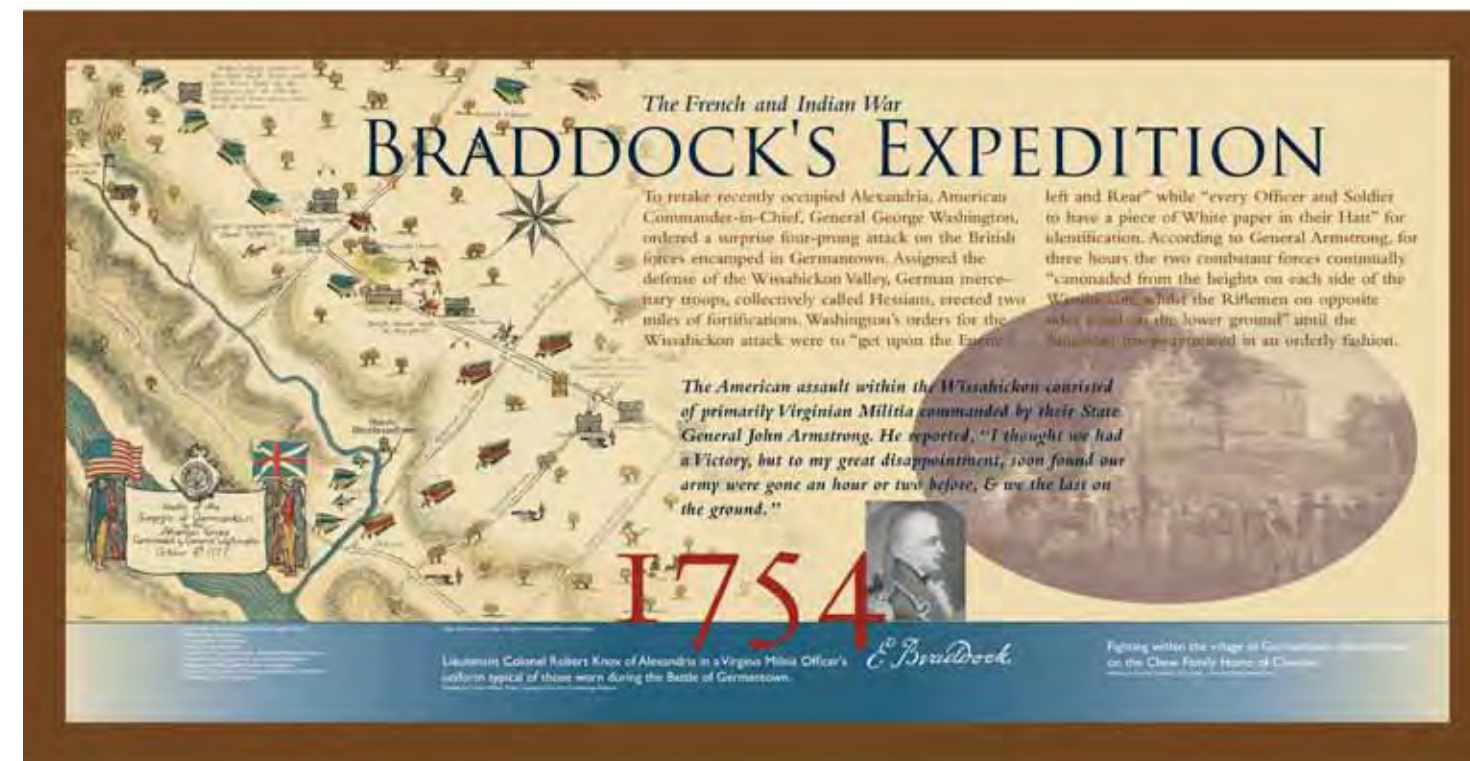
EXAMPLES

Panel Content Specifications

Commerce



Military



EXAMPLES

Transportation

THE POTOMAC RIVER

brought Alexandria to life

From the very beginning, the Potomac River brought life and wealth to Alexandria. Early settlers, followed by waves of immigrants, sailed up the river to build their fortunes here. Generations of fishermen and shipbuilders found work on the river and along its shores. Alexandria became a thriving port as sailing ships, then steamships, then oil tankers, came and went over the centuries.

With the coming of the industrial age, the city prospered as the river and its tributaries powered mills and factories. The river continues to play a vital role here, providing most of the city's drinking water and supporting trade and commerce.

Centuries of commerce and industry took their toll on the Potomac, as the river became an open sewer.

In 1972, the Clean Water Act spurred a cleanup of the river. Since then, fish returned to the cleaner waters, greenways were built, and the riverfront is once again a vibrant place to live, work and play.

1736-1836

A ferry was present at West's Point prior to the wharf being built during the spring of 1754.

Recreational BOATING on the Potomac

The river is home to dozens of yacht clubs representing thousands of recreational boaters.

Recreational boating has been a popular pastime on the Potomac since the early 1900s. People still take to the river in watercraft ranging from canoes and rowboats to motorboats, sailboats and yachts. Boating groups—some of which formed nearly a century ago—host annual races, regattas, cruises, picnics and educational programs for boaters.

While ferries no longer cross the Potomac, recreational boaters still test their skills in races on the river.

Environment

TIDAL WETLANDS

Tidal wetlands once lined the banks of the Potomac. Some were large and marshy, covered with grasses, sedges and other plants. Others were little more than patches of mud exposed at low tides. But all provided important habitat for wildlife.

Most have been lost to development. But those that remain are still home to an amazing diversity of plants and animals.

By filtering out sediments and chemicals, wetlands also play a key role in reducing water pollution.

Tidal wetlands like this were once common along the Potomac River.

DOUBLE-CRESTED CORMORANT

Flocks of double-crested and great cormorants live along the river. These dark, hump-necked birds eat fish and can dive 60 feet deep to find a meal. After they dive, they often dry their feathers by perching on rocks or pilings with their wings spread wide.

STRIPED BASS

Look at the rows of stripes along the sides of a striped bass and you'll see why they're often called "stripers." Adult stripers live in the ocean. But in spring, they swim up the Delaware and other rivers to lay their eggs.

DIAMOND WILLOW

Thickets of diamond willows spring up on riverbanks and sandbars. Once there, they hold their ground, growing a dense network of roots which help keep the banks from washing away in floods. And where willows grow, animals move in. Mice, muskrats, birds and others eat willow bark, buds, leaves or catkins.

EXAMPLES

2.5 **INTERPRETIVE THEMES**
Preliminary stories and concepts

GREAT BLUE HERON



Wading on slender legs, herons stalk the edges of rivers and ponds searching for food. They move slowly as they look for fish, frogs and crayfish. But once they spot their prey, they snap it up with a quick strike of their long neck and beak.

GREAT BLUE HERON




Wading on slender legs, herons stalk the edges of rivers and ponds searching for food. They move slowly as they look for fish, frogs and crayfish. But once they spot their prey, they snap it up with a quick strike of their long neck and beak.

WHITE PERCH



1864



NOT TO BE FORGOTTEN

43rd USCT REGIMENT
After being assembled at Camp William Penn, the 43rd USCT Regiment, composed mainly of Pennsylvania recruits, was assigned in April 1864 to the Ninth Corps of the Army of the Potomac.

Continuing on through Washington, where the African-American regiment "attracted special attention," the regiment became involved in the Wilderness Campaign in rural Virginia.

On July 30, 1864, at the Battle of the Crater during the Siege of Petersburg, the regiment stepped in after the confusion of the explosion that caused the division leading the charge to take cover: the Colored Division was ordered to advance. It was a forlorn hope; but the division moved gallantly forward, in the face of a decimating fire, and passing to the right of the crater, charged towards the crest beyond.

5 – TIMELINE Overview

Chronology

American Indian Heritage	13,000 B.P.–1610	For thousands of years the Potomac River was a central trunk of a network of navigable waterways, which formed the trading web for native people.
Exploration & Early Settlement	1608–1731	First land grant
Colonial	1730–1760's	Covers history of European settlements from the start of the colonization of America British passed "Tobacco Inspection Act of 1730" West built tobacco inspection warehouse 1732 at West's Point Alexandria incorporated in 1749 Wharf constructed in 1755 1754–1763 French and Indian War — General Braddock
Revolutionary War	1775–1783	During the war, ships from Alexandria dodged British warships as they sailed to the French island of Martinique to trade goods and obtain much needed French arms.
Post Revolutionary War	1780 –1830	The U.S. becomes a continental nation with the purchase of Louisiana from France in 1803 and the settlement of lands beyond the Appalachian Mountains. West's Point lot deeded to family members of John Allison. Story refers to son, John West being absent from his land during the Revolutionary War, which accounted for the eventual sale due to Albert West's monetary woes.

Early 19th Century

Civil War

BWS notes: Prehistory

Useful and popular spot for centuries. The "Great Falls" upriver form a natural barrier to fish traveling upstream to spawn each year, making the area downstream a good fishing ground.

River is a major method to move and trade goods.

Native American artifacts have been found around Alexandria that date as early as 13,200 years ago and as late as 1,600 AD, during which time various groups used the area as fishing grounds.

During Smith's explorations he met many different peoples along both banks. When Smith neared this point he met two groups that we now refer to as the Tauxenents and Nacotchtanks, both part of a larger affiliation known as the Conoy chiefdom. It was many years after Smith's visit before white settlement moved into this area.

1669-1749

Late 1600 to early 1700 – tobacco plantations were developed along both sides of the Potomac and settlement spread further into northern Virginia.

October 21, 1669 Land grant, from Sir William Berkeley (Gov. of VA) made by the authority of King Charles II to Robert Howson an English ship captain for bringing 120 people to VA.

Land grant overlapped an earlier patent of 700 acres to Dame Margaret Brent in 1654.

November 1664 – Howson sold land to John Alexander for 6000 of tobacco

Tobacco Act of 1730 – Tobacco was profitable and the British wanted to control its quality. They established public warehouses throughout Virginia.

Hugh West established a warehouse on the bluffs overlooking a small but deep bay at the foot of what is now Oronoco Street, as well as a tavern and ferry.

Rolling Road – history of path to wharf (explain why they use barrels and why the barrels are called Hogsheads)

1834

Slave ships dock in Alexandria (refer to wood cutting from 1734)

105

Fall 1748 – Farmers who desperately need a trading place to gather their crops for export and buy manufactured merchandise from abroad petition VA General Assembly to establish a town at West's Hunting Creek Warehouse.

Spring 1749

West's Point was selected and the new town was named Alexandria in honor of the early owner of the land, Scotsman John Alexander.

July 1749

60 acres (by tradition) were laid-out by John West, Fairfax County surveyor and his assistant 17 year old George Washington and auctioned off in July 1749.

November 1754 to early March 1755

Wharf built at West's Point

March 1755 (French and Indian War)

English General Braddock's forces land at the wharf. Town was staging area for the next few years. General Braddock occupied the Carlyle House while planning his campaign.

1763

Another land sale was held greatly increasing the size of the community.

1780's

More new land was created by filling in part of the shoreline, allowing merchants to build wharves that reached vessels in the river's deep water channel.

1775 (Revolutionary War)

Port used to get much needed arms from the French.

1814

War of 1812

In an effort to preserve their town from being burned Alexandria quietly let the British to gather what they needed.

1700 and 1800s

Site of the notorious "fish town" a seasonal community of wharf laborers who inhabited a makeshift shanty town by the river.

1865 Civil war

The Union Army occupied the waterfront and used the wharfs for shipping and receiving goods from the Potomac.

SECTION 3

Environmental Enhancements

WAYSIDE PANELS AND ENVIRONMENTAL ENHANCEMENT LOCATIONS

Interpretive Options

WEST'S POINT

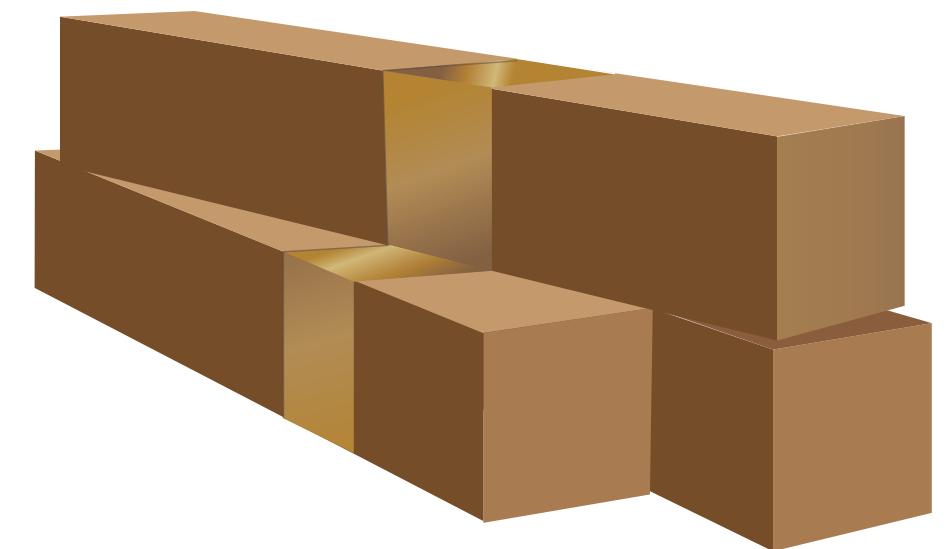
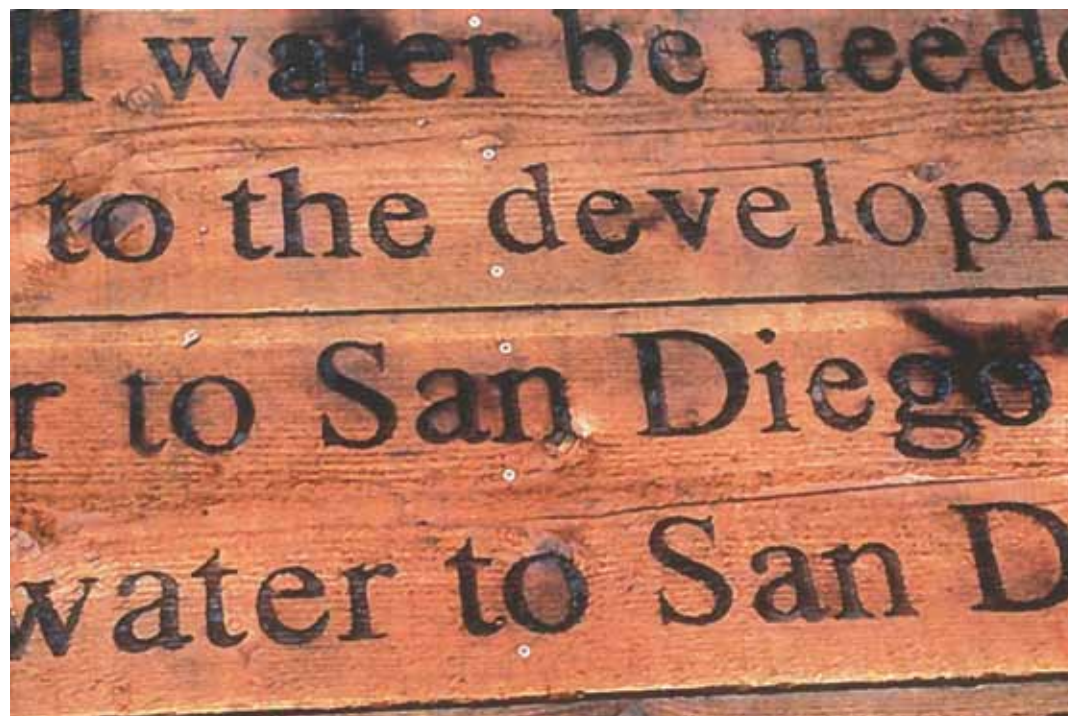
- 1 Seating**
Inscriptions in bands inset into seating
- 2 Rail elements**
Abstracted movement of hogshead barrels being rolled to ships (by enslaved African Americans)
- 3 Wayside panels incorporated into railings**
Panels set into railings that tell West's Points stories
- 4 Glass panel wall installation**
Series of wall-mounted art glass panels reflecting various persons of West's Points history with related quotes or historical occurrences in West's Point history.
- 5 Ship's mast at West's Point**
Ship's mast with integrated lights, may have a permanent pennant or banner forms – more nautical in nature. Around the base, inset into the ground plane, could be circular bands that indicate distances to local, regional and eastern seaboard points or a timeline of events. In ground lights may be focused on point. Alternately, digital circular bands could be considered that show temperature, wind speeds and patterns.
- 6 Planters**
Graphic translations of native plants, fish, birds and wildlife, etched or cut into materials representing the native wildlife theme
- 7 Then and Now: Views of the Potomac**
Then and now frames – left frame show current view, right frame shows historic view. Views of things you would have seen from a specific point looking out.
- 8 Hogshead barrel sculpture with interpretive explanation**
Artist interpretation of a Hogshead barrel set into landscape
- 9 Tour Markers (locations not shown)**
Markers set into the pavement or walls keyed to a brochure or an audio cell phone tour



1 – SEATING



“built upon an arc of the bay”



“... with water sufficiently deep to launch a vessel of any rate or magnitude ...”

“Alexandria , or Bel-haven, a small trading place in one of the finest situations imaginable.”

1 – SEATING



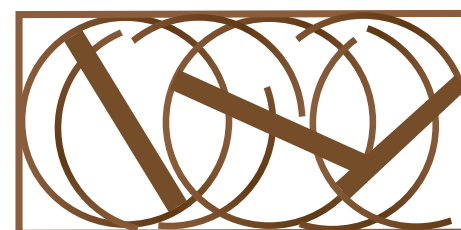
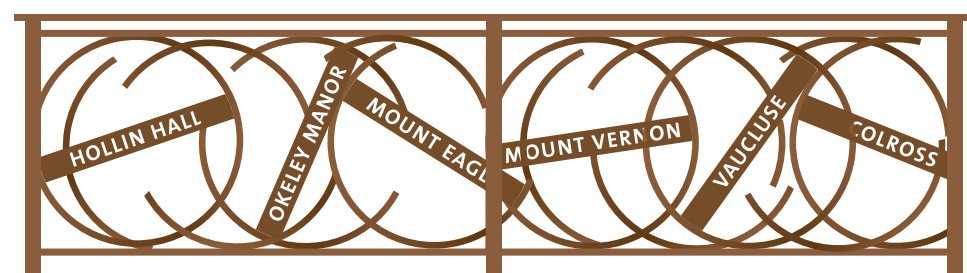
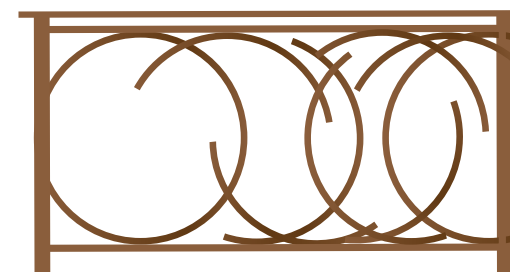
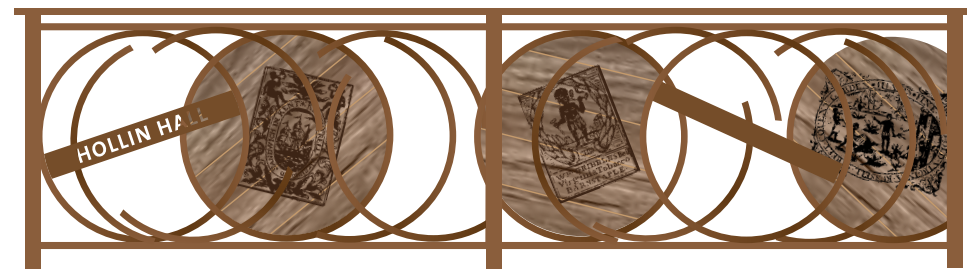
2 – RAIL ELEMENTS

3.5

ENVIRONMENTAL THEMES



Gears from 1931 bridge incorporated into pedestrian railing, South Park Bridge, South Park, Seattle, June 29, 2014 HistoryLink.org Photo by Priscilla Long



A tobacco hogshead was used in British and American colonial times to transport and store tobacco. It was a very large wooden barrel. A standardized hogshead measured 48 inches (1,219 mm) long and 30 inches (762 mm) in diameter at the head (at least 550 L or 121 imp gal or 145 US gal, depending on the width in the middle). Fully packed with tobacco, it weighed about 1,000 pounds (454 kg).

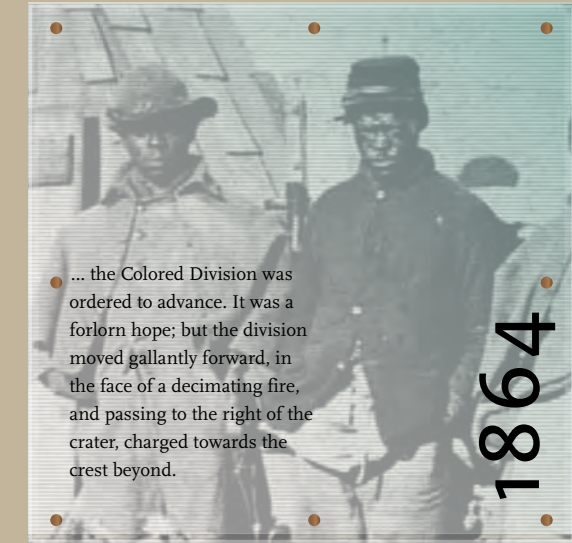
3 – GLASS PANEL WALL INSTALLATION



3 – EXAMPLES OF ART GLASS PANELS



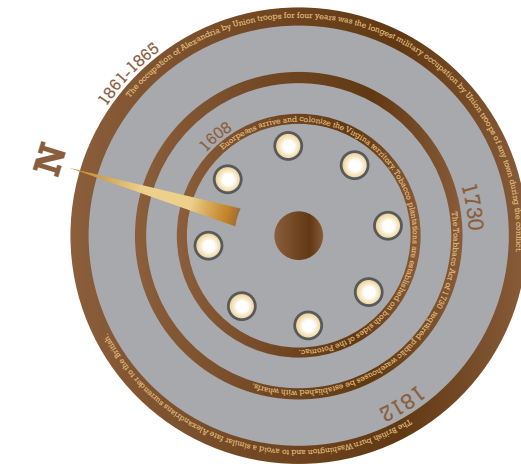
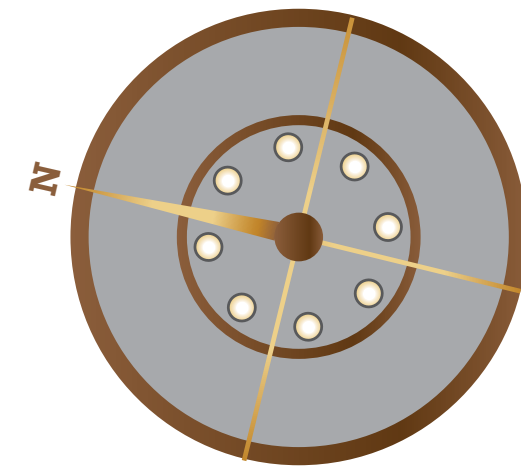
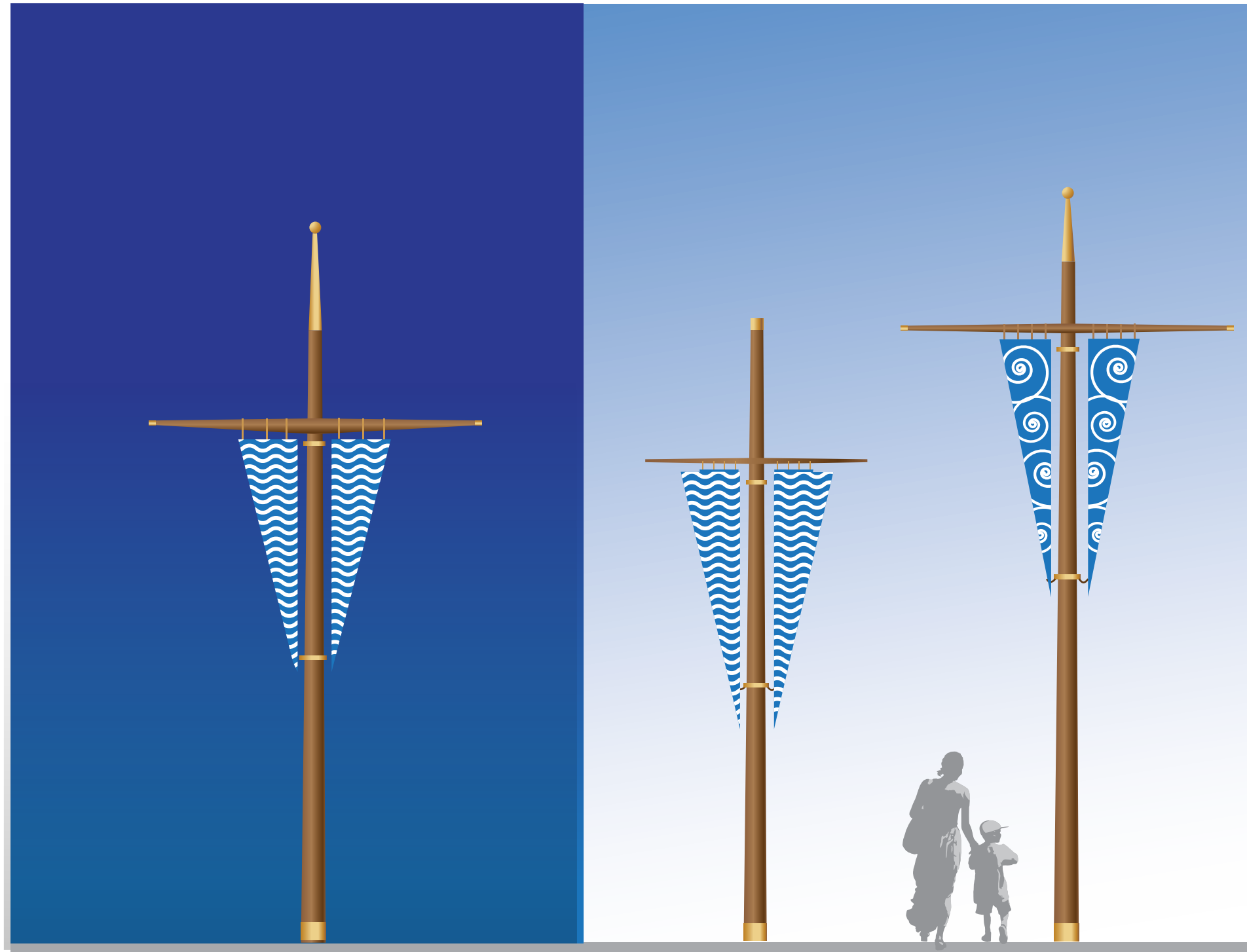
Young George Washington,
assistant surveyor for Alexandria.



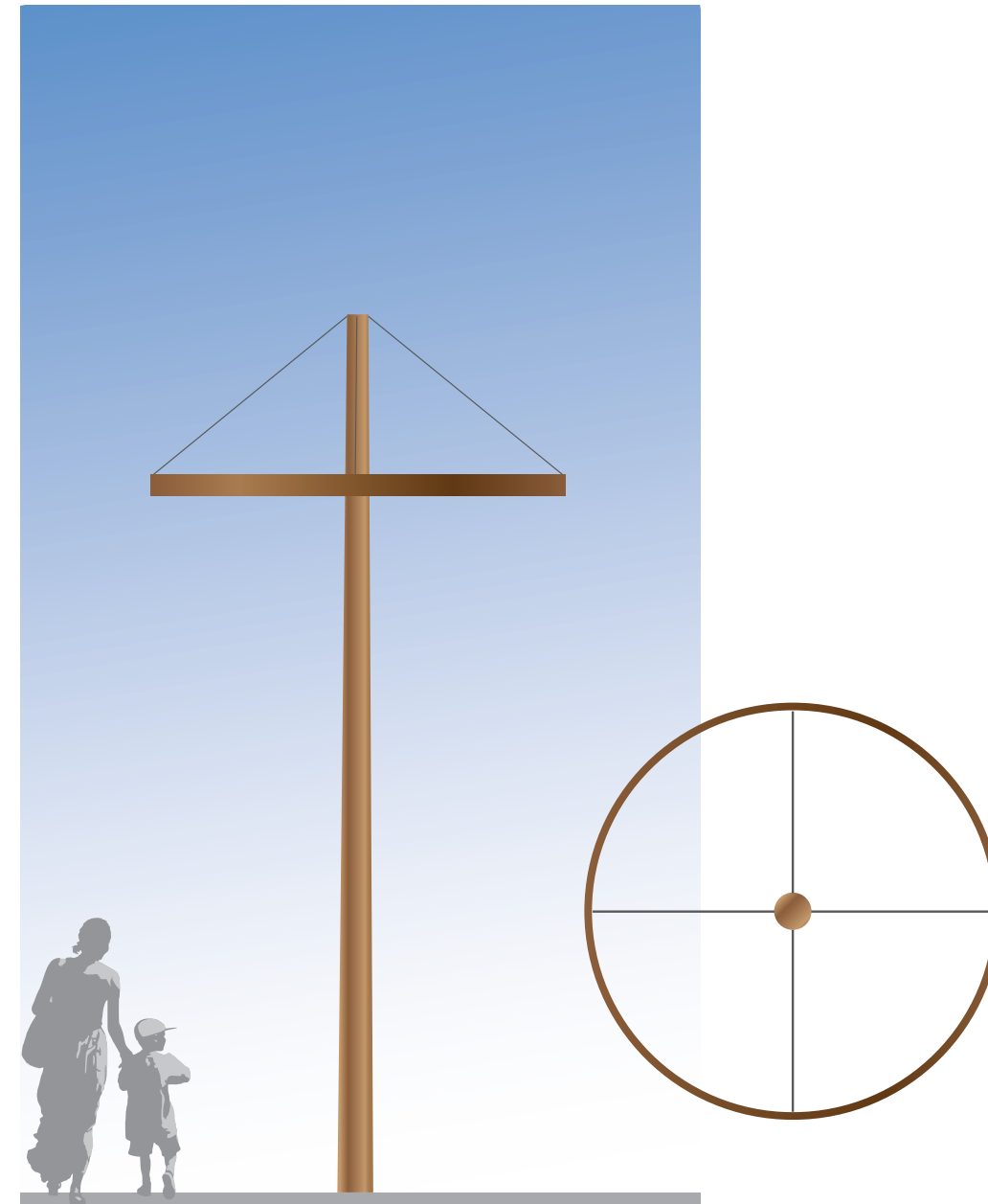
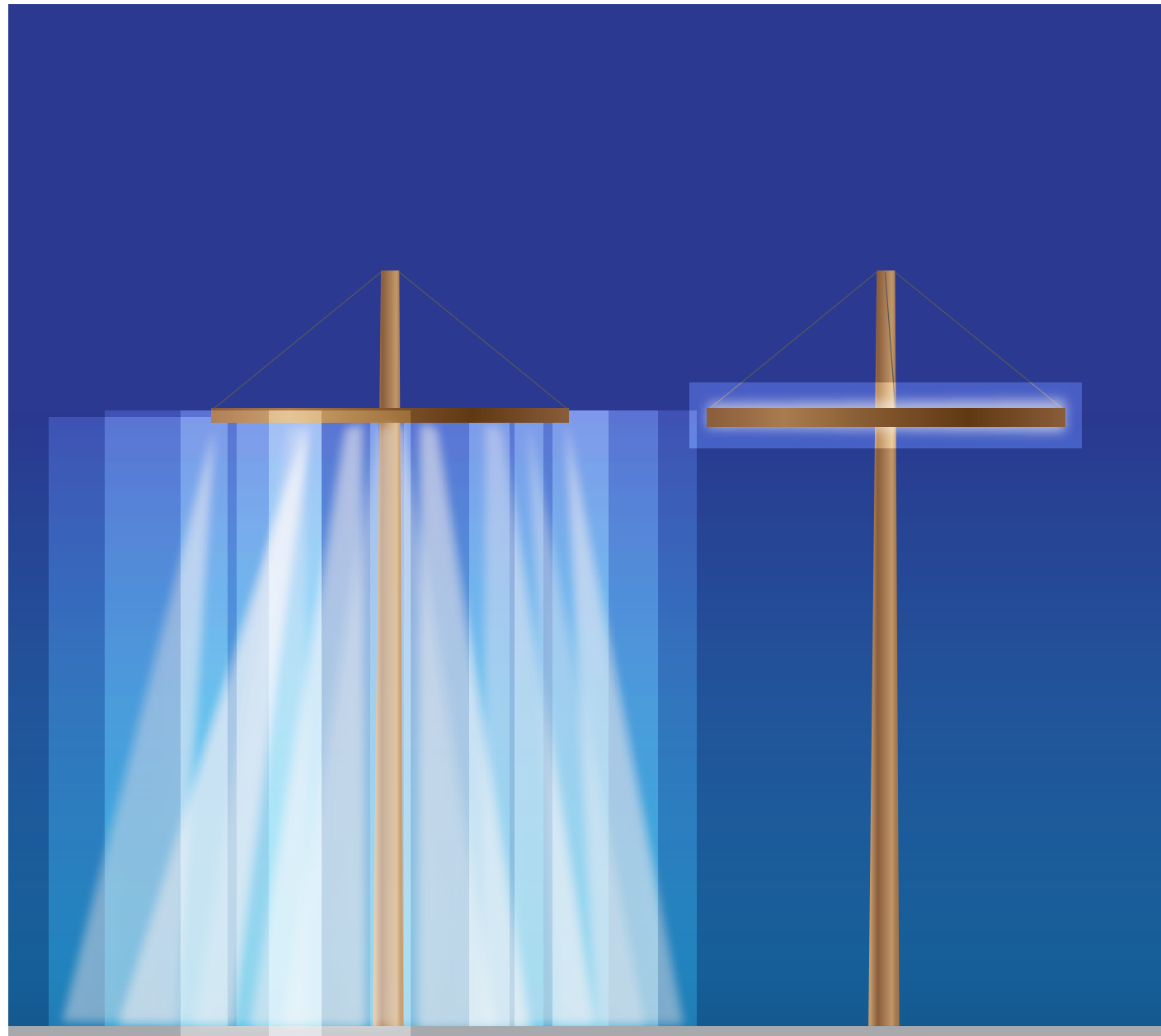
4 – SHIP'S MAST AT WEST'S POINT



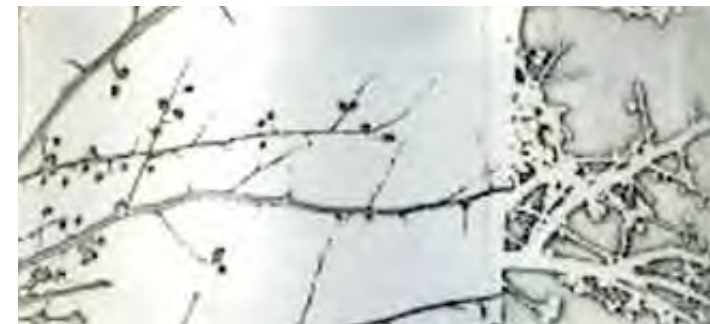
4 – WEST'S POINT
Conceptual Designs



4 – WEST'S POINT
Conceptual Designs



6 – PLANTERS



7 – VIEWS OF THE POTOMAC: THEN & NOW



Frame for comparison of past and present views.



8 – HOGSHEAD BARREL BRONZE SCULPTURE



9 – TOUR MARKERS

3.14

ENVIRONMENTAL THEMES



SECTION 4

Audit

WEST'S POINT, ALEXANDRIA



Existing West's Point Wharf



Potomac shoreline along Founder's Park



Path from Founder's Park looking south from West's Point



South edge of existing east Robinson Warehouse



Terminus of Oronoco Street



View of West's Point Wharf

WEST'S POINT, ALEXANDRIA



Looking east on Oronoco Street down to Potomac River



Looking northeast on Oronoco Street



Looking east on Pendleton Street (Oronoco Bay Park on the left)



Railroad tracks coming from north through Oronoco Bay Park



Railroad tracks entering Pendleton Street



Railing tracks along north edge of the west warehouse

WEST'S POINT, ALEXANDRIA



Railroad looking west from Union Street up Pendleton Street



Railroad looking south from intersection of Union and Pendleton Streets



Original terminus of railroad tracks (north edge of site)



South edge of Oronoco Bay Park with 500-501 N Union on right



Overlook at edge of Oronoco Bay Park



Railing detail looking north at edge of Oronoco Bay Park

WAYSIDE PANEL LOCATIONS

Interpretive Options

- 1 Commerce**
 - Emerging Alexandria and West's Point
 - The slave trade
 - The working waterfront
 - Tobacco society and enslaved African Americans
 - The Tobacco Inspection Act and the Wharf,
 - Rolling road, Hog's heads
- 2 Military**
 - Braddock's Expedition – the French and Indian War
 - The Revolutionary War
 - The War of 1812
 - The Civil War
- 3 Transportation**
 - Ferries, ships and rails
- 4 Environment**
 - Native plants
 - Restoration
 - Invasive species

HISTORIC SHORELINE

- - - 1749 Shoreline based on original town plat
- - - 1845 Shoreline & wharves
- - - 1877 Shoreline and wharves
- Rolling Road



November 12, 2014

Mr. Cox,

I am writing as chair of the Alexandria Archaeological Commission (AAC) to comment on behalf of the commission on both the Art/History Interpretive plan for Wests Point and in the design of the proposed buildings for the Robinson Terminal North site.

In general we feel that the interpretive plan provided by the developers gave us is a good start and generally proceeds in the right direction on interpreting the history of the site. It shows awareness of the history of the area and is sensitive to it. We however also have some additional recommendations/ideas.

In the Small Area Plan there are designated historic themes to be emphasized in each area of the waterfront. Under the Plan, the theme for the Wests Point/Robinson Terminal North area is Origins, and the history of the area that is to be emphasized there concerns the early years: the early shape of the bay, the tobacco inspection station, the rolling road, the community that grew into the new town, and General Braddock's arrival. The interpretive plan addresses those areas, but some of the themes it also addresses are assigned by the Small Area Plan to other parts of the waterfront.

The AAC would like to offer to work with the developers further on the plan. We also hope that the developers, in proceeding with their interpretive plan, also will co-ordinate with the Olin Group, who is developing the landscaping, continuous path along the waterfront, seating, etc.; the members of the committee who prepared the integrated Art-History Waterfront Implementation Plan; the Arts Commission; city staff; and possibly other citizens groups.

Concerning the design for the structures to be built on The Robinson Terminal North site dated October 20, 2014, the AAC is very concerned about the appearance of the east building. It seems to contain only slight adjustments to the design for that building presented earlier to the BAR and does not at all follow the recommendations in the Waterfront History Plan. To try to fulfill the requirement that the design be historically inspired, the design plan has chosen to emphasize its connection to two buildings, the Ford Plant and the Torpedo Factory, only one of which still exists on the waterfront. Both represent the architecture of the early 20th Century and are inappropriate for a place where the history that is to be portrayed is that of early Alexandria. Additionally while we realize that this site is outside of the Old and Historic District due to the proximity the severe contrast is disturbing and inappropriate. Frankly the east building looks like an irregular copy of the Kennedy Center.

For illustrations of waterfront buildings in an earlier, more appropriate period, refer to photographs on the page of the design plan labeled both 12 and A7. The proposed design for the new east building does not remotely resemble those buildings. To take one detail, all the old buildings have peaked roof lines, rather than flat or swooping as is being proposed.

An example of a more appropriate new building design is the newer building on South Union Street that makes up much of the block south of Wales Alley. This is a large building whose façade uses different material to give the impression that it is several different buildings and thus resembles groups of commercial and residential buildings in much of Old Town. Another is the building on North Union Street between the Torpedo Factory and Founders Park. It once was part of the Torpedo Factory complex and looked much like it.

Thank you for the opportunity to be involved and comment at this stage of Robinson Terminal North project. We look forward to working with the planning department and the developers further as the project moves forward.

Sincerely,

Vince

Vincent C. LaPointe
Chair
Alexandria Archaeological Commission.