

Minutes from July 2, 2014: A concept review work session to discuss the proposed development project at 2 Duke St. was convened in the City Council work room.

SPEAKERS

Emily Baker, Director of the Department of Project Implementation, gave a brief presentation regarding the proposal for nuisance flood mitigation at the waterfront. She explained that the research began after Hurricane Isabel in 2003 and after much study it was decided to work toward Elevation 6 (6 feet above sea level). The plan includes raising the waterfront bulkhead, creating two separate pump stations and installing an isolated storm sewer system. She stated that this proposal will not eliminate flooding entirely and that there is a 10% chance there will be flooding above 6 feet in any year.

Al Cox, Historic Preservation Manager, gave the Board an update on changes recently adopted by City Council relating to the waterfront plan, including the revised Waterfront Park Scheme (Alternative D Option) and the relocation of the Old Dominion Boat Club to the Beachcombers building. He stated it was anticipated that the old ODBC clubhouse would likely be proposed for demolition, as its architectural integrity has been severely compromised over the years and its removal will open up the center of the waterfront park plan. No decisions regarding changes to the exterior of the existing Boat Club or Beachcombers building would be made without BAR approval.

Bob Youngentob, EYA, introduced the project, noting that they had completed 11 projects in Old Town. He stated that JBG was their equity partner for this project. He explained that they intend to raise the entire site to Elevation 11.75' above sea level. He also noted that the submitted computer drawings make the project appear to be much more finished than they actually are. He stated that the design schemes are still very preliminary and welcomed BAR feedback.

Rick Parisi, landscape architect for the applicant, gave a brief review of the proposed site plan showing how the project is consistent with other waterfront blocks. He observed that each waterfront block has a major and minor east-west connection. He explained the increased connectivity and porosity on the water side.

Patrick Burkhart, project architect with Shalom Baranes Associates, reviewed the site plan and proposal. He explained the organization of the site—townhouse clusters with carriageways and The Strand extension providing access through the site—as well as how the buildings would be organized. He noted that no ground-level residential units would have direct access to the waterfront to maintain that area as open and publicly accessible. He also stated that the earlier proposed sky bridge would likely be eliminated. Mr. Burkhart “walked” the Board around the site, showing the adjacent buildings for context. He also noted that they would seek an imaginative approach for meeting the 30' datum required by the height district. He explained that the waterfront elevations needed to serve two different scales: the ground experience and the more distant waterfront experience. He pointed out the 28'-30' bays, the strong dimensionality of the elevations and the abstract, de Stijl style rhythm. He noted that the restaurant was arced to open up views to the waterfront.

Scott Dinwiddie, 317 South Union Street and President of the Waterford Place HOA, stated that EYA had done a commendable job of reaching out to the neighbors. He expressed a number of concerns including the lack of setbacks and asked that they reduce the mass and scale of buildings adjacent to South Union Street, particularly Building #3.

Van Van Fleet, President of Old Town Civic Association, stated that the waterfront buildings were not appropriate, were too tall and had no connection to Old Town.

Gail Rothrock, 209 Duke Street and a member of the Historic Alexandria Foundation Advocacy Committee expressed concern about the inappropriateness of the waterfront buildings. She stated that concepts from London, San Francisco and Rotterdam were not appropriate here. She also expressed concern that 2 Duke Street did not have enough open space on the west side and recommended eliminating a townhouse to create a larger carriageway.

Bob Wood, 711 Potomac Street and former member of the Waterfront Work Group, expressed concern about the waterfront architecture and the overall block-ish footprints of the buildings. He observed a disconnect with what currently exists nearby. He noted that the river side should be the southern gateway to the waterfront park area.

Kathryn Papp, 504 Cameron Street, stated that the project lacked creativity and did not reflect the previous work session comments from the BAR.

BOARD COMMENTS

Mr. Neale stated that this project should be an extension of the fabric of Old Town into the site plan. He liked the site plan and stated it was a good foundation. He noted it was important to extend the context and grain of Old Town into the site. He explained that Old Town developed over a long period of time in a random, almost disordered manner. He noted that in Robert Venturi's *Learning from Las Vegas*, the popularity of the Strip was due to its cacophony, informality and non-exclusivity. On Union Street, he noted a need for variety with respect to rooflines and materials, finding it too redundant. On Duke Street, he stated that there was too much contrast between the new and old and that it was overwhelmingly one style. He suggested making 2 Duke Street more compatible, perhaps by raising it and placing it on a new foundation.

On Wolfe Street, he thought the elevation looked like one long shoe box, and stated it needed additional divisions and massing changes. He suggested adding a garage access from Wolfe Street. At the interior court on The Strand he proposed more change, more varied roof heights and rhythm and more changes in material. For the waterfront elevations he noted that he previously had suggested an additional east-west access to have three building masses instead of two. He noted these buildings could be articulated differently to break down a very long horizontal proportion. He noted that another Torpedo Factory size building on this site would be inappropriate. He again emphasized extending the grid and the grain from Old Town into the site and noted that the Georgetown Incinerator has a different context. He suggested looking for better precedent examples. In summary and regarding the changes to make, he suggested the following:

- More vertical than horizontal
- Add articulation to the massing
- Diversify the rhythm
- Include more variety of roof forms and heights and materials
- Not advocating either traditional or modernist architecture specifically
- Reduce exclusivity and add more diversity, randomness and informality
- He did not support the direction presented by the applicant

Mr. Carlin stated the proposal integrated many of the Board's prior comments as well as common city elements. He felt positively about the openness of the site plan and how it was integrating with the Olin Plan. He liked The Strand extension into the site as well as the removal of the sky bridge as it would reduce the overall mass. He thought the proposal had the overall feel of Old Town and the historic district and brought those places to the river. Regarding the architecture, he stated that it should frame the context of the site and represent the historic district across time. He noted that past waterfront buildings were industrial and heavy duty. He was sympathetic to the desire for transparency at the river but thought it could remain transparent and address Mr. Neale's concerns. He agreed with some of Mr. Neale's comments. He thought the Union Street elevations looked like placeholders. He thought the buildings had 3D characteristics. He noted the waterfront buildings appeared to degenerate. The edges along public ways needed to be more closely aligned and more strongly reflect the influences of the historic district. Then the architecture could be more transformative as it neared the river. He thought it should look clear and transparent but not de Stijl. He noted that the architect team was great and could come up with an appropriate design.

Ms. Finnigan asked about the proposed materials. It was noted that it was too early in the review process to consider materials, though the applicant should start to focus on this aspect. She asked about the penthouses and the applicant explained they were for elevator overruns. She agreed with some of the previous comments noting that it was too horizontal and there should be more verticality to the design. She suggested playing with the roof line to bring creativity to the design. She recommended incorporating the maritime history. She was looking forward to seeing the proposed rehabilitation of 2 Duke Street. She said that the project had lost its sense of place and it did not feel like Old Town. She supported the overall massing, scale and site plan.

Ms. Miller expressed concerns regarding the massing and scale. She thought that the design could be constructed in many places and was not specifically reflective of Old Town. She thought the scale was bigger than most areas of Old Town. She asked a question regarding how the height was measured. Mr. Cox clarified that the maximum height would be 50 feet with penthouses, parapets and mechanical screening permitted to extend above that. She stated that the precedent images shown by the applicant were not reflective of Old Town Alexandria. She asked what the identity of the project was, noting that Ford's Landing and Harborside each had their own identity. She said that the architecture looked homogenous but did not achieve the homogeneity of Old Town. She thought the mass of the three multi-family buildings was too large. She liked the layout of the site plan but suggested more breaks on the waterfront side.

Mr. von Senden summarized by stating that a 2014 building still needed to be contextual. He

noted that the site plan had been well-received by the BAR and that there seemed to be consensus that it was appropriate. He stated that the proposed plan reflected the illustrative plan of the Waterfront Small Area Plan was similar to the building footprints shown in the model. He found the waterfront building massing to be acceptable but noted that some members had requested a restudy of the building massing and height. He stated that the Board members agreed that the 2 Duke Street building should have a buffer on the west side to respect the historic building and suggested a 12 foot separation. He asked whether it was worth retaining the 1990 façade of 2 Duke Street and said he could be persuaded either way. He concurred with the overwhelming comments of sameness of the architecture. He advised celebrating the formality of historic building design in Old Town. He said the waterfront buildings were too modern and there was no sense of the importance of these buildings. He was impressed by the solid-void ratio discussions and rationale of a transition from Old Town toward the water. He requested more information on relationship of the buildings to the street grades and transitions between the street and building edges. He stated that the buildings should be different but can still noticeably be part of the same project.

Mr. Neale noted that a narrow alley was acceptable at the side of 2 Duke Street, as many Old Town buildings are often close with very narrow alleys.

Mr. von Senden noted that, in summary, the consensus of the BAR was that the overall site plan and building massing were acceptable with the exception of Building 2 and that the architectural character of all of the buildings warranted further study.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 2, 2014

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

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: 2nd CONCEPT REVIEW OF 2 DUKE STREET
(FORMERLY ROBINSON TERMINAL SOUTH)
BAR CASE # 2014-0113

I. UPDATE

On April 30, 2014, the Old and Historic Alexandria District (OHAD) Board of Architectural Review did an initial concept review at an informal work session with public testimony. The Board was introduced to the project site, the applicable Waterfront Small Area Plan guidelines and objectives for this block, and the design program of the development team. At that time, the Board generally supported the proposed height, scale, mass and general site layout with some specific comments for further study and direction. The approved minutes of the Board's previous discussion follow.

Minutes from the informal work session with public testimony on April 30, 2014

SPEAKERS

Karl Moritz, Deputy Director, Planning & Zoning, gave a brief introduction and overview of relevant aspects of the approved Waterfront Small Area Plan.

Bob Youngentob, EYA, introduced the project and the project team.

Edna Johnston, History Matters, LLC, presented a history of the Robinson Terminal South site and how it evolved over time.

Shalom Baranes, project architect, presented the proposed site plan and requested architectural direction from the BAR. He stated that they did not want to create a "project" with obvious boundaries but wanted something more integrated and related to the surrounding area. He noted an intention to take the character, scale, pattern and materials found in the surrounding area across the project site. He also shared precedent images. He noted that while they wanted to capture some of the qualities and spirit of historic warehouses, they did not want to replicate these designs.

Rick Parisi, project landscape architect, explained additional elements of the site plan as well as elevation changes relating to the pier, promenade and terracing.

Bert Ely, 200 South Pitt Street, asked how raising the site's elevation will fit in with The Strand and the approved hotel. He asked how it will be coordinated and how it will transition at Harborside. He also inquired about parking

Timothy Morgan, South Union Street resident, made a comment about the context at the corners, stating that five stories may be too much adjacent to existing residential.

Carl Smith, 200 Duke Street, asked about traffic at the foot of Duke Street and how it will be handled.

BOARD DISCUSSION

Dr. Fitzgerald noted that many of the new warehouses had awkward proportions compared to historic warehouses. He preferred the contemporary row dwellings shown on Sheet 24 of the presentation. He said that overall he was impressed with the concept and liked the openness. He found it disconcerting that the proposal had so much more residential than what the plan envisioned. He cautioned against building "camel" warehouses and suggested that new construction should be modern or contemporary. He had a problem with the hotel at 220 South Union Street mixing historicist and new. He noted that new buildings could be modern yet compatible but thought some of the precedent examples were not successful.

Mr. Neale thought the report and presentation helped to orient the project. Regarding 2 Duke Street, he thought it should definitely be saved but that since it was below the floodplain that it could possibly be moved to the NE section of the site. He did not think it should dictate the site planning so much and noted lots of historic buildings have been moved. He liked the east-west axis on the northern portion and recommended it be replicated on the southern portion, resulting in two allées through the site. He was troubled by the big block of building proposed on the waterfront. He did not recommend reducing the density but wanted the massing changed. He was enamored by the precedent images except for the pages of the large warehouses and noted that the Torpedo Factory was not a good precedent. He thought some of the examples were too massive. He suggested looking at the waterfront in Copenhagen which has five-story, large-scale masonry buildings with random fenestration rather than a repetitive grid. He recommended restudy of the southeastern building to increase axial transparency. He liked the nine building configuration. He thought the project had lots of potential.

Ms. Roberts expressed concern about the permeability of the site from South Union Street to the water. She recommended breaking down the massing of the southeastern building. She thought that 2 Duke Street should be given more respect. She wanted greater pedestrian access and connection with the water.

Mr. Smeallie stated that the applicant was proposing new buildings, not renovations of historic buildings, so they should look like new buildings. He stated 100% support for Sheet 23 of the presentation which showed industrial loft residential buildings. He liked the Georgetown Incinerator building and thought that direction was appropriate for the bigger waterfront-side buildings but not the townhouses. He also liked contemporary design over modern design. He

thought the project was a good, well-thought plan. He commended the history report and thought it nicely framed the dialogue. He agreed that the massing of the southeastern building should be broken down. He thought it was critical to connect the east-west axis on the site and study an additional axis in the southern portion of the block. He said that the density did not need to be reduced just rearranged. He advocated for contemporary architecture on the waterfront side and supported award-winning architecture. He said buildings should not look so bulky. He preferred leaving 2 Duke Street in its present location as it added to the quirkiness found throughout Old Town.

Mr. Carlin was in agreement with many of the comments already made by other BAR members. He said that we have seen the mistakes made in the 70s and 80s and those should not be replicated. He emphasized the importance of deriving the essence of the overall architectural direction from character defining elements found in the Old & Historic District with appropriate contemporary design elements well integrated. He has always loved the Waterfront Plan model, and was especially attracted to the angled roof forms and variety of secondary roof elements shown which dominated the model and were shown for this site. He recommended pursuing a design which like the historic district, is timeless and enduring.

Mr. von Senden noted that grading was an issue on the site and could affect the massing. The height and massing will be more sensitive on the west side. He said that the project should not be overly repetitive. He thought that there should be more space around 2 Duke Street. He liked the massing of the waterfront views. He thought the terracing on the waterfront side could be very successful. He requested more information on the little 1940s brick building. He thought the air bridge was problematic. He stated that these buildings would be built in 2017 and should be contextual but not replicative. He stated that not every building needed to be at 50 feet. He cautioned against a wall of garage doors and liked the rear entries. He thought the project was off to a successful start.

Chairman Hulfish agreed that it was a good start, better than many other project starts.

II. SUMMARY

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

- Break up the massing of the larger, southern waterfront building to create a second through-block alley from South Union Street and to increase overall site permeability. Continue to study and refine the sky bridge.
- Design modern and/or contemporary buildings that are not historicist or replicative but that are compatible and contextual. Continue to seek out appropriate precedent images.
- Transition architectural character from west to east and south to north so that the lower-scale, traditional (masonry) buildings are adjacent to townhouses along and near South Union Street and the more modern, transparent (high percentage of glass) buildings are adjacent to river.
- Respect 2 Duke Street with regard to the site layout and rehabilitate the historic building.
- Provide variety with respect to roof forms and heights.

- Pursue high-quality, pedestrian-friendly alley designs for the townhouse portion.

At the first work session, the Board generally supported the proposed height, scale, mass and conceptual direction for the architectural character of the different areas of the site.

Current Submission

The purpose of this work session is to confirm the proposed site layout and to begin discussion on the overall architectural design character. Conceptual building elevations and perspectives have been presented, in addition to precedent images of existing and historic buildings, to facilitate Board feedback. As noted previously, information regarding uses, parking, grades and the flood plain are provided only for context and will be addressed separately through the development review process.

III. ALEXANDRIA'S WATERFRONT ARCHITECTURE: PAST, PRESENT & FUTURE

At the first concept review, Board members were clear that historicist or replicative architecture was not appropriate in this location and offered overwhelming support for an architectural character that would be “contemporary” or “modern.” However, staff seeks additional clarity from the Board regarding the intended meaning of these terms because, while similar in some ways, the two terms can also be used to describe very different approaches in architectural design. Additionally, to understand what a contemporary Alexandria waterfront building should be, it is important to understand the architectural context of the area as well as to distinguish between modern and contemporary. While the BAR review for the hotel at 220 South Union Street focused on 19th-century waterfront warehouses shown in mid-19th century photos of that block, other portions of the waterfront included several large-scale buildings that were architecturally contemporary to their own later period of construction. Many of these buildings, such as the extant part of the Torpedo Factory, as well as the demolished Torpedo Factory buildings and Ford Plant, are buildings of genuine architectural merit and form part of the historic context of Alexandria's authentic waterfront. These buildings warrant consideration in determining what the future waterfront buildings should be. By contrast, the late-20th century Colonial Revival townhouses that exist today in several areas of the waterfront have little basis in Alexandria's historically commercial waterfront architecture.

While many in the community have stated the desire for an “authentic” Alexandria waterfront character, neither the Waterfront Small Area Plan nor the BAR's *Design Guidelines* suggest that new buildings should replicate historic warehouses. As staff has stated many times in the past, it is temporally impossible to construct a new historic building, though any new building may become culturally and/or architecturally significant over time.

Therefore, a fundamental goal of the architectural design of the project should be compatibility with the waterfront and historic district as a whole, clearly recognizing the context in which this building will be located and respecting the longtime local building traditions. At its most basic meaning, a compatible new building is one that can co-exist with historic buildings in harmony. The New Commercial Construction chapter of the BAR's *Design Guidelines* state:

It is not the intention of the Boards to dilute design creativity in new commercial buildings. Rather, the Boards seek to promote compatible development that is, at once,

both responsive to the needs and tastes of the late 20th century while being compatible with the historic character of the districts. This balancing act will clearly be different in different sections of the historic districts. (p. 2)

Compatibility can be achieved in many different ways and need not diminish or dilute new design. As a guideline to determine what would be considered appropriate, compatible and contextual architecture for the Alexandria waterfront, it is useful to consider Alexandria's waterfront and industrial buildings over time.

In the 18th-century, much of this project's site was under water. In the 19th-century, this site was home to many industrial uses including a rail freight yard, lumber storage and, most notably, Pioneer Mills.



Figure 1. Photograph of Pioneer Mills, 1861-1865. The west elevations of the two-story Soldier's Mess house with the one-story attached kitchen and shed are viewed looking northeast. (Alexandria Library, Special Collections Branch, Vertical File Civil War 396).

With the exception of the relatively small building at 2 Duke Street, there are no historic buildings remaining on this site and nothing of note immediately adjacent to the project site. As established in the History portion of the Waterfront Small Area Plan, and discussed extensively as part of the review process of 220 South Union Street, there remain only a handful of 19th-century buildings on the entire Alexandria waterfront. However, other parts of the city, such as North Washington Street, also had factories and warehouses that provide insight into an Alexandria architectural character, such as the Portner's Brewery complex.



Figure 2. Sketch of Portner's Brewery complex on N. Washington St., shown in a 1907 brochure.

The Waterfront Small Area Plan, as well as the BAR's Standards and *Design Guidelines*, are also clear that this site is not to be a literally reconstructed warehouse district or a collection of historicist buildings. In order to understand the evolution and true context of the authentic Alexandria waterfront, and to understand some of the common elements that have defined buildings on the Alexandria waterfront, we must also look to notable 20th-century buildings to inform and define the context. Through the middle of the 20th-century, the Alexandria waterfront was heavily industrialized and, in addition to warehouses and other industrial buildings, was home to rail yards, storage facilities, tanks, rail spurs and muddy streets.

The most well-known of the surviving early 20th-century industrial buildings is the remaining portion of the Torpedo Factory. While large in footprint, it defines the Alexandria waterfront today and expresses the then current Art Deco style, featuring large windows within stuccoed concrete piers. It provides a visual anchor when viewed from the waterfront and is memorable for visitors and residents alike.



Figure 3. Looking northwest toward the Torpedo Factory complex, circa 1975.

In addition to the masonry construction and large, expansive windows, the Torpedo Factory complex featured a sky bridge which connected two related buildings across North Union Street (See Figure 4). This sky bridge, serving as an integral aspect of the industrial functions of the site, provided visual variety without overwhelming or blocking the streetscape.



Figure 4. Looking north on Union Street toward the sky bridge ca. 1970s. Note the blue painted concrete frame with large window openings separated by brick spandrels. Note, too, the lack of curbs and sidewalks.

The Ford Plant (actually a transshipment and dealer make-ready facility), located in the southern portion of the waterfront east of the intersection of South Union and Franklin streets (now the Ford's Landing townhouse development) was designed by the internationally prominent industrial architect Albert Kahn and built circa 1932 (See Figures 5-7). This building had a formal symmetry, horizontal emphasis, pronounced bay rhythm, masonry construction with large openings, and rich ornamentation derived from an innovative use of the main building materials (yellow brick). The building marked a techtonic shift from 19th century vertical mill buildings to mass production in horizontal factories with enormous floor areas, enabled by Kahn's innovative saw-tooth skylights. It also, notably, had its high-style Art Deco façade facing the Potomac River, rather than the town.



Figure 5. Ford Plant, and view of southern part of the waterfront, including a tank farm adjacent to small historic townhouses overlooking Windmill Hill and railroad tracks, 1930s.



Figure 6. East elevation of the Ford Plant from the Potomac River. Note the use of light yellow brick. (Dept. of Planning & Zoning, City of Alexandria).



Figure 7. Documentation photos of the Ford Plant administration building prior to demolition, circa 1997. Note the rich, Art Deco inspired brick details. (Special Collections, Alexandria Library).

The 18th, 19th and 20th century industrial buildings in Alexandria do not result in one specific building type or architectural design but rather create a layered paradigm that defines Alexandria's large-scale architecture. While these attributes define many of Alexandria's larger buildings, they also speak to a larger regional understanding of how industrial buildings were designed in highly visual locations, whether on waterfronts or major thoroughfares. The attributes that contribute to this paradigm create the context for Alexandria's industrial buildings and include the following:

- Masonry construction, including both yellow and painted brick.
- Symmetry and balance. The buildings read as a formally defined composition rather than a disparate, random compilation.
- Pronounced bay rhythm achieved through repetition of piers and fenestration.
- Large floor areas covered by flat or low slope roofs.
- Larger and more numerous windows, based on what the leading building technology at the time of construction permitted.
- Minimal decoration and ornamentation. Where decoration occurred, it resulted from an interesting and creative application of a functional material already found on the building. Little unrelated, applied ornamentation.
- A simple palette of strong, traditional building materials.
- An overall horizontal emphasis with some vertical elements for variety.

It should also be noted that, throughout its history, the most technologically advanced buildings in Alexandria, were generally found on the waterfront, as such advances related to increased production and efficiency. Therefore, a contextual and appropriate building on the Alexandria waterfront today should also continue along the spectrum of technological advancement while meeting the defining attributes noted above that create the local Alexandria context.

IV. STAFF ANALYSIS AND POTOMAC RIVER VICINITY STANDARDS

General Analysis of Plans and Further Study

The BAR's *Design Guidelines* only require that new buildings be compatible with nearby buildings of historic merit and do not mandate the use of historic styles for new construction. Additionally, the *Guidelines* note that "new and untried approaches to common design problems are encouraged and should not be rejected out of hand simply because they appear to be outside the common practices outlined in the guidelines."

In concept, staff strongly supports the general design direction for a large-scale, transparent, contemporary building constructed of timeless materials. Staff appreciates that the proposal is not historicist nor does it attempt to artificially divide a large-scale building into multiple, different-looking buildings. What follows is a study of how the applicant has addressed the Board's previous comments with the current submission.

Site Plan and Block Permeability

While the Board generally liked the overall site plan with a defined townhouse area and larger waterfront buildings, some Board members expressed a desire to see a second east-west alley, as well as a desire to break down the massing of the largest, southeastern, waterfront building. Staff notes that the proposed site plan provides more pedestrian connection and permeability

than illustrated or required in the adopted Waterfront Small Area Plan. The project extends the primary north-south waterfront vehicular street, The Strand, into the site and visually continues it through the site via pedestrian access to Wolfe Street and the waterfront walk to the south. There is also a clear and inviting east-west passage from South Union Street to the waterfront promenade and pier that will also anchor much of the commercial space on the site, similar to what is shown in the Waterfront Small Area Plan.

Additionally, there are several secondary and tertiary pedestrian passages throughout the site, all of which will have public access easements that provide additional east-west and north-south access. Based on the suggestion by some Board members that a second east-west passage be provided from South Union to the river, staff revisited the site and the surrounding blocks east of Union Street and found that what is proposed has greater porosity than any adjacent block, and far greater permeability than many blocks found in Old Town. Further, appropriate paving, lighting and landscaping can be provided to enhance the permeability of the site and encourage pedestrian access throughout the project. The ends of both Wolfe and Duke streets will be enhanced with park improvements which will create improved and more inviting access to the waterfront.

Modern/Contemporary Architectural Character

In Alexandria, modern architecture is often used to describe anything constructed after about 1910 that is not a historic revival style. For architectural historians, modern architecture is an inclusive term that now refers to a time period rather than a style. Many of the architectural styles in the first half of the 20th-century signaled a clear break from Vitruvian-based classical architecture and include a range of styles such as the Prairie style, Art Deco, Art Moderne, the International Style and even ranch houses. In general, modern architecture refers to a rational architectural expression that celebrates simplicity and clarity of form, sometimes has very little ornamentation and makes efficient use of mass-produced industrial materials.

On the other hand, contemporary architecture, in general, refers broadly to architecture that is simply reflective of its own time and is strongly influenced by the locally available technology and building materials. In 2014, a contemporary building would be a clearly 21st-century building, one that likely incorporates sustainability features as an integral part of its overall design. A contemporary *Alexandria* building would further read as a 21st-century building that is contextual and specific to its location in Alexandria. It would speak to a regional vernacular with respect to the local ecology, construction materials, and cultural taste. Staff cautions that a building design can be of its own time and still be a bad design that is not suited to its context and that may not stand the test of time.

Chapter 8 of the BAR's adopted *Design Guidelines* for Buildings Along the Waterfront state:

No single architectural style is mandated. However, there is strong preference on the part of the Board for buildings which reflect the traditional architectural styles found in the historic district. Designs generally should complement and reflect the architectural heritage of the City. For example, abstraction of historic design elements is preferred to a building design which introduces elements that have no historical basis in the districts. However, direct copying of buildings is discouraged. (p.6)

At the previous concept review, the Board advised the applicant to pursue a contemporary design program for this site, particularly for the waterfront facing buildings. They noted that it would be most appropriate for the buildings on the site to transition from more traditionally-grounded masonry buildings along Union Street to the most transparent and contemporary along the waterfront.

Townhomes

The applicant's submission indicates that the townhouses on the street edges, and adjacent to existing non-historic townhouses, will feature a smaller scale and more traditional materials and forms, within a contemporary vocabulary. Showing precedent examples from London, Baltimore, Toronto and the west coast, the examples feature clearly established bay and fenestration patterns and a prominent use of masonry and metal. The precedent examples show a variety of interpretations of how this could be successfully achieved. The examples provided are generally successful because they feature high-quality materials (no HardiePanel, for example), sufficient depth and offsets for bays, and well-proportioned bays and fenestration. Staff recommends that the applicant continue with this direction and pursue such a design scheme with the use of high-quality materials.

Multifamily Buildings

Conceptually, the Board supported a design direction for the multifamily buildings that would result in the most contemporary and transparent portions facing the river, as the proportion of solid-to-void transitioned from west to east across the site. The perspectives indicate a pronounced depth of insets and projecting bays which staff supports, as it adds architectural interest. A waterfront building with large openings and windows also adds visual lightness, permeability and reflection of the water and sky on the exterior while providing expansive vistas on the interior. While staff supports a contemporary building in this location, with a high degree of transparency and glass, staff finds the proposed schematic design needs further subtle refinement to be more compatible and contextual.

Historically, the buildings along the waterfront exhibited a clear balance which was achieved through either symmetry or a defined bay rhythm and façade hierarchy, resulting in harmony, regardless of the architectural style. This need not be a formal, symmetrical composition to achieve harmony but typically should have a greater sense of order and organization than the Further Refinement proposal shown for the two waterfront buildings. Staff supports the proposed amount of fenestration or void -- some masonry on the side elevations and a minimal amount of masonry or solid wall on the waterfront side -- but recommends a restudy of the overall composition, incorporating a contemporary vocabulary with a high ratio of void to solid but with a more recognizable bay spacing.

For instance, staff believes the #03 Waterfront Elevation on page 35 of the applicant's booklet represents a clear bay spacing while this clarity is eroded in the Waterfront View Further Refinement on page 40. This is particularly apparent in the perspective View From Pier Looking Southwest on page 42 and the bays are almost completely lost in the north and south ends of the waterfront buildings. An exploration of the balance between contemporary and compatible will, appropriately, be the theme throughout this project and pushing the envelope is part of any design process that honestly seeks the best result for the site. In the case of the two waterfront buildings, staff encourages the applicant to further refine the rhythm and bay spacing called for

in the *Design Guidelines* and to more clearly express the 20-30 foot bay width required by the Additional Standards, Potomac River Vicinity in the zoning ordinance, so that the waterfront façades have a more clearly expressed composition within the contemporary architectural vocabulary.

The Wolfe Street elevation, particularly of Building #3, provides a more regular bay spacing than the somewhat Cubist composition indicated by the Further Refinement waterfront building elevations. This building is a successful transition from the more traditional architecture on the west side of the site to the more contemporary east side and the bays effectively relate to the widths of the Harborside townhouses across the street. Staff supports the sky bridge at the south end of The Strand and notes it should be refined as the design continues to evolve for the waterfront buildings to be as visually light as possible, so as not to inhibit pedestrian movement through the complex.

The proposal indicates that historically-based materials—metal, brick and glass—will be employed. At this stage of design, it is unclear whether the gray panels on the design are clear or opaque and what material is being proposed. As this is the first BAR concept review of the architecture, staff and the applicant are seeking input from the Board and recognize that all of the materials need to be reviewed in much greater detail as the project progresses. Staff recommends, wherever appropriate, that local and traditional materials be used, though they should be used in a contemporary way. The precedent images of the Georgetown Incinerator in Washington, D.C., and The Union Wharf in Baltimore, MD, are preferred and more contextual for Alexandria than the precedent images from Rotterdam, London and Toronto. Finally, as the first two stories of the restaurant are a prominent space for the overall site, it may be appropriate to emphasize this commercial use and architecturally distinguish this area from the residential portions of the project.

Respect 2 Duke Street

No additional information beyond the clear intention to retain and rehabilitate this historic warehouse has been provided. The Board previously stated that this building—as the only historic building on the site and prominently located on The Strand adjacent to the future waterfront park—should be respected. One way to do this will be to allow the building to “breathe” and be experienced on all sides. The applicant should study how to make the west elevation, immediately adjacent to the townhouses, be as visually and physically accessible as possible. The applicant will also need to demonstrate an appropriate way to respond to the grade changes necessitated by flood plain requirements on this parcel. Finally, the applicant should begin investigative work to determine an appropriate north façade as the current one dates from circa 1989.

Provide variety in heights and roof forms

The Board was clear that this site should not look entirely like a collection of flat-roofed five-story buildings. While there is a mix of building types between the townhouses and multi-family buildings that will provide some visual relief, staff encourages the applicant to continue to study and address this comment as the design evolves.

Furthermore, in order to construct a project above 30’ in height, the applicant must satisfy Section 6-404(B) of the Zoning Ordinance for additional regulations for the Potomac River

Vicinity Height District. Specifically, Chapter 6 of the Zoning Ordinance requires the following for buildings located in the Potomac River Vicinity Height District:

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

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

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

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

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

This section places an emphasis on the contextual nature that the new construction must have in order to “be in harmony with existing buildings of genuine architectural merit.” Therefore, although new, contemporary design is encouraged, it must be designed within the greater context of the Alexandria waterfront and its range of buildings of genuine architectural merit spanning almost three centuries. The current design schemes should be refined to respond to the specific Alexandria context and environment.

The proposed townhouses indicate that there will be a pronounced cornice above the third story and a change in the projecting bay at this level, suggesting that there will be a clear transition at 30 feet. However, while the top floor is recessed on the multi-family buildings, there does not appear to be any sort of transition at 30 feet on the public street and river elevations. Due to the contemporary nature of these buildings, staff thinks that a range of approaches can be used to achieve the required transition. The applicant should study how to best achieve this and produce a design, or a series of studies, as to how this requirement will be met.

Alley Design

Due to the high visibility of the entire site and the focus on connecting the public to the waterfront, the Board urged the applicant to make the passages, alleys and other connections through the site as inviting as possible. In place of typical alley design for new construction—often soulless and designed exclusively for vehicular traffic—the alleys here should be connected passages that allow for both pedestrian and vehicular movement within an appropriate

design. The use of interesting paving and appropriate lighting will contribute to a high-quality design for the alleys. The placement of utilities and site elements will also require special consideration.

Additional Standards to Consider for a Certificate of Appropriateness in the Potomac River Vicinity

As discussed in the previous concept review report, in addition to the general BAR standards outlined in the Zoning Ordinance, and the Board's *Design Guidelines*, the Board must also find that the Potomac River Vicinity Standards are met. A project located along the waterfront is subject to a higher level of scrutiny and design due to its prominent location. Please reference the previous BAR concept review memo for discussion on this project and its conformance with the Additional Standards.

Next Steps

It is still anticipated that the proposal may be reviewed by Planning Commission and City Council in early 2015. Due to the scope and scale of this project, it is anticipated that the applicant will work with the BAR at multiple work sessions prior to the formal DSUP application. Following City Council approval, the applicant would then return to the BAR with a formal application for Permits to Demolish and Certificate of Appropriateness for final design details and materials.

At this time, staff recommends general support for the height, scale and mass and overall site layout. Staff recommends that the applicant continue to explore a design direction based on the general architectural vocabularies presented in the precedent images that the Board supports. It is recommended that the applicant continue to meet with BAR staff to study the architectural character, larger planning considerations and context as the design evolves before returning to the BAR for another work session.

IV. STAFF RECOMMENDATION

Staff recommends that the applicant restudy those items referenced in the body of this memo and that the Board provide staff and the applicant specific direction on the following items:

1. That the Board find the overall site layout and organization to be appropriate;
2. That the applicant restudy the waterfront multi-family buildings to create appropriate, contextual and contemporary Alexandria waterfront buildings;
3. That the applicant provide elevation and section studies of the multifamily buildings to indicate how they will satisfy the requirement for a transition above the basic 30 feet height; and
4. That the applicant provide further information on the proposed rehabilitation of 2 Duke Street, including the façade alterations and how the building will be treated on all four elevations.

ATTACHMENTS

- 1 – Supporting Materials for Concept Review Work Session #2*
- 2 – Memo and supporting materials from Concept Review Work Session #1*
- 3 – Design Guidelines Chapter 8, Waterfront Building Guidelines*

MEMORANDUM

TO: File

FROM: Patrick Burkhardt

DATE: June 10, 2014

RE: RTS Comment Response to P&Z

PROJECT: Robinson Terminal South

SUBJECT: Building Design and Preservation

At the initial BAR concept review work session, the project's site history, development plan and massing strategy of the buildings were presented and discussed. The general consensus of the Board was positive in the approach to creating a special sense of place that intertwines a program of active public uses, semi-public and private spaces on a former industrial warehouse site anchoring the south end of Alexandria's historic waterfront.

The site plan organization is centered on the extension of the Strand to the south and then to the west, creating a new street at the northern third of the property. The visual extension of the new Strand to the east creates a through block pedestrian way to the waterfront. Three five-story, multi-family buildings at the east and south boundaries of the site, define the waterfront edge and the Wolfe Street right of way. Interior to the site, a north-south pedestrian way continues from the Strand to Wolfe Street. A third pedestrian way is established at the southern third of the site from South Union Street east to the north-south pedestrian passage. Six townhouse clusters at the northwest quadrant of the site, define both Union and Duke Street edges and internal site access carriageways.

The arrangement of nine new buildings establishes a porosity facilitating pedestrian movement through the site to the waterfront, where a large-scale promenade and pier will be animated with active and passive public uses. A major program feature will include a large restaurant with outdoor terrace seating.

The overall building scale of the proposed development with the historic warehouse at No.2 Duke Street is respectful of the existing urban context with a special orientation to the water. Here, the larger multi-family buildings at 50 ft. high, have greater prominence appropriate for the expansive views to and from. In contrast, at the west side along South Union Street where late 20th century cluster housing was developed, placement of townhouses in the new development defines the street wall. Similarly, along Duke Street, townhomes and the historic No.2 Duke building define that urban edge. Interior to the site, paired blocks of townhomes vary in overall length creating diversity of scale.

From this discussion, comments and design direction were highlighted for which we offer the following responses:

- 1) Respect historic structure at 2 Duke Street.
The proposed plan preserves and restores this historic warehouse in place. A program of adaptive use will implement a strategy of code compliance through sensitive alterations that will allow for contemporary commercial use while retaining significant historic fabric. Re-establishing the original building's freestanding configuration will be achieved with the removal of non-contributing additions and a landscaped space between the west façade and the proposed new construction.
- 2) Architectural Character should be compatible and contextual, but not replicative. Explore the balance between compatible and contemporary architecture. The townhouse architecture should be different from the waterfront architecture. A more modern/transparent architecture could be more appropriate for the waterfront buildings.

The site context offers four unique urban edge conditions.

Across South Union Street from the western edge of the site, a relatively recent cluster development of townhomes defines the street wall with a series of individual automobile garages at the property line, with the exception of an alley access at the southern third and two residences near the north and south ends of the block. With a sidewalk dimension of approximately 11'-0" from property line to curb, we have developed five unit clusters of townhomes, the massing of which places bays at the property line with 2 ft. insets to create a transition from public to private space at the front door of each unit. The three-story bays are attached to a four-story volume which is setback an additional 4 ft. at the top story, creating outdoor terraces. Two groups of five townhouses, each frame the new through block opening from South Union Street to the waterfront, with end units which have bays slightly wider and taller. A material palette of red brick for the bays, gray brick for the insets, and siding for the top story, relate to and complement the existing context.

At the northwest corner of the Duke Street site, the material treatment along South Union is returned at the corner. The mid-block cluster of three townhomes west of No. 2 Duke features a uniform plane of white brick three stories tall with entrances at the property line. Given a sidewalk width of approximately 15 ft. and a lower grade elevation, each unit is accessed by a brick stoop. A shallow two-story projecting bay above the first floor is balanced with narrow rectangular punched windows creating an interplay of surfaces and openings across the unified composition. The fourth story is uniformly setback approximately 6 ft. creating outdoor terraces. Its gray material palette furthers the differentiation from the volume below.

Located along the waterfront, at the northeast corner of the site, beside Point Lumley Park, the smaller of two multi-family buildings features a two-story retail base above which are three stories of residences. The gentle curved form of the retail podium defines the transition from the open space of the park to the new waterfront promenade. Above, the stepped massing of the residential block is setback from the podium edge creating a large outdoor terrace. Residential units are oriented to the water and extend across the floorplate to the opposite façade, thereby substantially reducing windows exposed directly to the park. This design strategy calls for maximizing the windowed exposure to the waterside with extensive areas of glazing interspersed with outdoor balconies and terraces clearly within a modern architectural vocabulary.

A second larger multi-family building also 50 ft. in height and five stories, defines the southern portion of the waterfront edge with a similar floor plan concept of through unit design. The modern architectural vocabulary of Building No. 1 is continued with projecting and recessed planes of glass and balconies, but with a more intricate pattern over its greater length. Setbacks at the first and top stories create an essential break in massing that helps establish a pedestrian scale along the promenade. This treatment returns at the southeast corner and sets the stage for the architectural treatment of the third multi-family building along Wolfe Street. A relatively recent townhouse cluster on the opposite side of Wolfe Street features a neo-traditional architecture that varies in height, scale and setbacks which loosely define the street wall. To counter this randomness, a uniform approach of repeating bays and insets establishes a clear pattern of form and surfaces oriented towards oblique views of the water to the southeast. Again, a modern architectural language of red brick, metal and glass complements and contrasts the adjacent urban context.

- 3) Explore a second east-west connection on the southern portion of the block. Strengthen and enhance the pedestrian accessibility of the Strand.

A study of the urban block plans north and south of the site indicate a clear pattern of major east-west streets extending to the river front with a secondary east-west alley at a third point in each block (see diagram). The proposed extension of the Strand to South Union and to the waterfront follows this pattern. A second, east-west connection at the south of the site would be an anomaly.

- 4) Break down the massing of the southeast building by rearranging—not reducing—the density.

The southeast building extends along the waterfront approximately three fifths the length of the site, defining the proposed linear public promenade. The building is setback at both the second and top stories to reduce the overall apparent height and to introduce a pedestrian scale along the promenade. Additional setbacks at the north and south ends, further reduce the apparent height and bulk of the building.

- 5) 50 foot height is generally acceptable on overall project but heights should vary. Study how the architecture will respond to the requirements of the Potomac River Vicinity Height District.

The multi-family buildings are designed to a height of 50 ft. at the tallest portion, with a setback of the top story along public ways. Additional setbacks at lower floors reduce the bulk and lower the scale of the building edges interior to the site. The townhouses are four stories overall with setbacks at the top story along the public ways.

A requirement of the PRVH District is a cornice line or datum at 30 feet from adjacent grade to demarcate the upper twenty feet of a building as a roof or attic stories from the levels below that height.

This requirement is established in the townhouse elevations as a continuous beltline near the top of projecting three-story bays for the facades along South Union Street, above which the top story is set back. Here a material change delineates the upper floor. A similar setback treatment without projecting bays is also incorporated into the townhouses within the site.

The multi-family buildings will incorporate a horizontal belt line at approximately thirty feet from adjacent grade on the facades interior to the site. The facades along Wolfe Street

and the waterfront will feature a series of shallow horizontal projecting canopies at that datum height.

ROBINSON TERMINAL SOUTH

Alexandria, VA

BAR Work Session No. 2 Submission

June 11, 2014

ROBINSON TERMINAL SOUTH



ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

1

- **Developer:** EYA
- **Equity Partner:** JBG
- **Architect:** Shalom Baranes Associates
- **Landscape Architect:** M. Paul Freidberg Partners
- **Land Use Counsel:** McGuireWoods
- **Civil Engineer:** Bohler
- **Marine Engineer:** Moffat & Nichol
- **Traffic & Parking:** Wells and Associates
- **Acoustical Engineer:** Polysonics
- **Archeological:** Wetlands Studies & Solutions
- **Historian:** History Matters

Robinson Terminal South Timeline

| | |
|---|-------------------|
| Waterfront Commission & Community Outreach* | Begin Spring 2014 |
| Board of Architectural Review* | Begin April 2014 |
| File DSUP Application | Fall 2014 |
| Planning Commission Hearing | Winter 2015 |
| City Council Hearing | Winter 2015 |
| Demolition/Archeology/Flood Plain Process | Begin Spring 2015 |
| Construction | Begin Spring 2016 |
| First Occupancy | Summer 2017 |

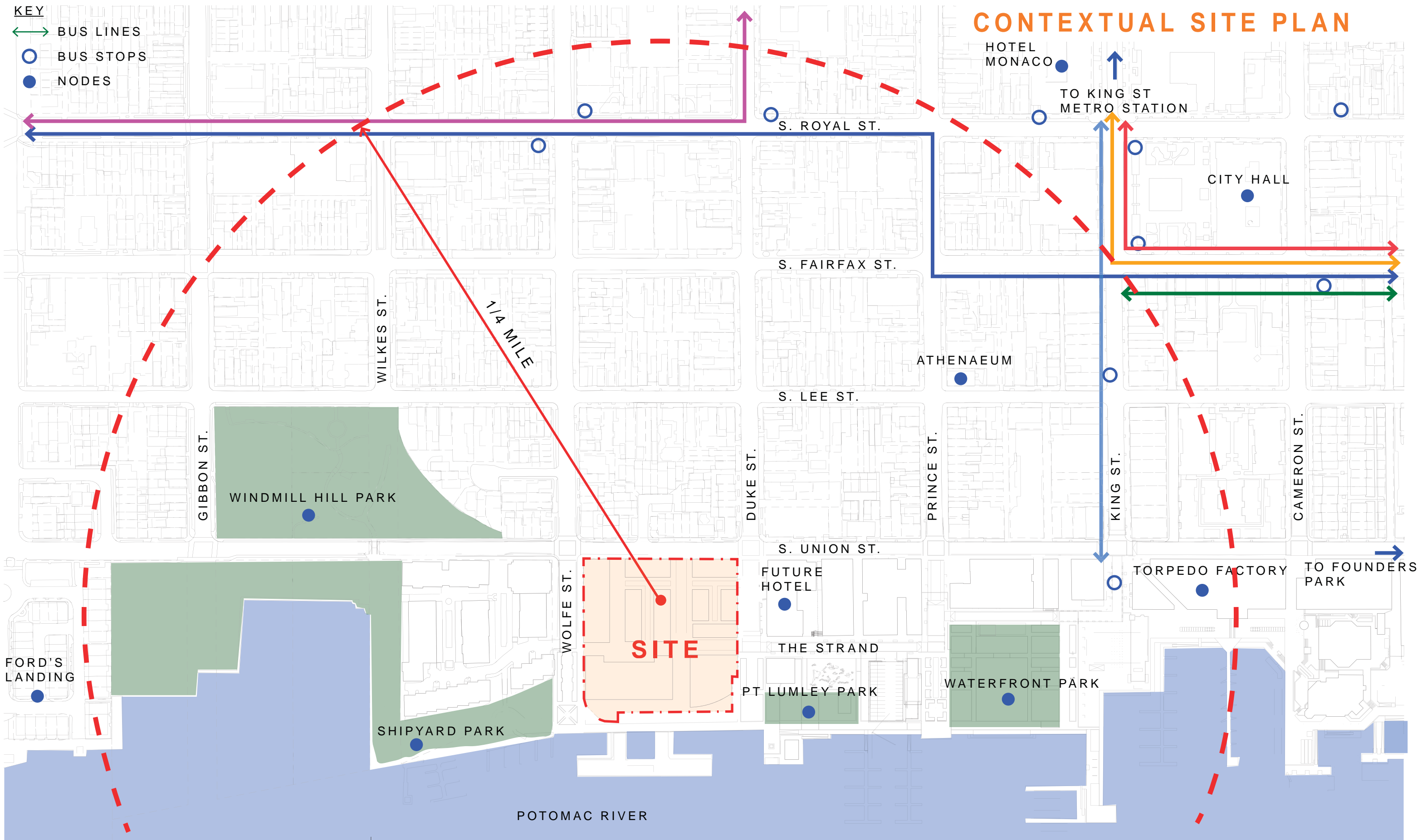
*Ongoing process

BAR DESIGN GUIDELINES

- **Form**
- **Style**
- **Bay Width**
- **Height**
- **Building Width**
- **Siting**
- **Parking**
- **Fenestration**
- **Roof Form and Materials**
- **Building Spacing**
- **Architectural Detailing**
- **Materials**
- **Building Orientation**
- **Color**

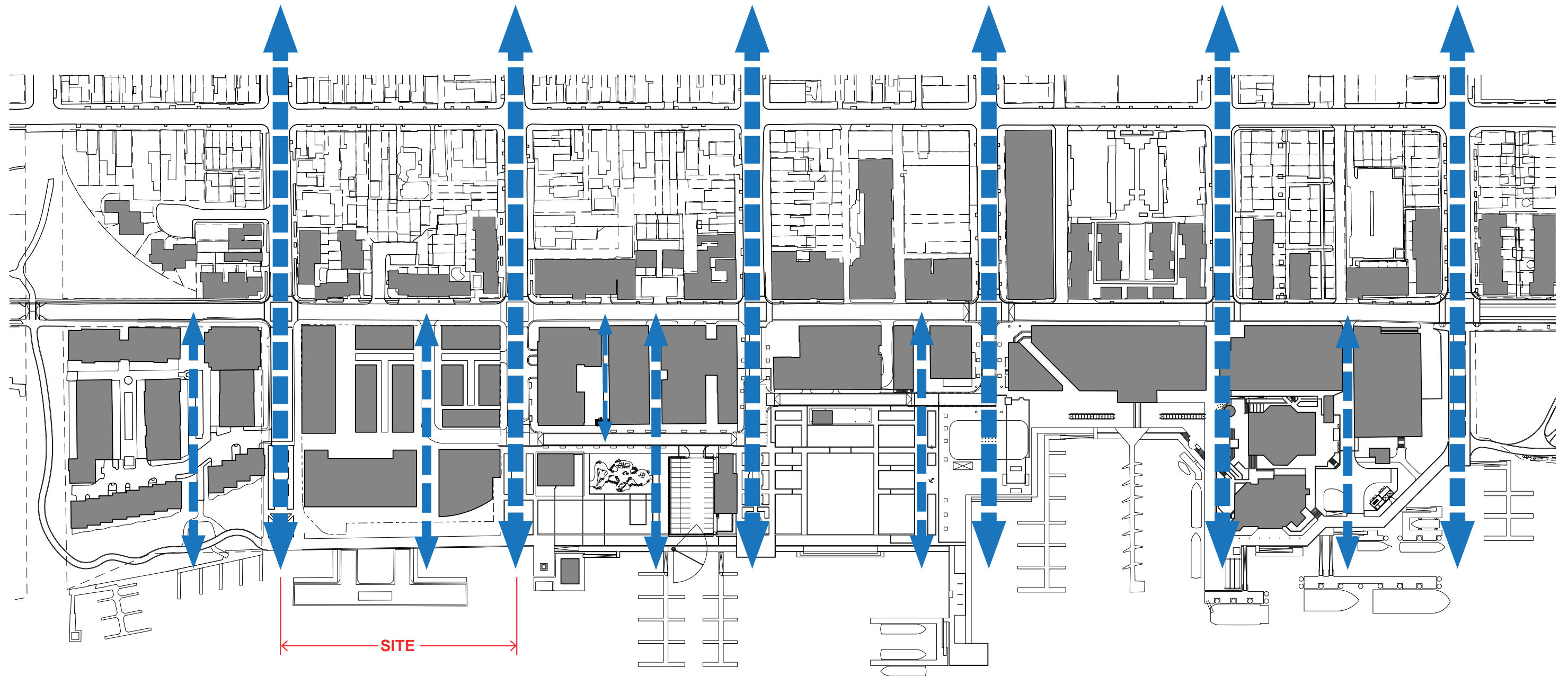
BAR PROCESS OUTLINE

| Process Step | Purpose | Timing |
|--|--|--------------------|
| BAR: Preliminary Submission and Work Session #1 | Site history, overall planning concepts and design direction | April 2014 |
| P&Z: Stage 2 Concept Submission BAR: Work Session #2 | Height, scale, mass, architectural language | June/July 2014 |
| BAR: Refinements and Work Session #3 | Height, scale, mass, architectural language | Aug/Sep 2014 |
| BAR: Refinements and Work Session #4; Hearing re Permit to Demolish | Approval to raze existing warehouse buildings | Oct/Nov2014 |
| P&Z: DSUP Submission BAR: Work Session #5; 2 nd Hearing re Permit to Demolish (if nec) | BAR advisory vote prior to PC and City Council votes | Jan 2015 |
| P&Z: DSUP Hearings (Planning Commission & City Council) | Development approval | Mar 2015 |
| BAR: Certificate of Appropriateness Process | Final detailed architectural approval | Spring-Summer 2015 |



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VIEW CORRIDOR DIAGRAM



POTOMAC RIVER



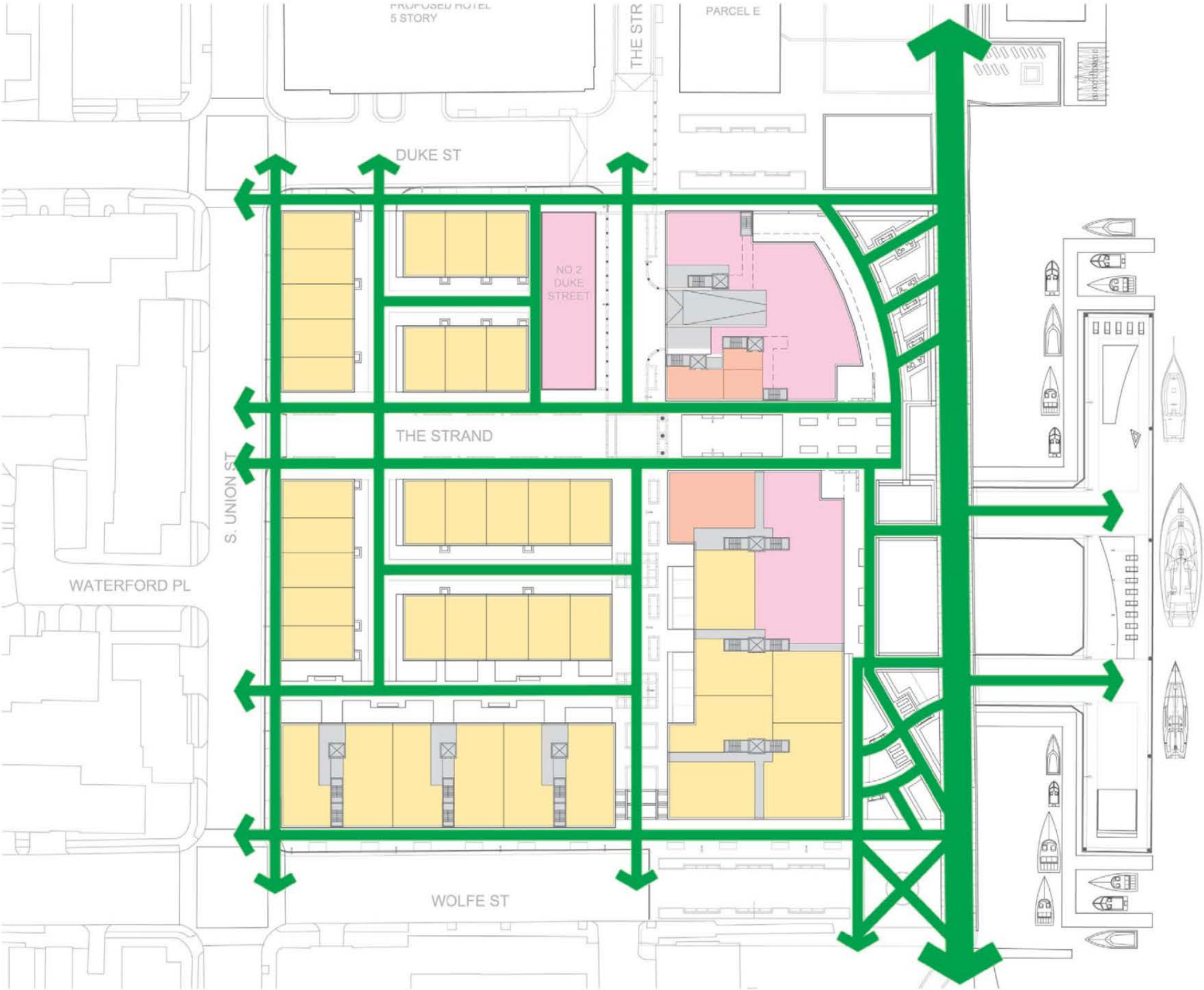
LEGEND

- MAJOR VIEW CORRIDOR
- MINOR VIEW CORRIDOR

WATERFRONT SMALL AREA PLAN

EYA PROPOSED PLAN





LEGEND

PEDESTRIAN CIRCULATION

CONNECTIVITY

- Fluid Pedestrian Connection to town, through the strand the promenade and pier
- Predestrianized streets as programmable open space
- Uninterrupted Pedestrian Circulation from the upper active level to the promenade and pier
- Circulation thru active and passive open space



DIVERSITY OF PUBLIC OPEN SPACE

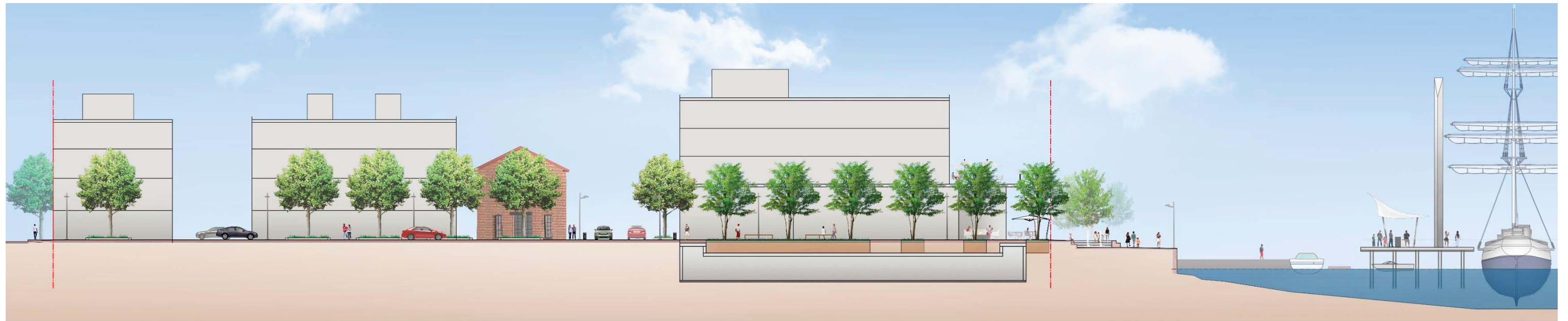


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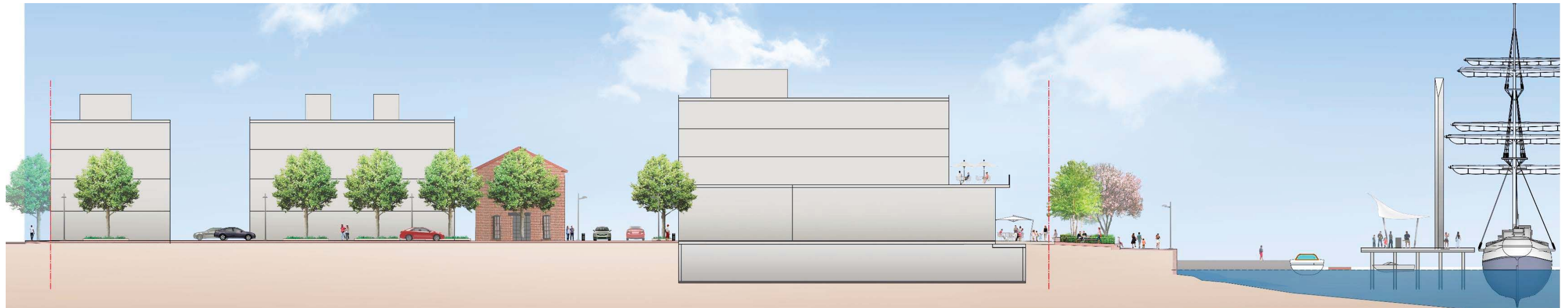
- Public Parks
- Promenade/Linear Open Space
- Passive Open Space
- Active Open/Commercial Space
- Programmable Open Space



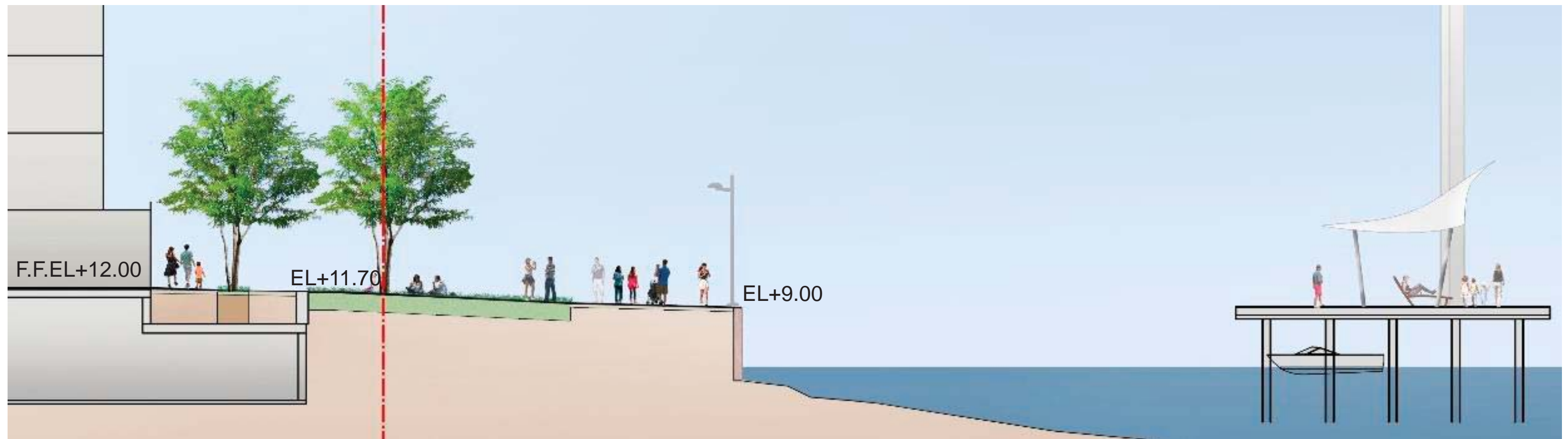
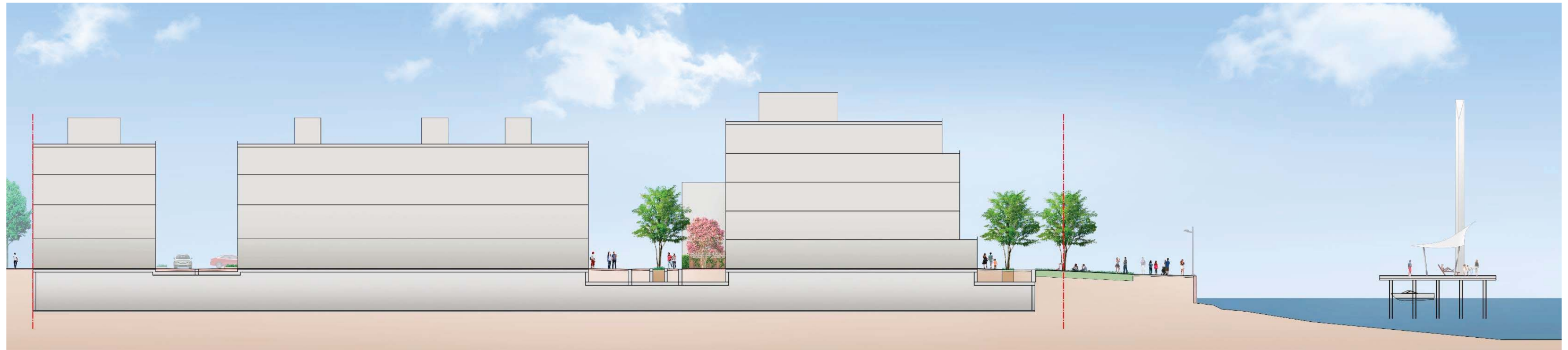
SECTION A-A



SECTION A'-A'



SECTION B-B



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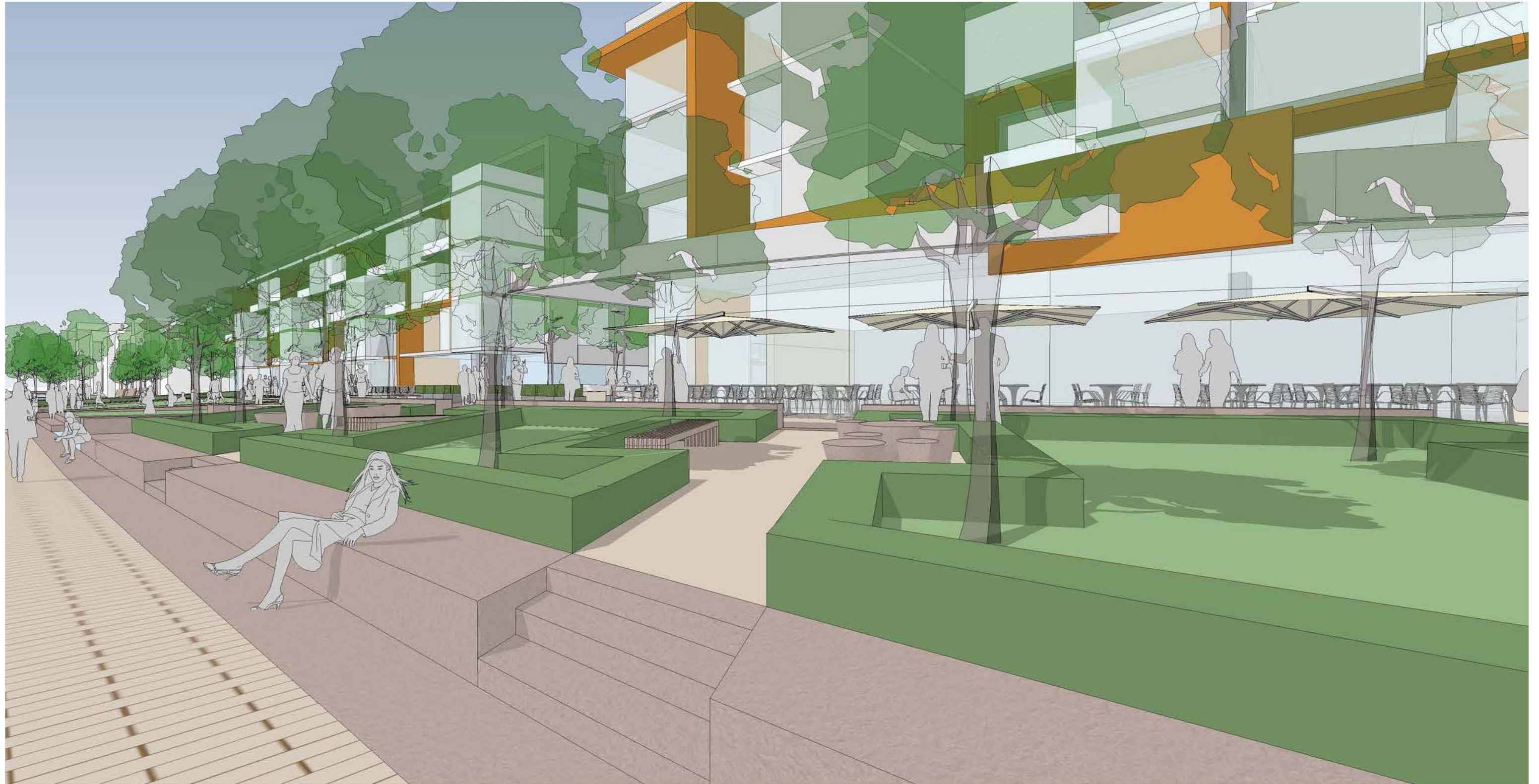


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NORTH PROMENADE VIEW



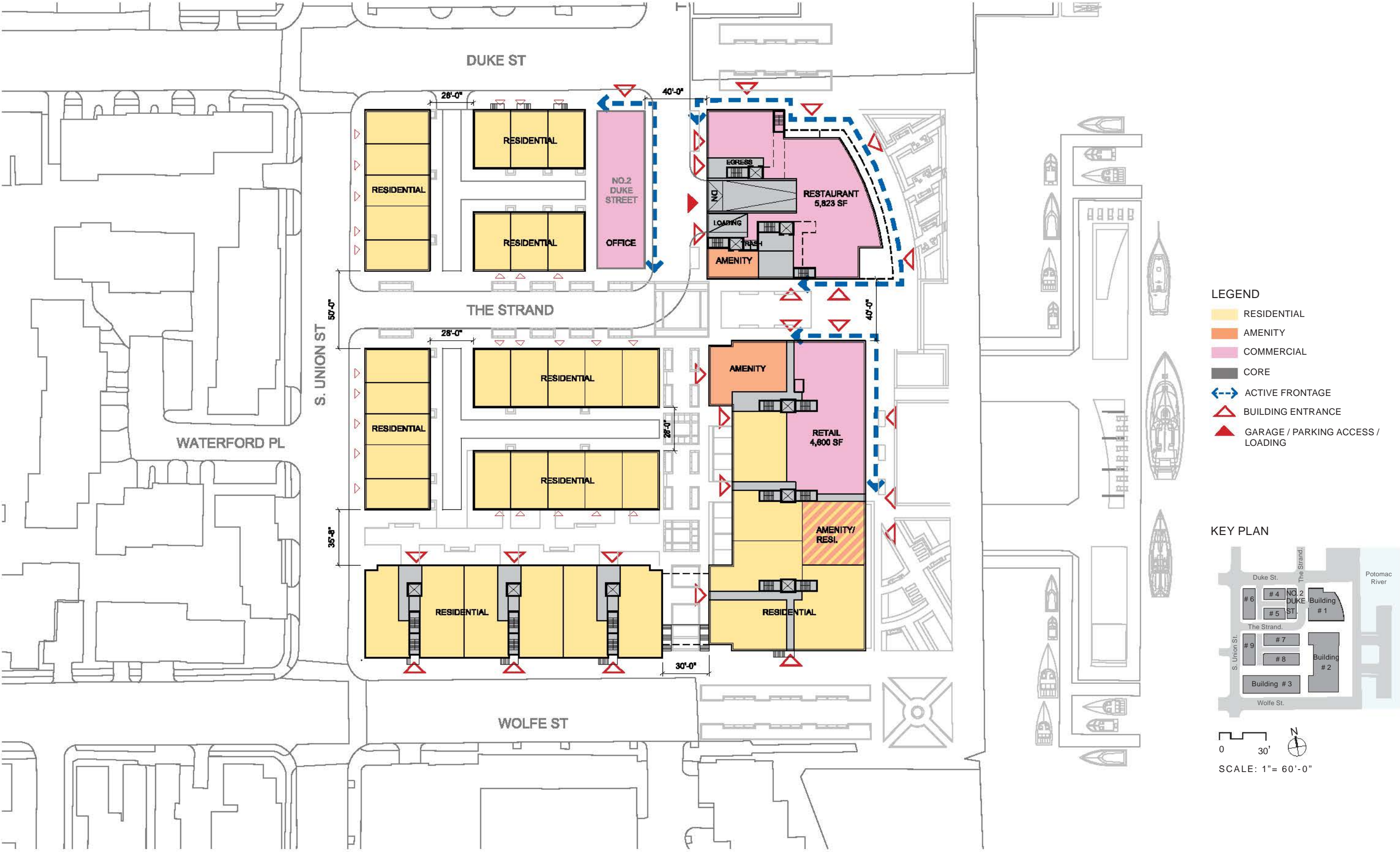
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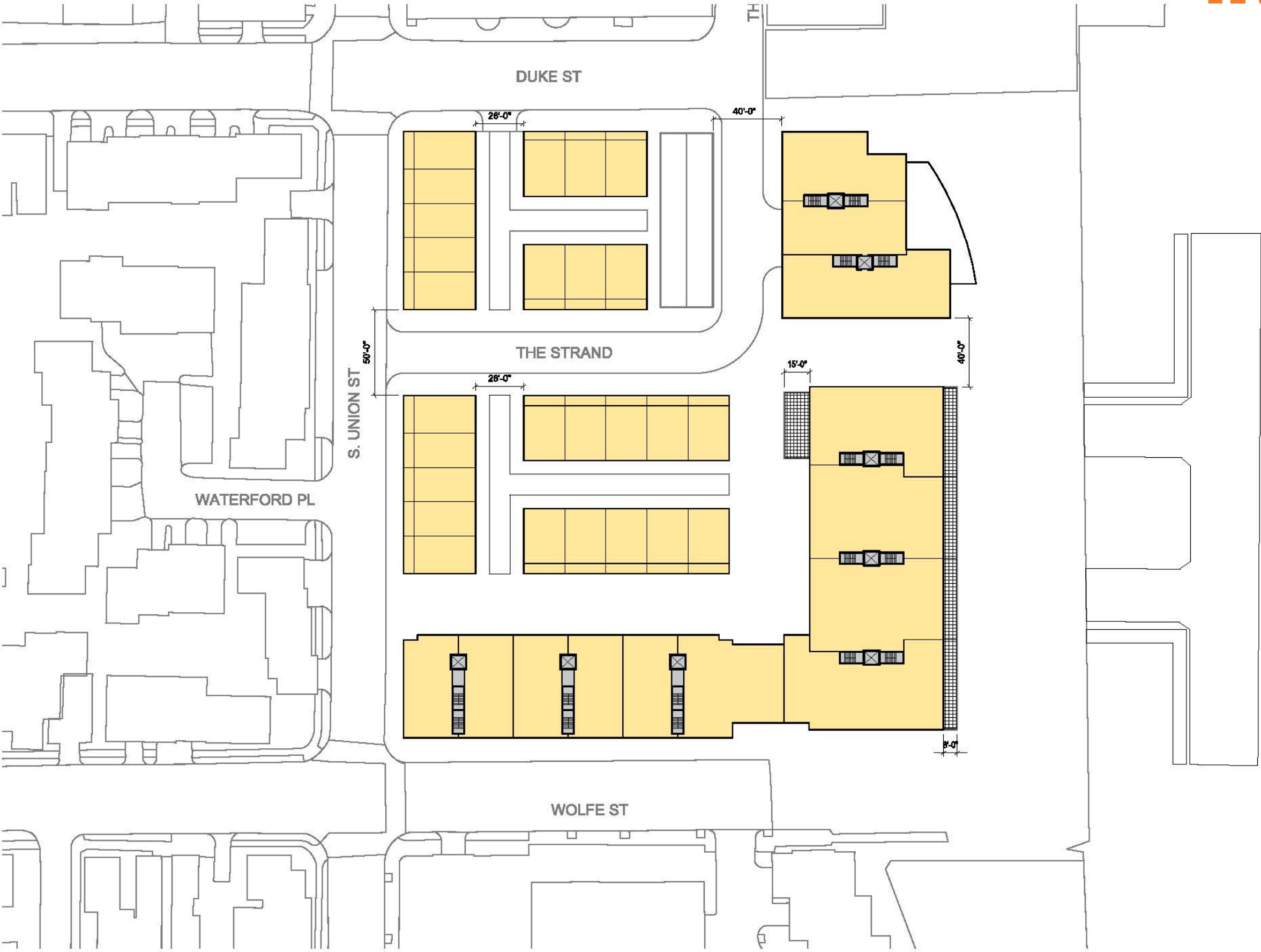




CONCEPT PLAN GROUND USES AND BUILDING ENTRIES

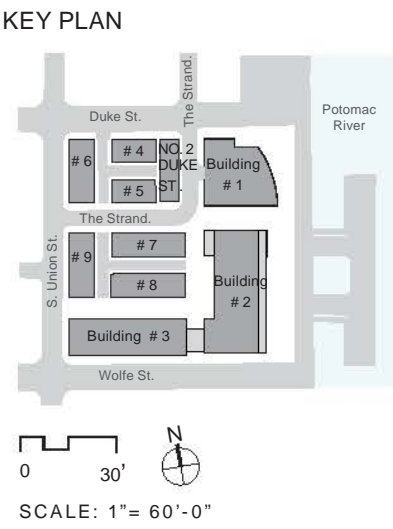


LEVELS 3-4 PLAN



LEGEND

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- CORE
- ACTIVE FRONTAGE
- BUILDING ENTRANCE
- GARAGE / PARKING ACCESS / LOADING



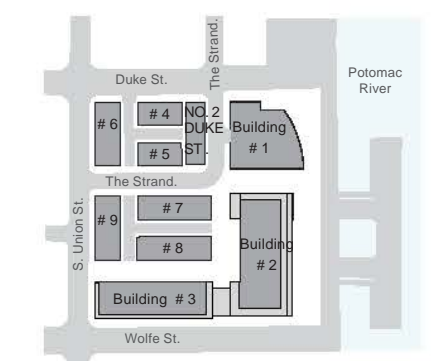
LEVEL 5 PLAN



LEGEND

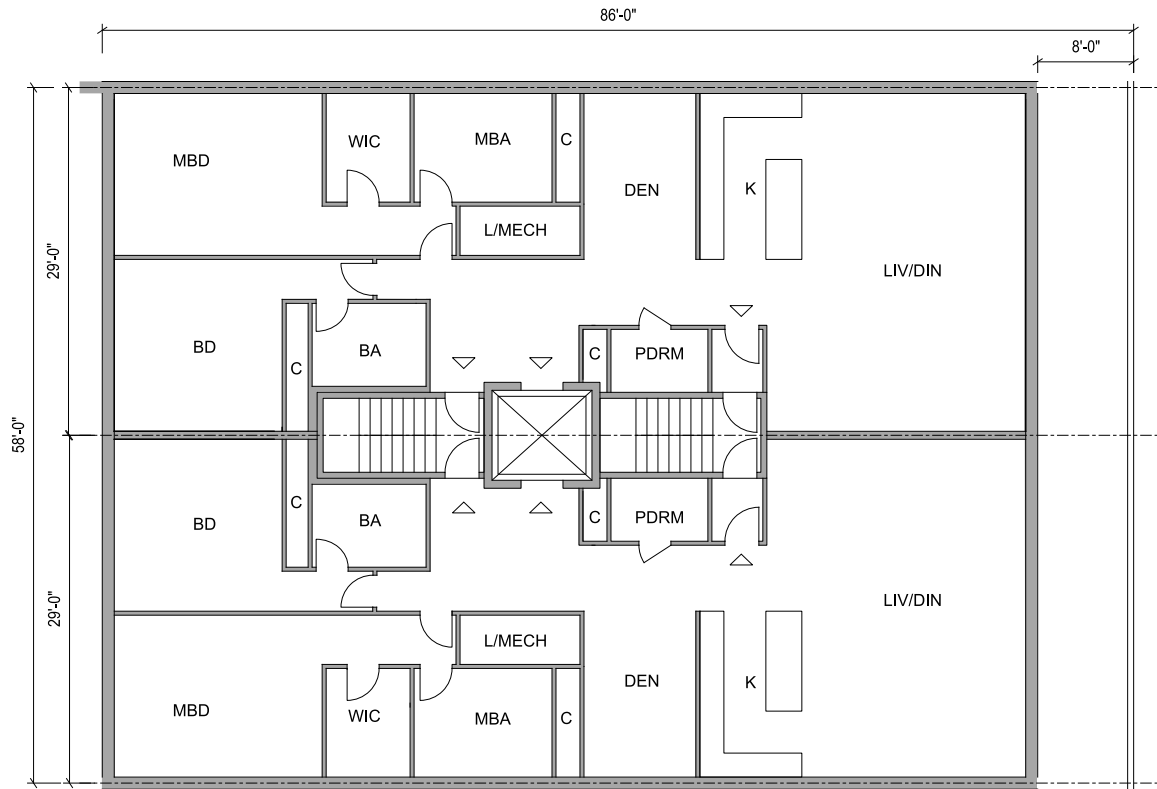
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- COMMERCIAL
- CORE
- ACTIVE FRONTAGE
- BUILDING ENTRANCE
- GARAGE / PARKING ACCESS / LOADING

KEY PLAN

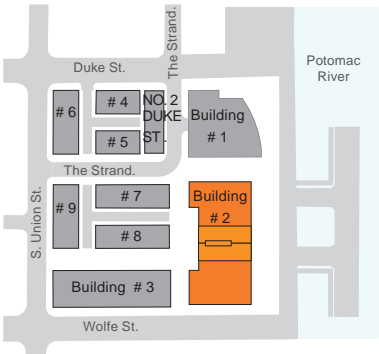


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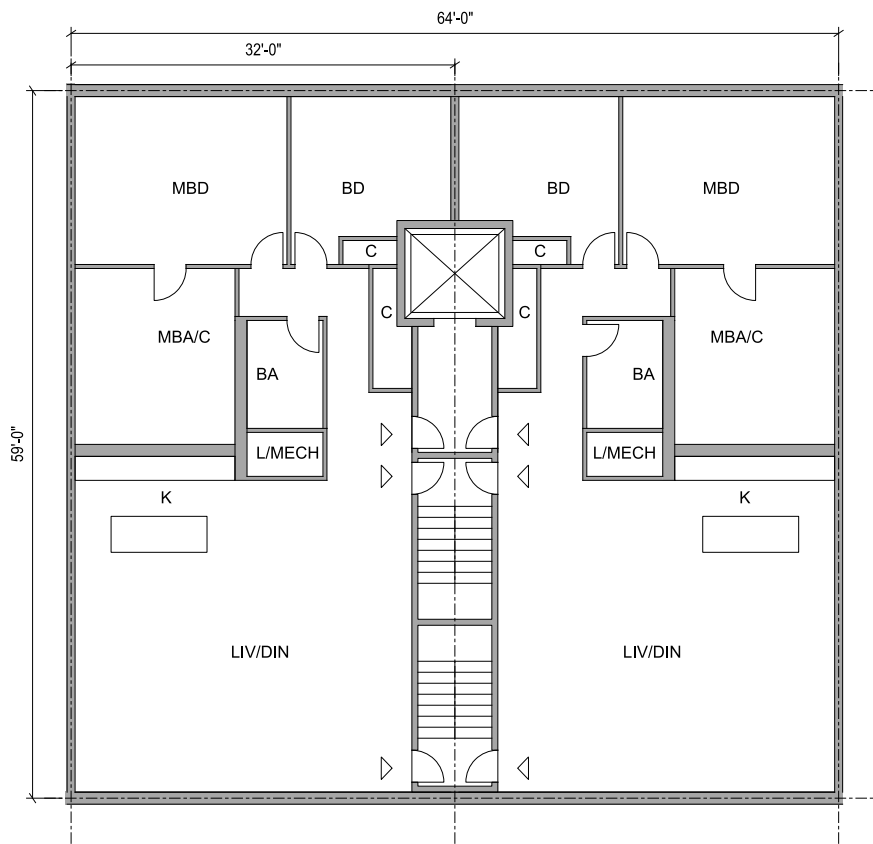
THRU UNIT PLANS



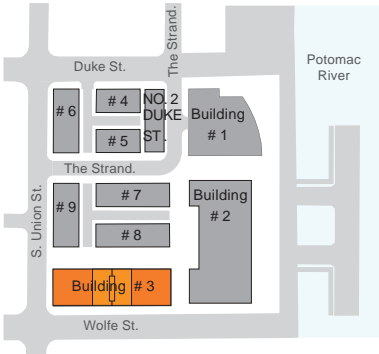
KEY PLAN



THRU-UNIT STUDY BUILDING #2

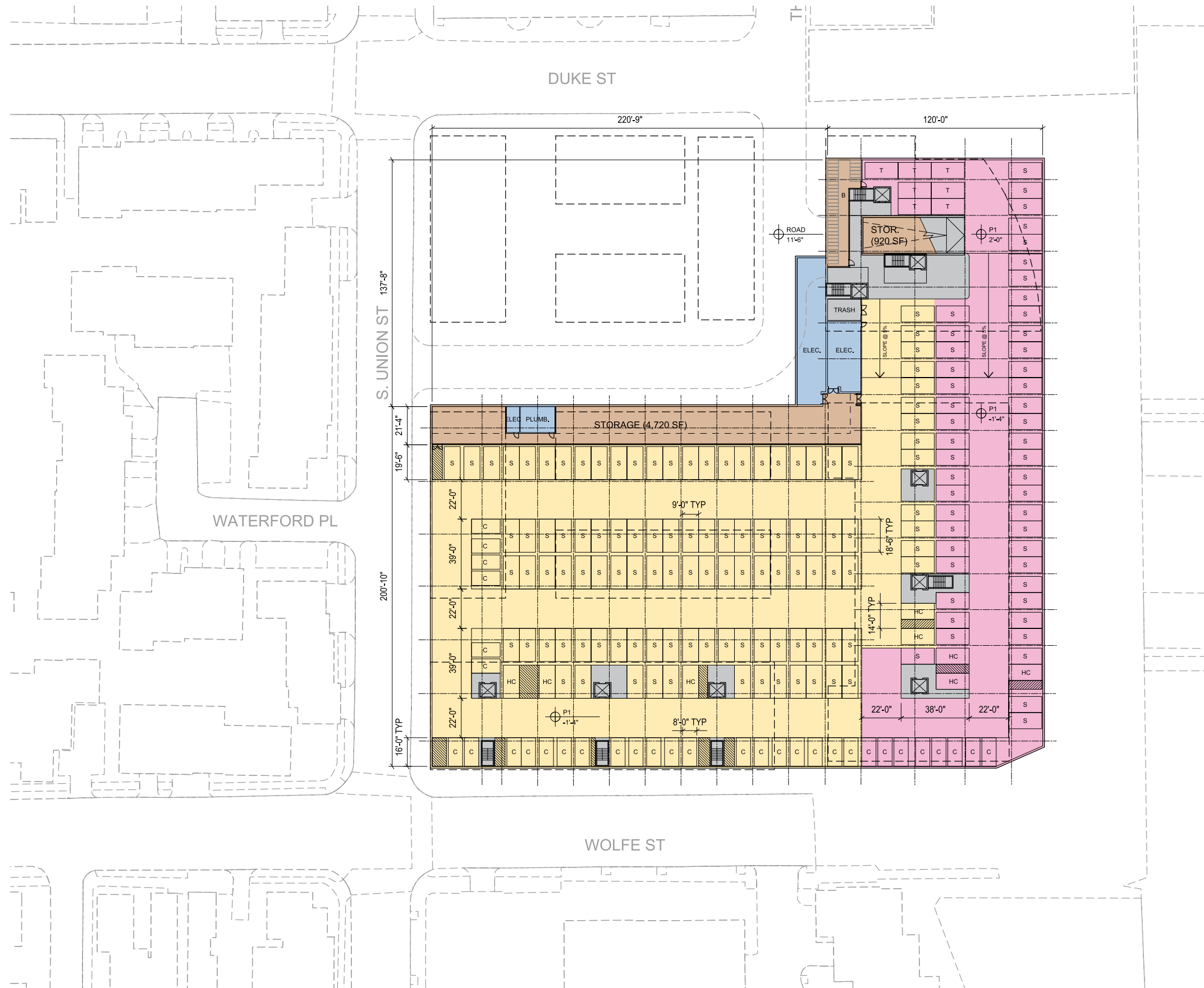


KEY PLAN



THRU-UNIT STUDY BUILDING #3

GARAGE PLAN



LEGEND

- COMMERCIAL PARKING
- RESIDENTIAL PARKING
- CORE
- MEP
- STORAGE
- ACTIVE FRONTAGE
- BUILDING ENTRANCE
- GARAGE/PARKING ACCESS

S = STANDARD SPACE (SELF PARK)
 C = COMPACT SPACE
 HC = HANDICAPPED ACCESSIBLE SPACE
 T = TANDEM

BELOW GRADE

GROSS AREA : 87,563 SF

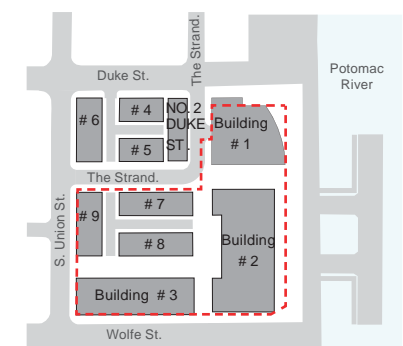
RESIDENTIAL: 138 PARKING SPACES
 108 STANDARD
 25 COMPACT
 5 HANDICAPPED ACCESSIBLE

COMMERCIAL: 67 PARKING SPACES
 49 STANDARD
 8 COMPACT
 3 HANDICAPPED ACCESSIBLE
 7 TANDEM

TOTAL: 205 PARKING SPACES

B = BICYCLE STORAGE:
 TOTAL: 35 SPACES

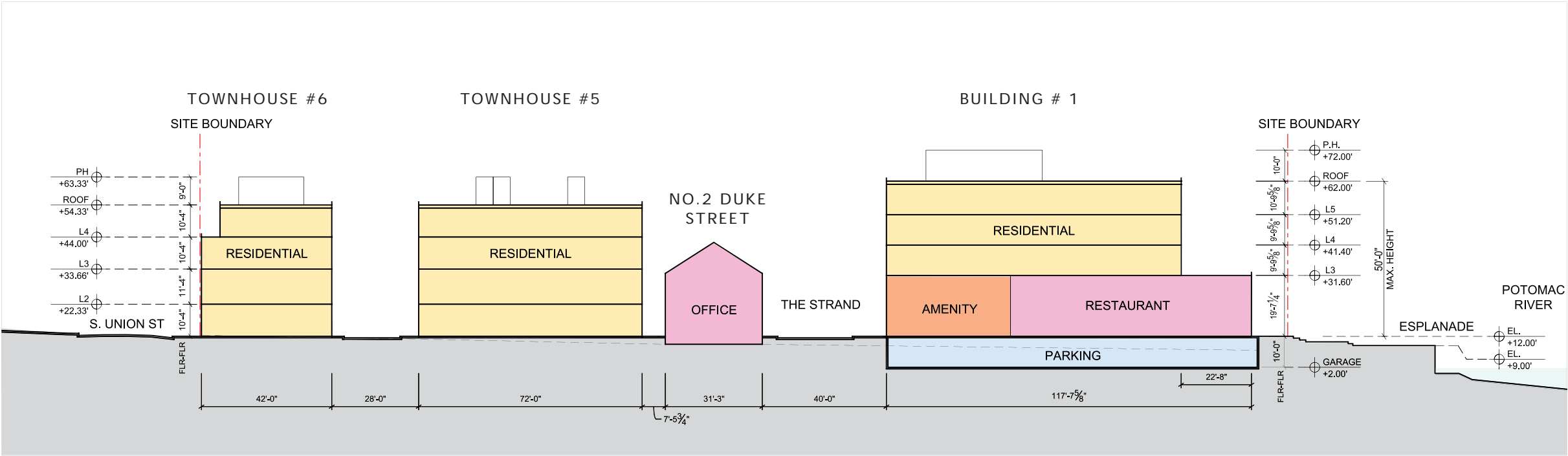
KEY PLAN



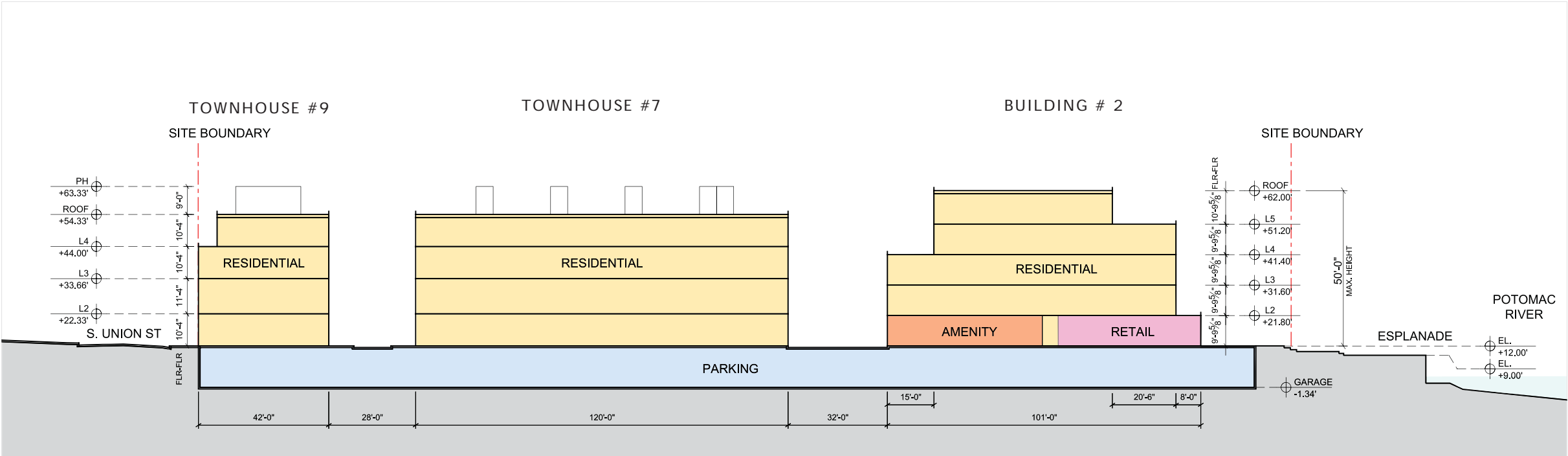
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SECTIONS



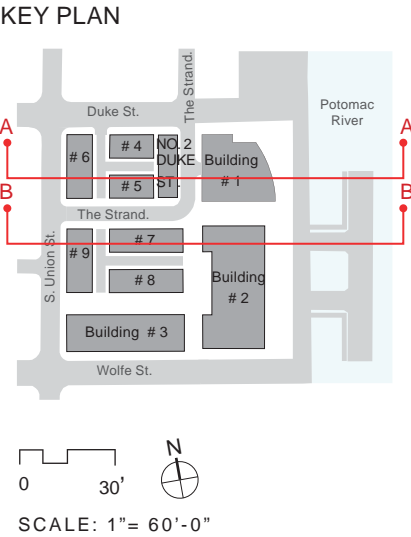
Site Section A-A



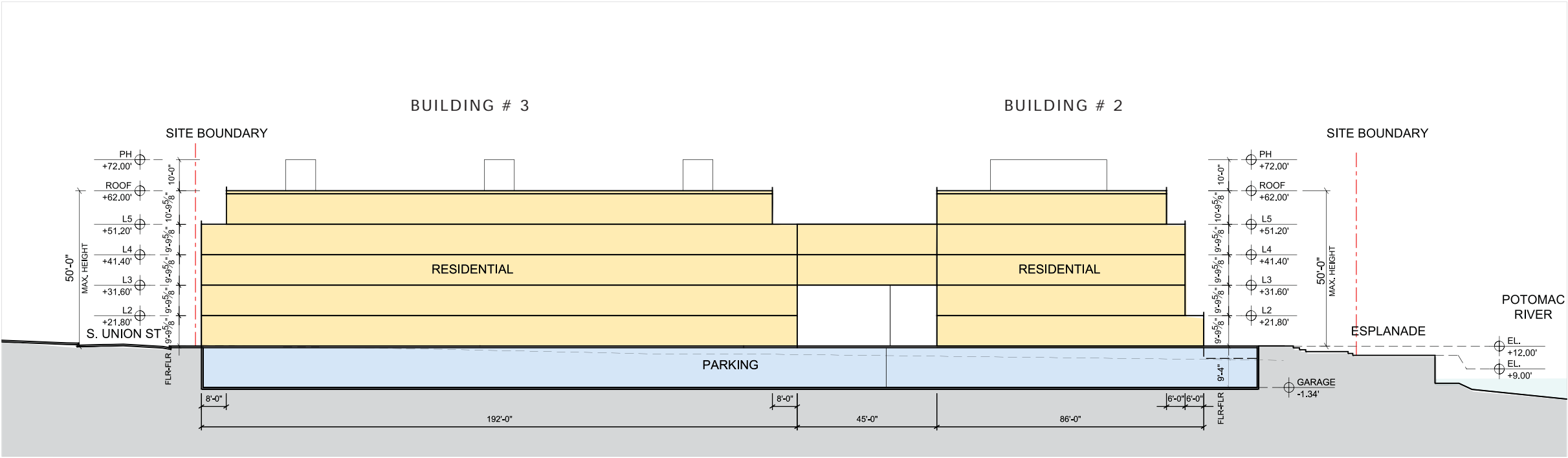
Site Section B-B

LEGEND

- DEVELOPMENT
- RESIDENTIAL
- AMENITY
- COMMERCIAL
- PARKING
- CORE
- ACTIVE FRONTAGE
- BUILDING ENTRANCE
- GARAGE/PARKING ACCESS

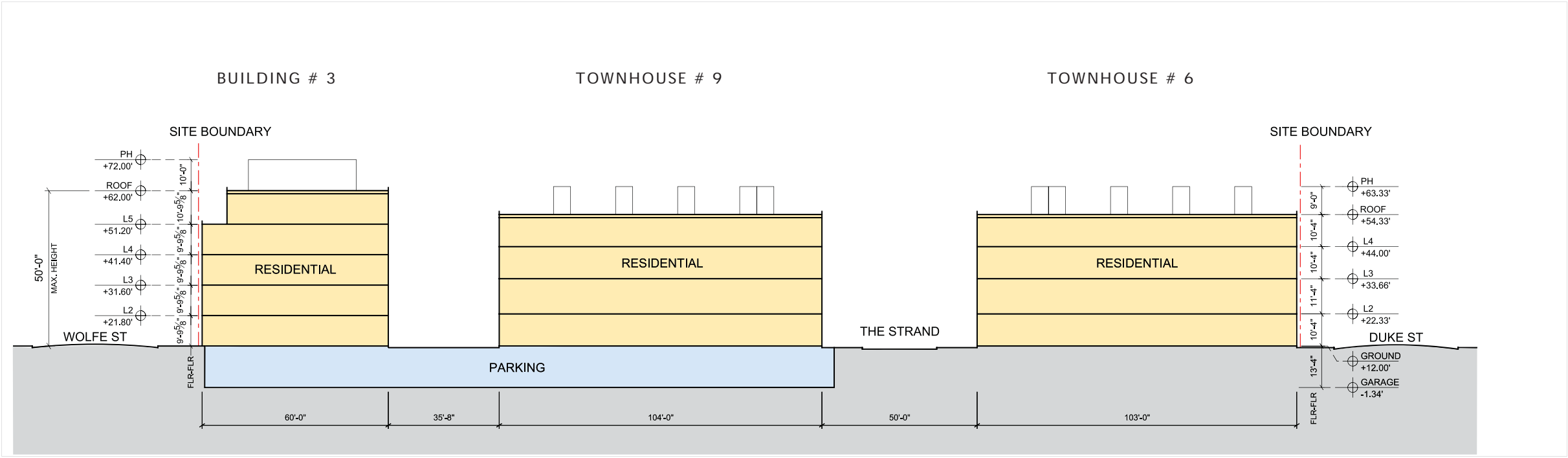


SECTIONS

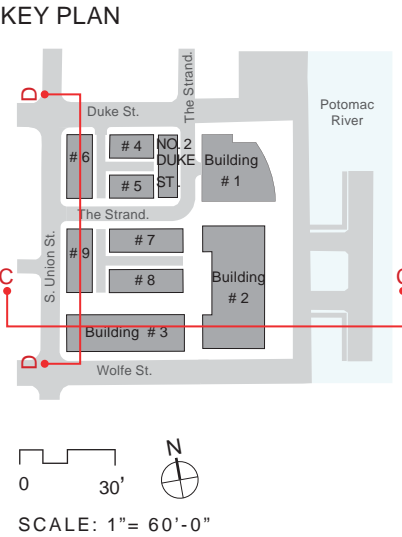


Site Section C-C

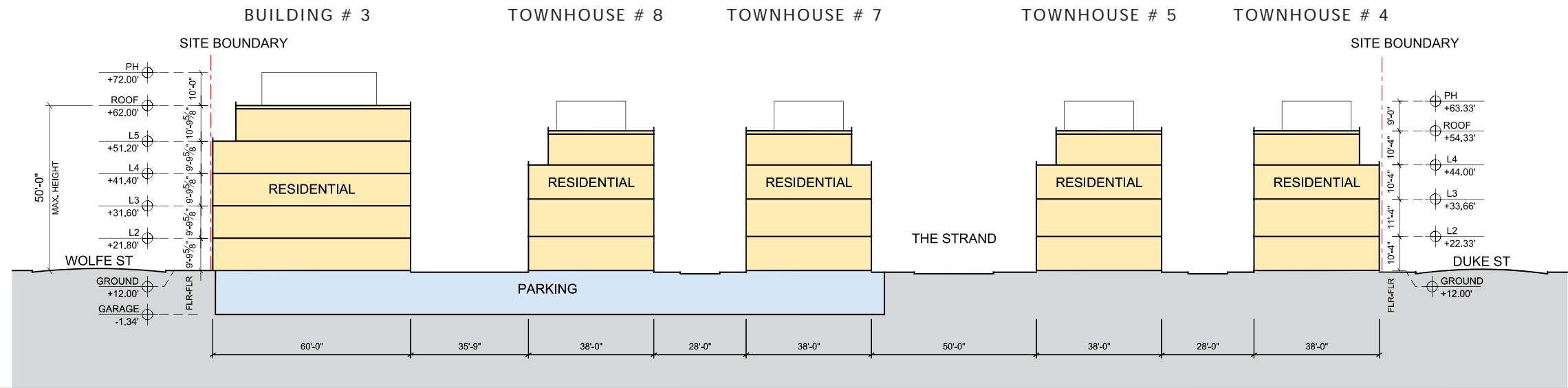
- LEGEND
- DEVELOPMENT
 - RESIDENTIAL
 - AMENITY
 - COMMERCIAL
 - PARKING
 - CORE
 - ACTIVE FRONTAGE
 - BUILDING ENTRANCE
 - GARAGE/PARKING ACCESS



Site Section D-D

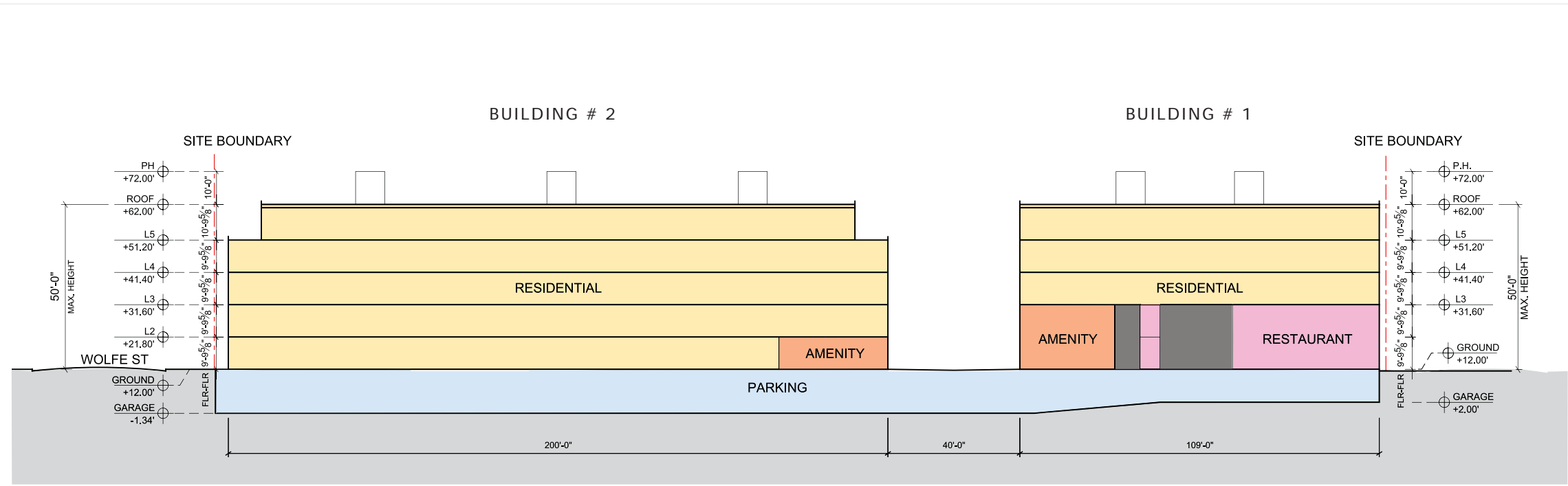


SECTIONS

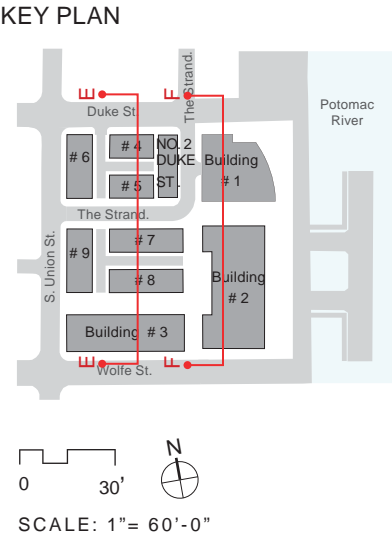


Site Section E-E

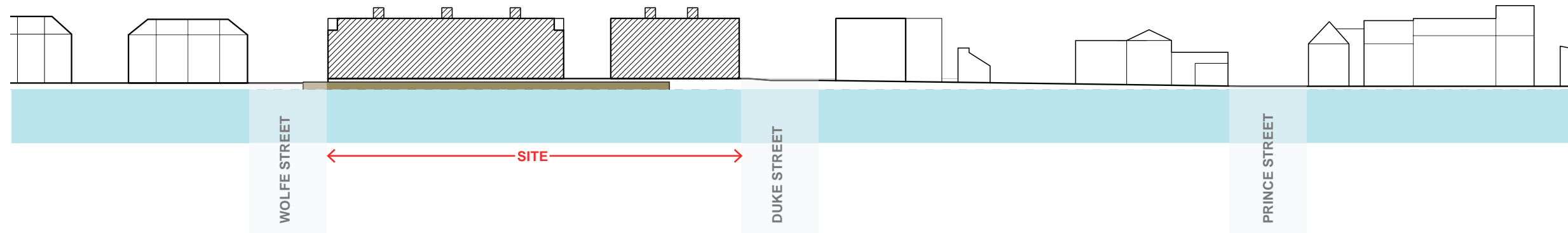
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- DEVELOPMENT
 - RESIDENTIAL
 - AMENITY
 - COMMERCIAL
 - PARKING
 - CORE
 - ACTIVE FRONTAGE
 - BUILDING ENTRANCE
 - GARAGE/PARKING ACCESS



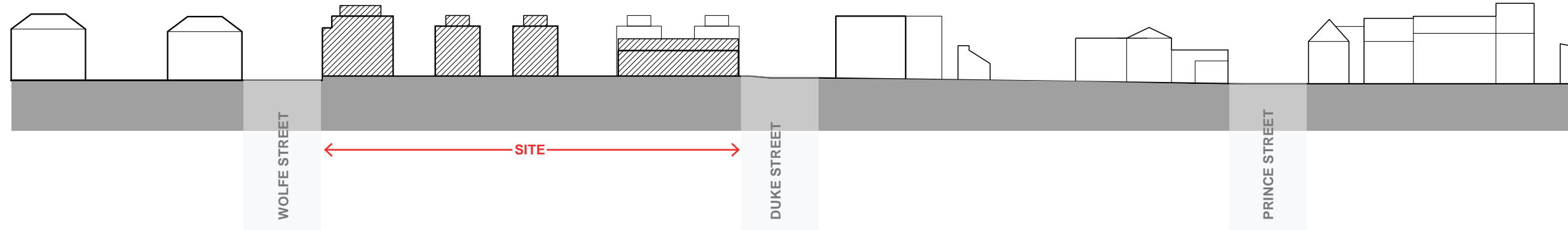
Site Section F-F



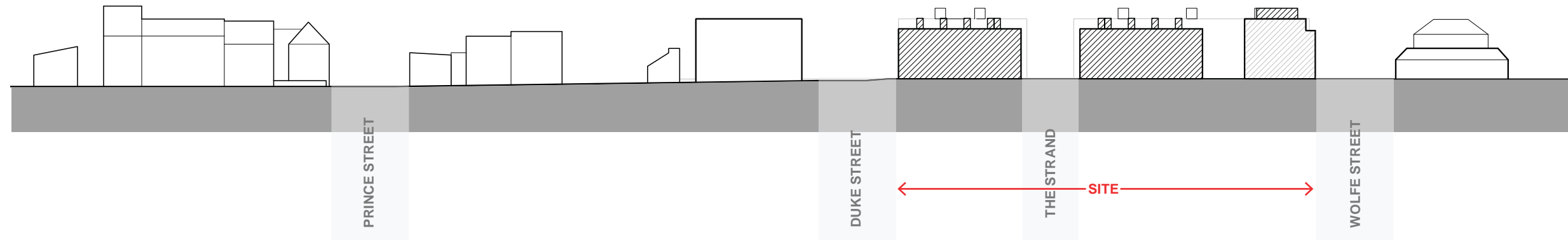
A. VIEW FROM THE WATER LOOKING WEST



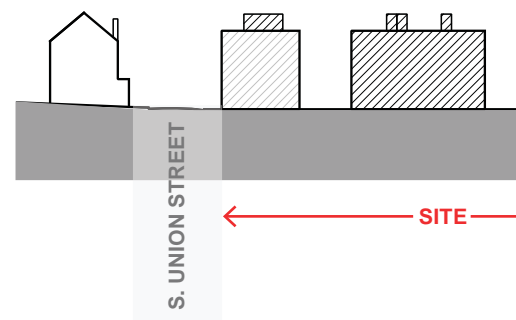
B. VIEW FROM THE STRAND LOOKING WEST



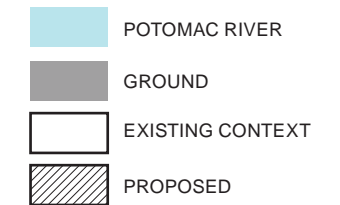
C. VIEW FROM S. UNION STREET LOOKING EAST



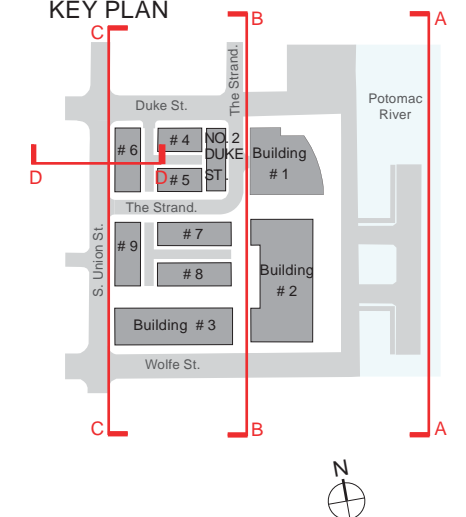
D. SECTION THROUGH S. UNION STREET LOOKING NORTH



LEGEND



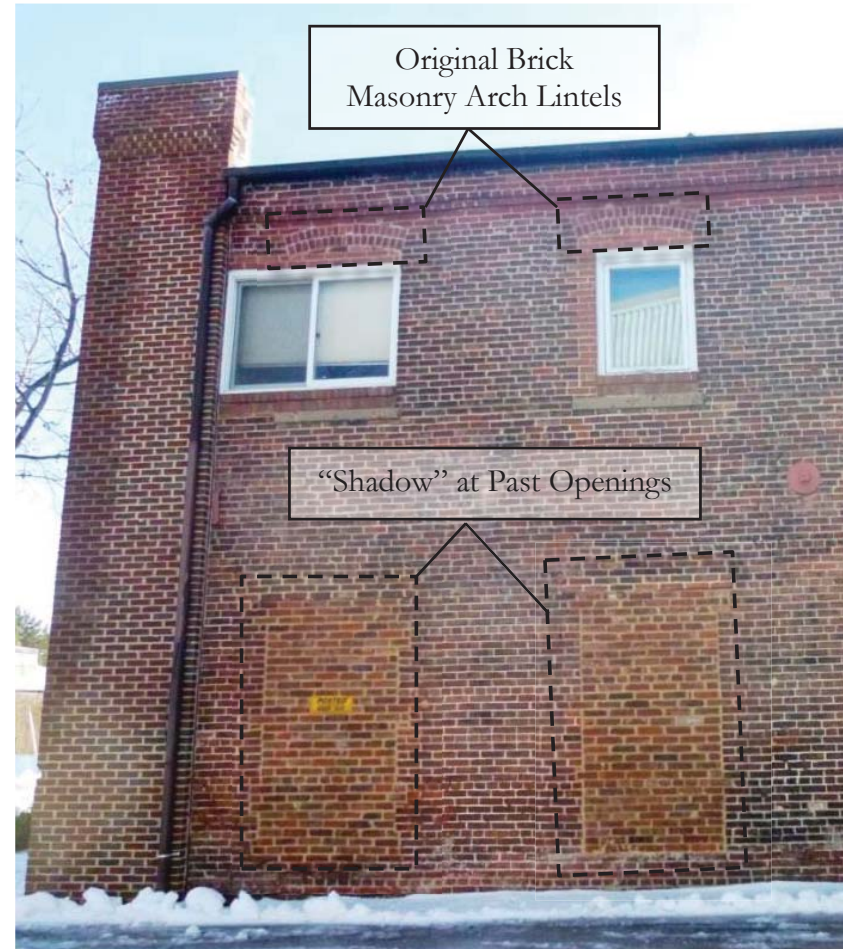
KEY PLAN



NO.2 DUKE STREET PRESERVATION



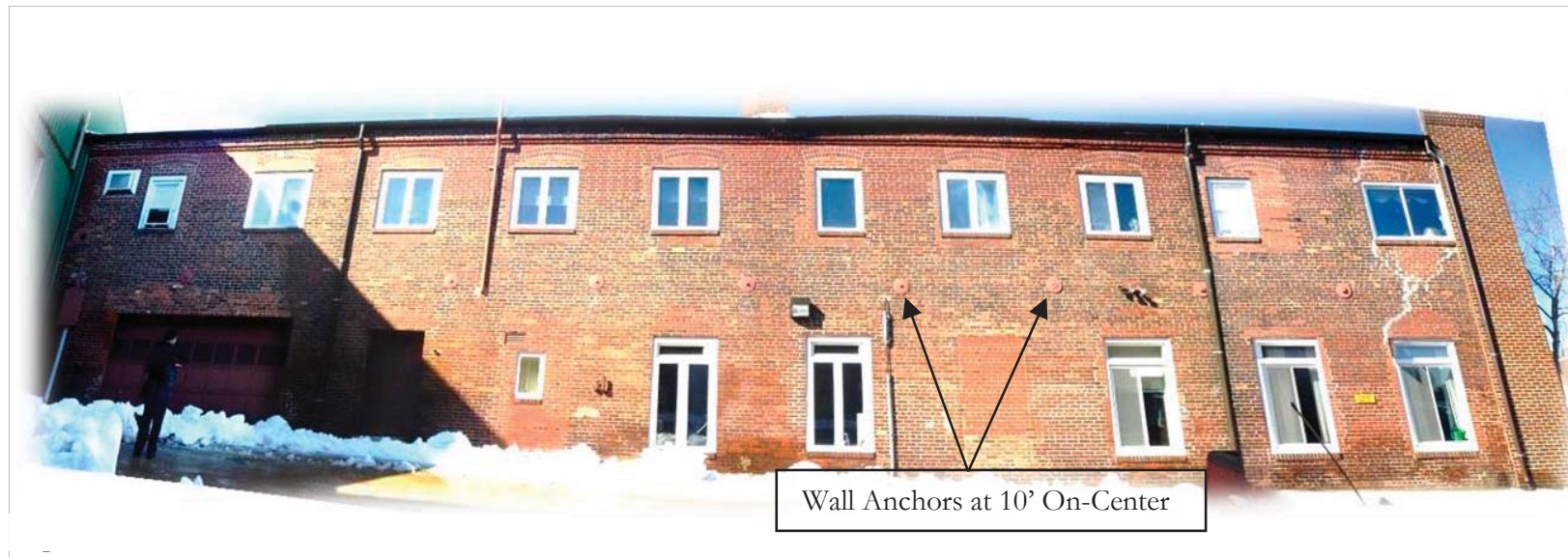
1990's Street Facade



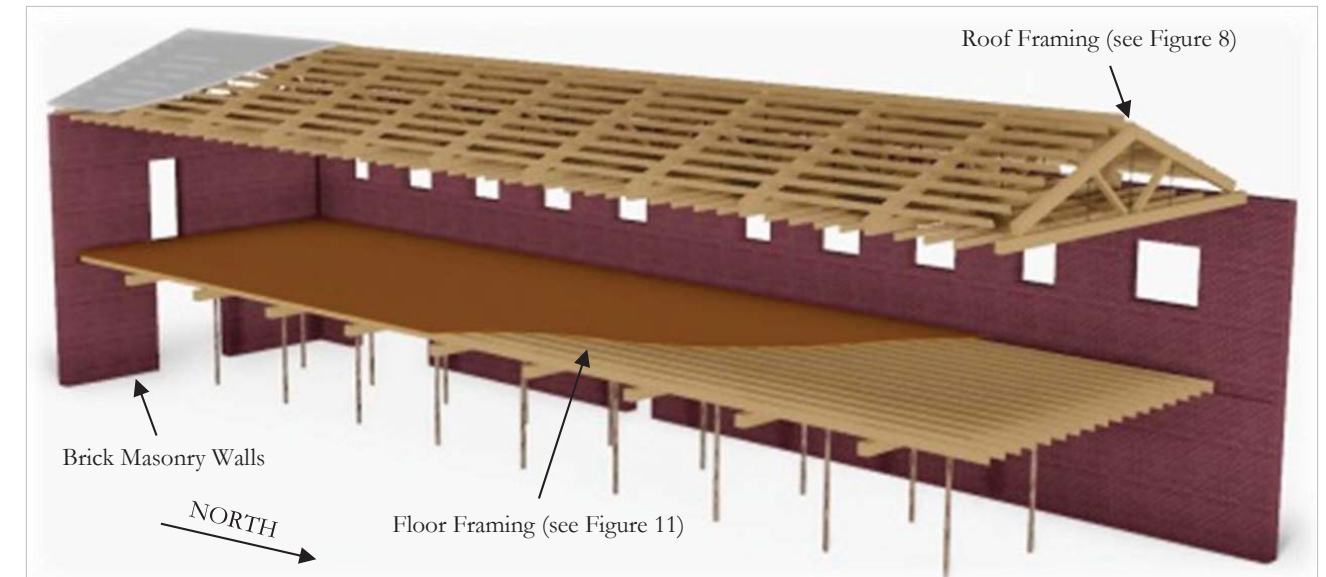
Alterations



Interior Floor Framing



Masonry Bearing Wall Condition



Interior Wood Framing

ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

EXISTING AERIAL PHOTOGRAPH



ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

STREET ELEVATIONS



A. S. UNION STREET - WEST ELEVATION



B. DUKE STREET - NORTH ELEVATION



C. THE STRAND - WEST ELEVATION



D. WOLFE STREET - SOUTH ELEVATION



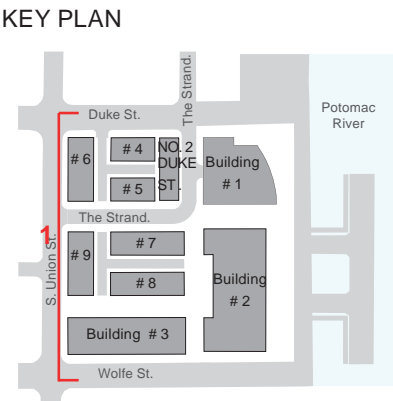
#01 SOUTH UNION ST. ELEVATION



BLACKHEATH IN LONDON
MODULARITY OF ELEMENTS AND PROPORTION OF GLASS TO BRICK



JOHNSON STREET TOWNHOUSES IN PORTLAND
MODULARITY OF FACADE





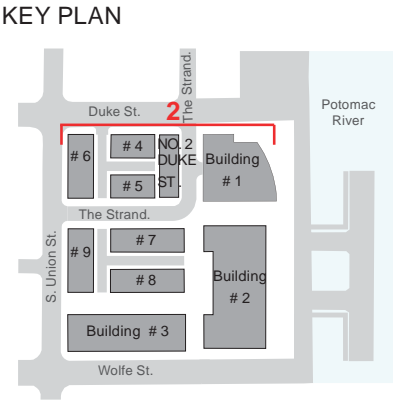
#02 DUKE ST. ELEVATION



NAPIER AT WEST 3 IN LONDON
MODULARITY OF ELEMENTS AND PROPORTION OF GLASS TO BRICK



CLAREMONT STREET IN TORONTO
LAYERING OF MATERIALS





#03 WATERFRONT ELEVATION



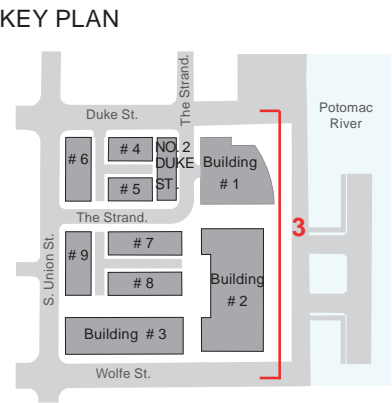
QUEENS QUAY IN TORONTO
GLASSY MODERN FACADE FACING WATER



RESIDENTIAL COMPLEX IN ROTTERDAM
MODULAR MODERN BALCONIES WITH SETBACK



GEORGETOWN INCINERATOR IN WASHINGTON DC
GLASSY WINDOW BAYS OFFSET FROM INDUSTRIAL BRICK

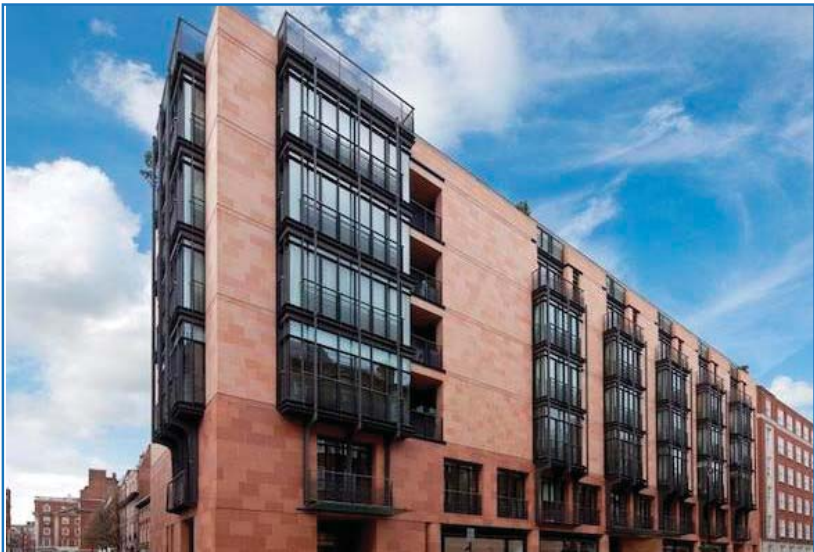




#04 WOLFE ST. ELEVATION



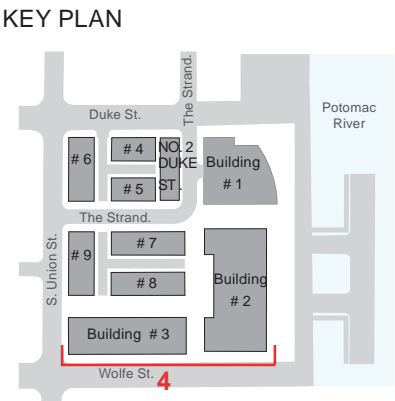
AMBERLEY WATERFRONT IN LONDON
MODULAR TRADITIONAL BALCONIES AND PUNCHED OPENINGS
WITH SETBACK



21 DAVIES STREET IN LONDON
GLASSY WINDOW BAYS OFFSET FROM INDUSTRIAL BRICK



THE UNION WHARF IN BALTIMORE
GLASSY WINDOW BAYS OFFSET FROM INDUSTRIAL BRICK





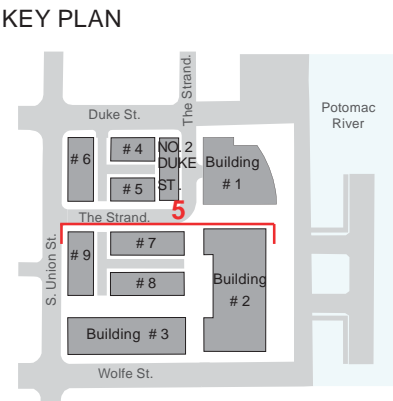
#05 THE STRAND ELEVATION LOOKING SOUTH



BELLES TOWNHOMES AT PRESIDIO IN SAN FRANCISCO
COHESIVE COMPOSITION OF FACADE



RIVERSIDE TOWNHOUSES IN PORTLAND
INTERIOR FACING FACADE TREATMENT

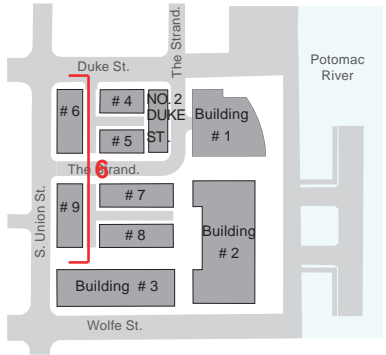




#06 INTERIOR DRIVEWAY ELEVATION



KEY PLAN





WATERFRONT VIEW INITIAL STUDY



WATERFRONT VIEW FURTHER REFINEMENT

STREET VIEWS



INITIAL STUDY

VIEW LOOKING NORTHWEST



INITIAL STUDY

VIEW LOOKING SOUTHWEST



FURTHER REFINEMENT

VIEW LOOKING NORTHWEST



FURTHER REFINEMENT

VIEW LOOKING SOUTHWEST

STREET VIEWS



INITIAL STUDY

VIEW FROM PIER LOOKING NORTHWEST



INITIAL STUDY

VIEW FROM PIER LOOKING SOUTHWEST



FURTHER REFINEMENT

VIEW FROM PIER LOOKING NORTHWEST



FURTHER REFINEMENT

VIEW FROM PIER LOOKING SOUTHWEST

ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

STREET VIEWS



INITIAL STUDY

VIEW FROM WOLFE ST. LOOKING NORTHEAST



INITIAL STUDY

VIEW FROM WOLFE ST. LOOKING NORTHWEST



FURTHER REFINEMENT

VIEW FROM WOLFE ST. LOOKING NORTHEAST



FURTHER REFINEMENT

VIEW FROM WOLFE ST. LOOKING NORTHWEST

ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA

BOARD OF ARCHITECTURAL REVIEW

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 30, 2014

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

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: FIRST CONCEPT REVIEW OF 2 DUKE STREET
(ROBINSON TERMINAL SOUTH) BAR CASE # 2014-0113

Informal work session with public testimony on April 30, 2014:

SPEAKERS:

Karl Moritz, Deputy Director, Planning & Zoning, gave a brief introduction and overview of relevant aspects of the approved Waterfront Small Area Plan.

Bob Youngentob, EYA, introduced the project and the project team.

Edna Johnston, History Matters, LLC, presented a history of the Robinson Terminal South site and how it evolved over time.

Shalom Baranes, project architect, presented the proposed site plan and requested architectural direction from the BAR. He stated that they did not want to create a “project” with obvious boundaries but wanted something more integrated and related to the surrounding area. He noted an intention to take the character, scale, pattern and materials found in the surrounding area across the project site. He also shared precedent images. He noted that while they wanted to capture some of the qualities and spirits of historic warehouses, they did not want to replicate the design.

Rick Parisi, project landscape architect, explained additional elements of the site plan as well as elevation changes relating to the pier, promenade and terracing.

Bert Ely, 200 South Pitt Street, asked how raising the site’s elevation will fit in with The Strand and the approved hotel. He asked how it will be coordinated and how it will transition at Harborside. He also inquired about parking

Timothy Morgan, South Union Street resident, made a comment about the context at the corners, stating that five stories may be too much adjacent to existing residential.

Carl Smith, 200 Duke Street, asked about traffic at the foot of Duke Street and how it will be handled.

BOARD DISCUSSION

Dr. Fitzgerald noted that many of the new warehouses had awkward proportions compared to historic warehouses. He preferred the contemporary row dwellings shown on Sheet 24 of the presentation. He said that overall he was impressed with the concept and liked the openness. He found it disconcerting that the proposal had so much more residential than what the plan envisioned. He cautioned against building “camel” warehouses and suggested that new construction should be modern or contemporary. He had a problem with the hotel mixing historicist and new. He noted that new buildings could be modern yet compatible but thought some of the precedent examples were not successful.

Mr. Neale thought the report and presentation helped to orient the project. Regarding 2 Duke Street, he thought it should definitely be saved but that since it was below the floodplain that it could possibly be moved to the NE section of the site. He did not think it should dictate the site planning so much and noted lots of historic buildings have been moved. He liked the east-west axis on the northern portion and recommended it be replicated on the southern portion, resulting in two allees through the site. He was troubled by the big block of building proposed on the waterfront. He did not recommend reducing the density but wanted the massing changed. He was enamored by the precedent images except for the pages of the large warehouses and noted that the Torpedo Factory was not a good precedent. He thought some of the examples were too massive. He suggested looking at the waterfront in Copenhagen which has five-story, large-scale masonry buildings with random fenestrations rather than a repetitive grid. He recommended restudy of the southeastern building to increase axial transparency. He liked the nine building configuration. He thought the project had lots of potential.

Ms. Roberts expressed concern about the permeability of the site from South Union Street to the water. She recommended breaking down the massing of the southeastern building. She thought that 2 Duke Street should be given more respect. She wanted greater pedestrian access and connection with the water.

Mr. Smeallie stated that the applicant was proposing new buildings, not renovations of historic buildings, so they should look like new buildings. He stated 100% support for Sheet 23 of the presentation which showed industrial loft residential buildings. He liked the Georgetown Incinerator building and thought that direction was appropriate for the bigger waterfront-side buildings but not the townhouses. He also liked contemporary design over modern design. He thought the project was a good, well-thought plan. He commended the history report and thought it nicely framed the dialogue. He agreed that the massing of the southeastern building should be broken down. He thought it was critical to connect the east-west axis on the site and study an additional axis in the southern portion of the block. He said that the density did not need to be reduced just rearranged. He advocated for contemporary architecture on the waterfront side and supported award-winning architecture. He said buildings should not look so bulky. He preferred leaving 2 Duke Street in its present location as it added to the quirkiness found throughout Old Town.

Mr. Carlin was in agreement with many of the comments already made by other BAR members. He said that we have seen the mistakes made in the 70's and 80's and those should not be

replicated. He emphasized the importance of deriving the essence of the overall architectural direction from character defining elements found in the Old & Historic District with appropriate contemporary design elements well integrated. He has always loved the Waterfront Plan model, and was especially attracted to the angled roof forms and variety of secondary roof elements shown which dominated the model and were shown for this site. He recommended pursuing a design which like the historic district, is timeless and enduring.

Mr. von Senden noted that grading was an issue on the site and could affect the massing. The height and massing will be more sensitive on the west side. He said that the project should not be overly repetitive. He thought that there should be more space around 2 Duke Street. He liked the massing of the waterfront views. He thought the terracing on the waterfront side could be very successful. He requested more information on the little 1940s brick building. He thought the air bridge was problematic. He stated that these buildings would be built in 2017 and should be contextual but not replicative. He stated that not every building needed to be at 50 feet. He cautioned against a wall of garage doors and liked the rear entries. He thought the project was off to a successful start.

Chairman Hulfish agreed that it was a good start, better than other project starts.

I. SUMMARY

Concept Review

The material now before the Board is part of a BAR Concept Review Work Session for the mixed-use project proposed at 2 Duke Street for the block bounded by Duke Street, South Union Street, Wolfe Street and the Potomac River, the site of the present warehouse complex locally known as Robinson Terminal South. The Concept Review Policy was originally adopted by the two Boards of Architectural review in May 2000 (attached). Concept Review is an optional, but strongly recommended, informal process conducted as a work session, usually under Other Business at a regular hearing or at a separate work session for unusually large projects, at the beginning of a Development Site Plan (DSP) or Development Special Use Permit (DSUP) application and is conducted prior to a formal BAR application for a Permit to Demolish or Certificate of Appropriateness. The Board's advisory vote at these work sessions is not binding on either the Board or the applicant and may not, therefore, be appealed.

The purpose of this policy is for the BAR to provide the applicant, staff, the Planning Commission and the City Council with comments relating to demolition of an existing building or of the overall appropriateness of the height, scale, mass and general architectural character of proposed new construction. This early step and ongoing BAR conceptual review process is concurrent with the development review process and is intended to minimize future architectural design conflicts between what is shown to the community and City Council during the DSUP approval and then later to the BAR for a Certificate of Appropriateness. If the Board believes that the area proposed for demolition, or that a proposed building's height or mass is not appropriate and would not be supported in the future, the applicant and staff should be advised as soon as possible. Due to this project's location on the waterfront, the Board must also make a finding of compliance with the Potomac River Vicinity Standards.

Site History

The site includes a late-19th-century two-story brick warehouse identified as 2 Duke Street, as well as an aggregation of mid-20th-century metal warehouses, mid-20th-century brick buildings and a concrete pier. This block was the site of the prominent 19th-century, 4½-story Pioneer Mill, a grain mill which later burned, as well as a range of smaller industrial buildings and uses including shipbuilding facilities, storage and a railroad freight depot. The applicant has hired History Matters, LLC for historic research and a preliminary report is attached.

The history presented by the applicant to date illustrates that this waterfront block did not have the same development patterns as other historic waterfront blocks to the north. For example, the 1877 Hopkins map and later Sanborn maps show a significant range in building sizes, from two-story dwellings to the 4½-story Pioneer Mill, oriented in different directions and without clear through-block east-west alleys, common on other waterfront blocks. The early-20th-century Sanborn maps show buildings with large footprints as well as buildings with multiple additions. These commercial buildings were oriented and sited to maximize efficiency and function rather than to continue the residential development patterns found west of Union Street.

The applicant has had a contract on the property since 2013 and has met with Planning & Zoning staff for several months to consider various alternatives and perform due diligence.

Proposal

The purpose of this work session is to introduce the history and context of this site. No building elevations will be presented at this time, though precedent images of existing and historic buildings are shown for Board feedback. Due to the total transformation proposed for the site, the applicant is seeking Board input at this first work session on the appropriate scale, mass and direction for architectural character of individual buildings, as well as the relationship between these buildings. Information regarding uses, parking, grades and the flood plain are provided only for context and will be addressed separately through the development review process.

Existing Structures

The focus of the first concept work session is the proposed new construction, rather than demolition. However, it is obvious that almost no new construction may occur on this site without demolishing some or all of the existing buildings. Based on staff's preliminary research, and the report prepared by History Matters, only the two-story brick building at 2 Duke Street and the one-story brick building at 226 The Strand were constructed prior to the 20th century. Both of these late 19th-century industrial buildings are worthy of additional study.

A site visit to 2 Duke Street confirmed that the building still retains the original heavy timber roof trusses and framing, though the windows and north façade have been extensively modified. Staff strongly recommends that this building be retained and rehabilitated but acknowledges that alterations may be required to raise the building above the 100 year flood plain for adaptive reuse.

The building at 226 The Strand has suffered many unsympathetic alterations and additions and has a number of structural cracks above openings. The building does not retain its original framing and there is evidence of significant brick deterioration from flooding and rising damp, which is likely why stucco was later applied to the exterior. This building will require additional

site investigation and engineering analysis to determine whether all or portions may reasonably be preserved and interpreted or whether demolition may be appropriate.

The remaining buildings on the site appear to be 20th century warehouses with no particular architectural or cultural distinction that would likely not meet any of the criteria in the zoning ordinance for preservation. The only exception may be the small, freestanding brick warehouse at the southeast corner of the site, adjacent to the pier. Staff will tour the interior of this building on May 1, 2014 and report our findings at the next work session. Staff will investigate whether there are other potentially historic structures or components that should be retained and incorporated into the overall design.

Proposed Site Plan

As this is the first stage in the redevelopment process, this work session will focus on highlights of the proposed plan which include an extension of The Strand into the site where it will turn west and connect to South Union Street. There will be nine buildings in total—a collection of six townhouse rows on the northwestern quadrant of the block, two large mixed-use buildings located on the eastern portion of the block, fronting on the Potomac River, and a multifamily building fronting onto Wolfe Street. The waterfront buildings will have some commercial space on the first floor—entirely on the northernmost building and the northern half of the southern building—with condominium residential units above. Amenity spaces are proposed on the west side of these two buildings. The existing concrete pier will be retained and reused, as required by the Waterfront Plan. The proposal envisions a café and activity on the pier.



Figure 1. Applicant's proposed schematic site plan.

The promenade proposed as part of the overall waterfront park plan will continue along the Potomac River side of the block and will be approximately 25 feet in width. To the west of the promenade will be 25 feet of publicly accessible green space with terraces. The foot of Wolfe and Duke streets will be street-end public parks. No specific information on public art has been proposed but the applicant has indicated that it will be incorporated into the overall design though by practice the BAR does not review public or private art.

The portion of the site around 2 Duke Street, the northeastern building and portions of the southeastern multi-family building will feature “active frontage,” as required by the Waterfront Small Area Plan. The proposal includes porosity within the block and multiple pedestrian connections, including a clear site line from South Union Street via the extended The Strand to the pier.

The proposed massing study shows four and five story buildings, with a maximum height of 50 feet. While no architecture has been submitted as part of this initial concept review, the applicant has provided several precedent images that suggest a historically-inspired industrial/loft character for the masonry multifamily buildings, with flat roofs and large window openings set between pilasters or columns. Such a scheme could utilize traditional design details or be more contemporary reinterpretations of historic Alexandria warehouse forms and materials. The townhouses could represent clusters of small waterfront related buildings rather than replicate individual townhouse dwelling units that never existed on this site. The applicant’s images suggest that the waterfront buildings could be more open and contemporary in character. Based on comments from the community during recent cases, it may be appropriate to change the style, materials and architectural character in response to their context from one side of the site to the other and the street faces could be significantly different from the interior of this multiple building development. Staff and the applicant are, therefore, seeking feedback from the Board regarding the scale and architectural character that may be appropriate for various locations on the site.

II. STAFF ANALYSIS AND POTOMAC RIVER VICINITY STANDARDS

General Analysis of Plans and Further Study

The BAR’s *Design Guidelines* only require that new buildings be compatible with nearby buildings of historic merit and do not mandate the use of historic styles for new construction. However, they do state that where new buildings recall historic building styles, that the architectural details used throughout the building be consistent with that same style and that the building should not be a slavish replica of any particular building in the district. Additionally, the *Guidelines* note that “new and untried approaches to common design problems are encouraged and should not be rejected out of hand simply because they appear to be outside the common practices outlined in the guidelines.”

This particular site is important due to its prominence along the Alexandria waterfront and at the southern terminus of the core of the new waterfront park area. The site also presents great opportunities for creative yet appropriate buildings. Besides the 19th-century building at 2 Duke Street and perhaps 226 The Strand, there are no historic buildings immediately adjacent to this site. The approved five-story Carr hotel will be located to the north, circa 1980 townhouses at

Waterford Place are to the west and circa 1990 townhouses at Harborside are to the south. The scale and mass of these adjacent non-historic properties provide the immediate context for an appropriate scale and mass at this site. The Carr hotel will be 50 feet in height and the flat roof portion of the townhouses at Harborside actually reach to 54.93 feet and five stories above adjacent grade in some locations, according to City Surveyor's measurements. While no building elevations are shown, the site silhouettes on Sheet 24 of the applicant's package indicate that the buildings will be four and five stories in height. This overall height appears consistent with the height of adjacent buildings.

The approved Waterfront Small Area Plan envisioned two larger C-shaped buildings with two smaller buildings on this site (See Figure 2 below). The applicant's proposal features a different configuration, resulting in a reduction in the overall massing for the site by proposing nine small buildings. Further, the applicant proposes to have the two largest buildings on the waterfront, allowing for a transition from a smaller scale on the west to a larger scale on the eastern portion of the site (See Figure 1 above). The building silhouettes indicated by the proposed massing drawing generally appear to be acceptable. As the southern end of the core waterfront park area, these buildings will also help define and frame the park and activity areas.

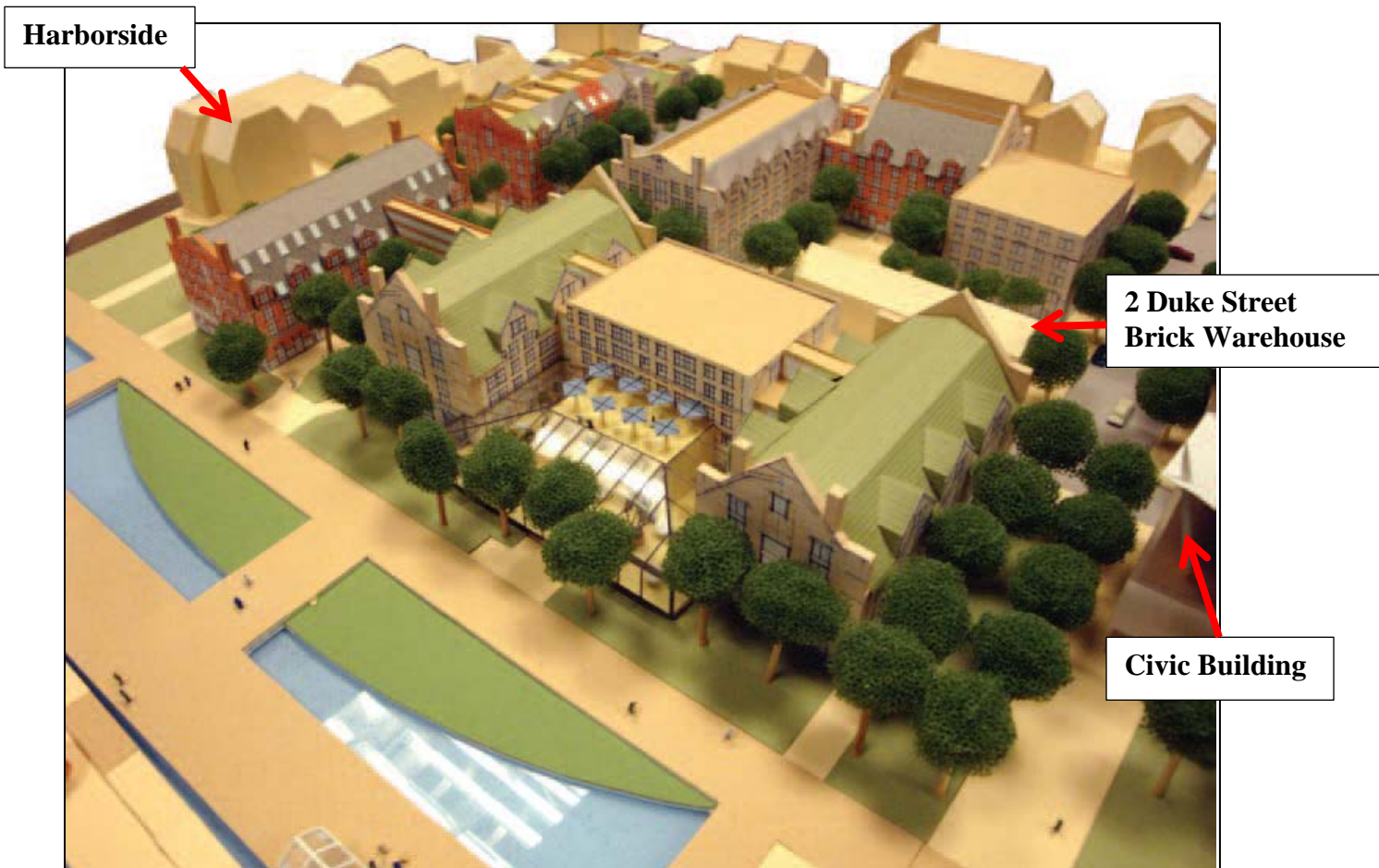


Figure 2. Looking southwest to Robinson Terminal South in the Conceptual Massing Model approved as part of the Waterfront Small Area Plan.

The precedent images feature historic warehouses in Baltimore that have been converted into

industrial lofts—making use of both historic buildings and new construction that recalls historic buildings. Such an architectural vocabulary is consistent with the historic buildings found on the waterfront. As the Board may recall, much time was spent reflecting on warehouses and piers historically found on the Alexandria waterfront as part of the review process for the hotel at 220 South Union Street. During that time, the Board reviewed images of waterfront warehouses that were located in the general vicinity. The applicant’s historian has also uncovered images of the old Pioneer Mill that was located on this site (Figure 3).



Figure 3. Photograph of Pioneer Mills, 1861-1865. The west elevations of the two-story Soldier’s Mess house with the one-story attached kitchen and shed are viewed looking northeast. (Alexandria Library, Special Collections Branch, Vertical File Civil War 396).

A warehouse architectural vocabulary that is pronounced in its fenestration, rhythm and form, is certainly appropriate and a timeless approach in this particular location. The applicant has suggested that the townhouse rows in the northwestern portion of the site might read as a collection of small warehouse buildings. Staff supports such a design direction and notes that these townhouse rows should not read as individual townhouses in a variety of eclectic styles but rather should be thought of as a unified composition of waterfront buildings -- while providing enough variety to avoid a “barracks-style” appearance of identical units. Further, staff discourages any townhouse-style development which features typical alley configurations that are design afterthoughts with no sense of place and feature only asphalt surfaces and mechanical units. Staff has suggested more pedestrian porous and engaging alley environments with the applicant that could feature special paving and pedestrian doors as well as garage doors (Figure 4) not to be confused with the typical mews-style development discouraged by the *Design Guidelines* that is highly privatized and screened from the public realm.



Figure 4. Precedent examples for townhouses with activated public alley treatments, in both historic and contemporary architectural styles.

The applicant has also included precedent images with substantial glazing on a masonry building, such as at the Georgetown Incinerator in Washington, D.C. Although that specific design may not be appropriate in this location, staff encourages the exploration of contemporary elements with a foundation in traditional materials and forms, particularly on the waterfront side of the site. Compatible but contemporary buildings with a great sense of transparency on the waterfront side would allow these to be clearly distinguished from the historic buildings of Old Town and would enhance the gravitas of the authentic architecture of Old Town. However, transitioning from more traditionally-inspired buildings on the western portion of the site to contemporary interpretations of historic waterfront buildings on the eastern side must be smooth and logical.

Staff urges, based on the historic precedent of large industrial buildings on the site as well as an immediate context without historic buildings, that the applicant pursue well-designed buildings

that do not attempt to hide an upper story or artificially attempt to reduce the overall scale. Staff believes that the proposed site plan generally presents an appropriate scale and height. As has been learned from previous projects, the artificial division of a large building into smaller components can be challenging to execute. As the Board and several members of the public identified during previous waterfront architecture discussions, a simple and well-designed building is preferable to an aggregation of decorated boxes.

Due to the high level of activity proposed on the site as a result of the waterfront location and pier, as well as the inclusion of multiple through-block pedestrian connections, each building in the project must be well designed on all sides and considered from multiple perspectives. As the applicant designs the nine buildings proposed for this project, it will be essential in the future to provide detailed elevations of each building, as well as larger contextual views of how the different buildings and components interact with each other and the district as a whole. It will be a fine balance to successfully achieve what has the potential to become one of the most attractive blocks on the Alexandria waterfront.

Additional Standards to Consider for a Certificate of Appropriateness in the Potomac River Vicinity

In addition to the general BAR standards outlined in the Zoning Ordinance, and the Board's *Design Guidelines*, the Board must also find that the Potomac River Vicinity Standards are met. A project located along the waterfront is subject to a higher level of scrutiny and design due to its prominent location.

Staff has included below the additional standards for the Potomac River Vicinity described in the Zoning Ordinance. Staff's comments as to how the Standards are satisfied or need further study are found below. At this point, without any architecture upon which to comment, it is impossible to note whether the additional standards are met and so recommends that the applicant continue to incorporate the standards as the design evolves.

Additional standards—Potomac River Vicinity.

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

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

The proposed site plan shows that the buildings will be sited at the property line and along the proposed extended The Strand, consistent with development patterns found along the waterfront. As the applicant works on the architectural scheme, the 20- to 30-foot bay

width, articulation of wall surfaces and an appropriate fenestration should be considered. The use of a multiple building scheme, more buildings than shown in the Waterfront Small Area Plan, will ensure that there are no large expanses of unbroken or repetitive façades.

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

Only high-quality, appropriate materials will be acceptable for this project.

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

Precedent images indicate that the architectural design, particularly for the buildings fronting on South Union Street, Duke Street and Wolfe Street, will feature traditional fenestration patterns. Some precedent images suggest that modern curtain-wall glazing will be studied for the waterfront elevations.

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

The applicant is proposing to remove the disfavored metal warehouses and has indicated that historic waterfront buildings with an industrial character will be the source of architectural inspiration. While well-detailed buildings will be required by the BAR, they should not be high-style or overly ornamented. Staff will continue to work with the applicant as they consider design alternatives.

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

Alterations to Existing Buildings

The focus of the concept review is the proposed site plan and guidance for the overall design direction, however, it is important to note that at this time, staff supports a comprehensive rehabilitation of the historic building. As the photographs indicate, the historic building at 2 Duke Street has been altered including the addition of a new façade (circa 1989) on the north elevation and changes to the windows. Staff supports a scheme which removes the later north façade addition and rehabilitates the original façade and windows to the greatest extent possible. Due to the site's existing elevation, much of the site will be elevated above the flood plain and staff recognizes that further study will be necessary to determine how best to treat and preserve the historic warehouse, possibly considering the raising of the building to the new overall site elevation.

Although it is anticipated that the applicant will propose to demolish all other buildings on this site beyond 2 Duke Street, staff recommends a more comprehensive survey of the property to determine whether there are any other buildings or building fragments of merit that warrant preservation.

Additional Considerations

As a full-block project on the Alexandria waterfront, this project is subject to many regulations and guidelines. While some of these are beyond the BAR's purview, it is important that the BAR understand the larger review context so that their comments and opinions can best be incorporated, particularly during the conceptual review phase.

In addition to the Zoning Ordinance Standards and Additional Standards-Potomac River Vicinity and the BAR's adopted Design Guidelines, the project must also conform to the Waterfront Small Area Plan and related Zoning Ordinance sections. Specifically, Chapter 6 of the Zoning Ordinance requires the following for buildings located in the Potomac River Vicinity Height District:

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

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

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

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

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

This particular section is important for the BAR to contemplate at this time because if the applicant requests a Special Use Permit for a 50-foot building, the zoning ordinance requires some sort of "transition" above 30 feet. During the review for the hotel proposed at 220 South Union Street, this required transition at 30 feet played an integral role in the design of the project. The BAR should discuss what would be considered appropriate ways in which to treat the 30-foot transition on the street and waterfront heights.

Next Steps

At this time, it is anticipated that the proposal may be reviewed by Planning Commission and City Council in early 2015. Due to the scope and scale of this project, it is anticipated that the applicant will work with the BAR at multiple work sessions prior to the formal DSUP application. Following City Council approval, the applicant would then return to the BAR with a formal application for Permits to Demolish and Certificate of Appropriateness.

At this time, staff recommends general support for the height, scale and mass and overall site layout. Staff recommends that the applicant continue to explore a design direction based on the general architectural vocabularies presented in the precedent images. It is recommended that the applicant continue to meet with BAR staff to study the architectural character, larger planning considerations and context as the design evolves before returning to the BAR for another work session.

IV. STAFF RECOMMENDATION

Staff recommends:

1. That the Board support the preservation and rehabilitation of 2 Duke Street and support the proposed demolition of the 20th century metal warehouses, with further study required for 226 The Strand and the small brick warehouse at the southeast corner of the site;
2. That the Board find the overall site layout to be appropriate; and
3. That the applicant continue to work with BAR staff to refine the site plan and explore architectural characters that are appropriate for the various buildings.

ATTACHMENTS

- 1 – Supporting Materials*
- 2 – Draft Historical Overview Report*
- 3 – BAR Conceptual Review Policy, 5/3/00*

ROBINSON TERMINAL SOUTH

Alexandria, VA

BAR Work Session No. 1 Submission

April 23, 2014



ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

1

- **Developer:** EYA
- **Equity Partner:** JBG
- **Architect:** Shalom Baranes Associates
- **Landscape Architect:** M. Paul Freidberg Partners
- **Land Use Counsel:** McGuireWoods
- **Civil Engineer:** Bohler
- **Marine Engineer:** Moffat & Nichol
- **Traffic & Parking:** Wells and Associates
- **Acoustical Engineer:** Polysonics
- **Archeological:** Wetlands Studies & Solutions
- **Historian:** History Matters

Robinson Terminal South Timeline

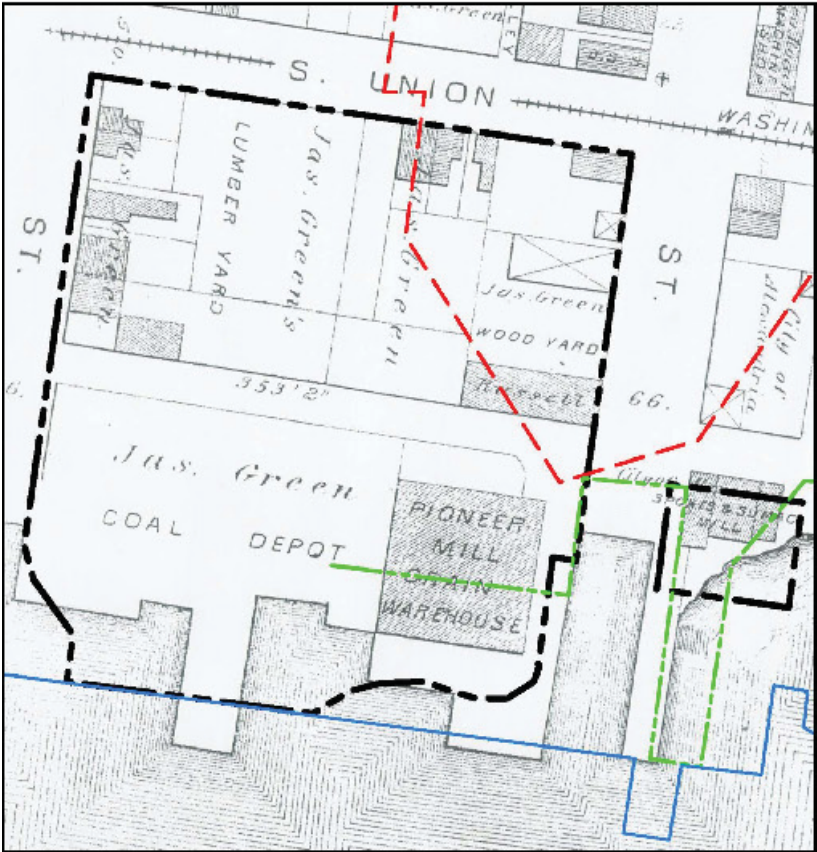
| | |
|---|-------------------|
| Waterfront Commission & Community Outreach* | Begin Spring 2014 |
| Board of Architectural Review* | Begin April 2014 |
| File DSUP Application | Fall 2014 |
| Planning Commission Hearing | Winter 2015 |
| City Council Hearing | Winter 2015 |
| Demolition/Archeology/Flood Plain Process | Begin Spring 2015 |
| Construction | Begin Spring 2016 |
| First Occupancy | Summer 2017 |

*Ongoing process

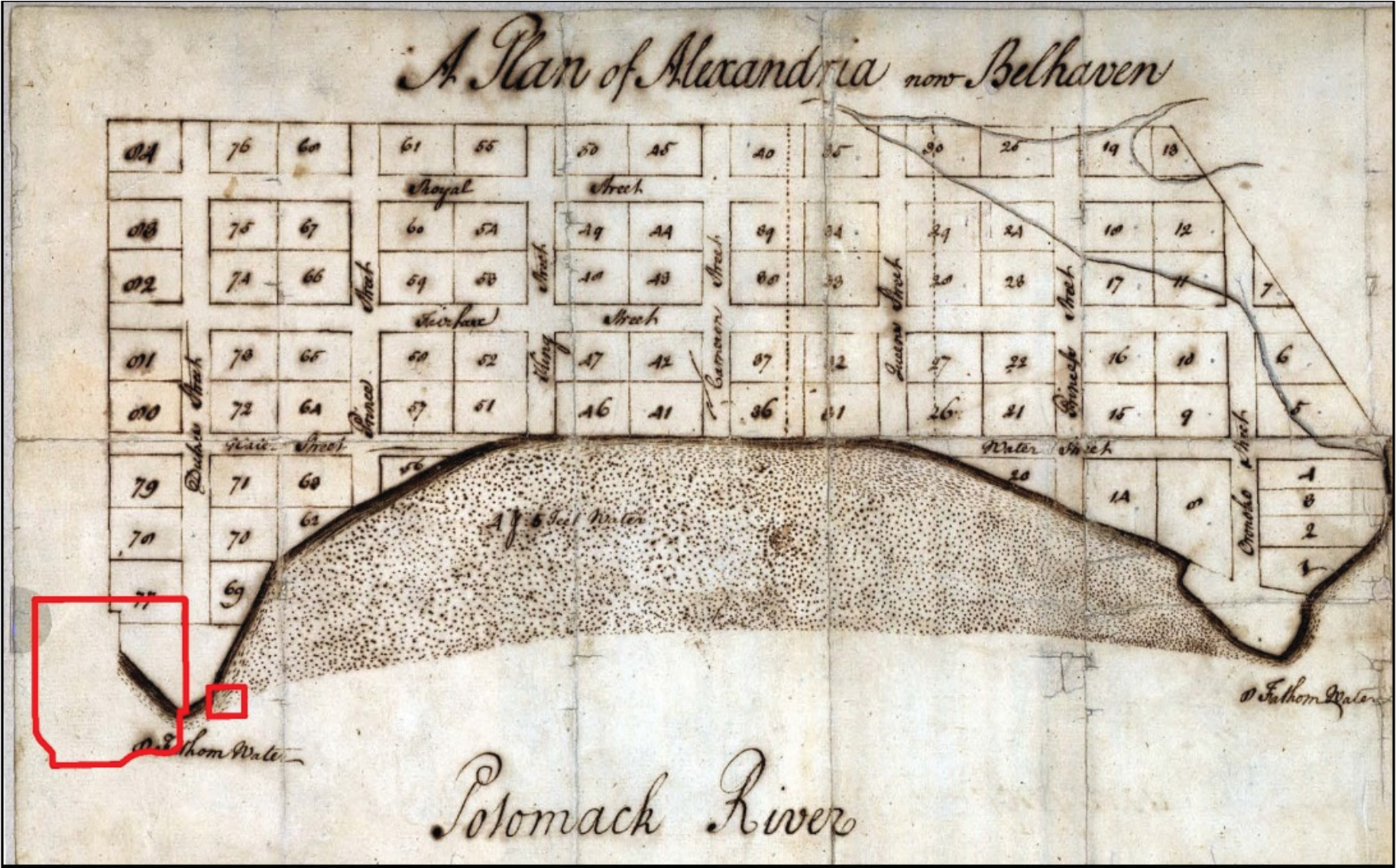
- Form
- Style
- Bay Width
- Height
- Building Width
- **Siting**
- Parking
- Fenestration
- Roof Form and Materials
- **Building Spacing**
- Architectural Detailing
- Materials
- **Building Orientation**
- Color

| Process Step | Purpose | Timing |
|--|--|---------------------|
| Preliminary Submission and Work Session #1 | Site history, overall planning concepts and design direction | April 2014 |
| Stage 2 Concept Submission and Work Session #2 | Height, scale, mass, architectural language | June/July 2014 |
| Refinements and Work Session #3 | Height, scale, mass, architectural language | Aug/Sep 2014 |
| DSUP Submission and BAR Hearing #1 | BAR advisory vote prior to PC and City Council votes | Dec 2014 / Jan 2015 |
| BAR Hearing #2 (if nec) | BAR advisory vote prior to PC and City Council votes | Jan/Feb 2015 |
| Certificate of Appropriateness Process | Final BAR approval | Spring-Summer 2015 |

Robinson Terminal South Site
Alexandria Shoreline
1749-2014



1877 Hopkins Map



Plan of Alexandria, 1749

Point Lumley
1749 Shoreline

Robinson Terminal
South site
1845 Shoreline

Robinson Terminal
South site
2014 Shoreline



Alexandria Waterfront Birds' Eye View, 1863

Alexandria Waterfront: 1860s



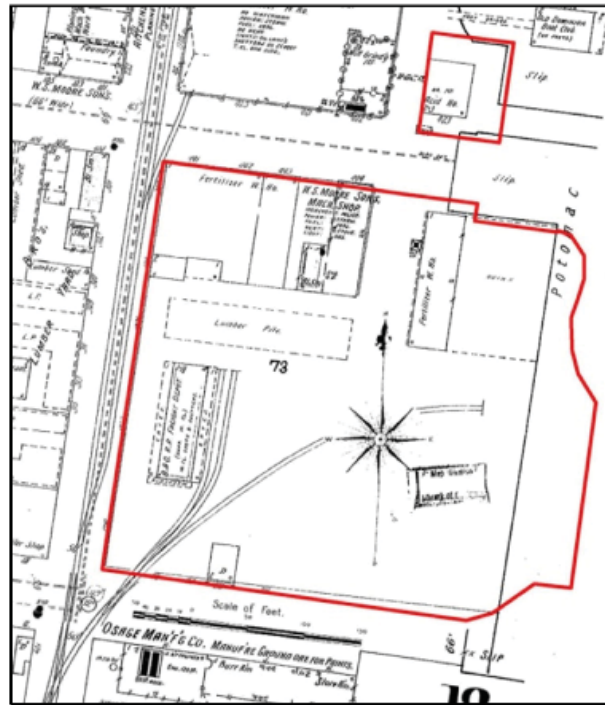
Looking north from Pioneer Mill, 1865

Robinson Terminal South Site: 1860s

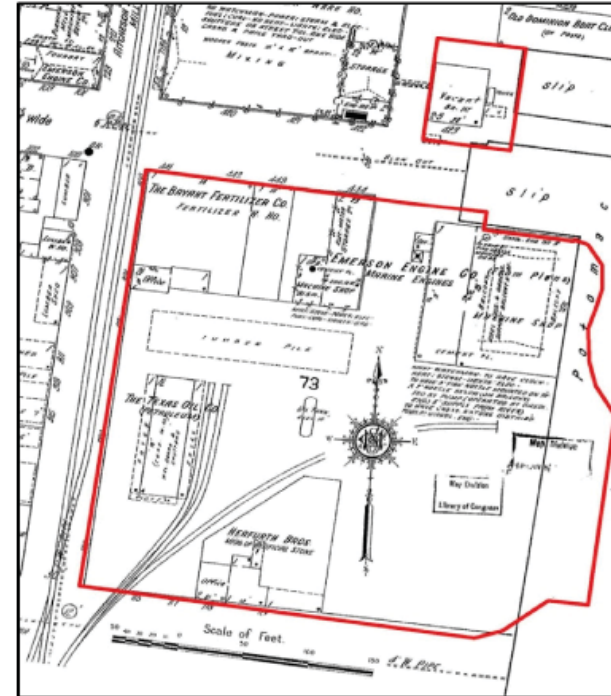


Soldier's Mess Hall (left) and Pioneer Mill (right), US Civil War Era (1861-1865)

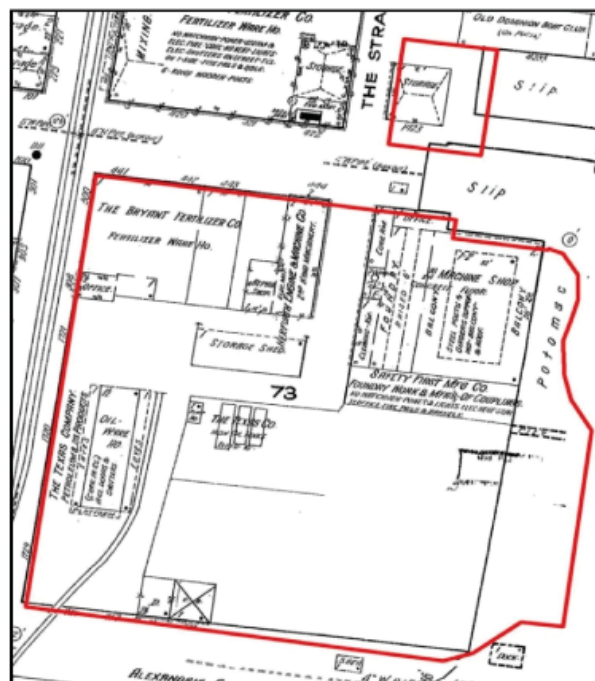
Robinson Terminal South Site: 1902-2014 Warehousing and Light Industry



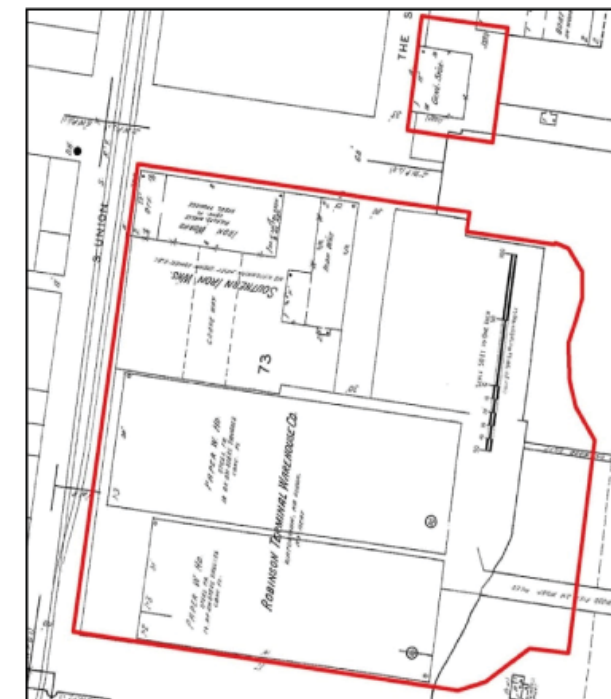
1902 Sanborn



1912 Sanborn



1921 Sanborn



1941 Sanborn



2 Duke Street, 2014

Robinson Terminal South Warehouses, 2014





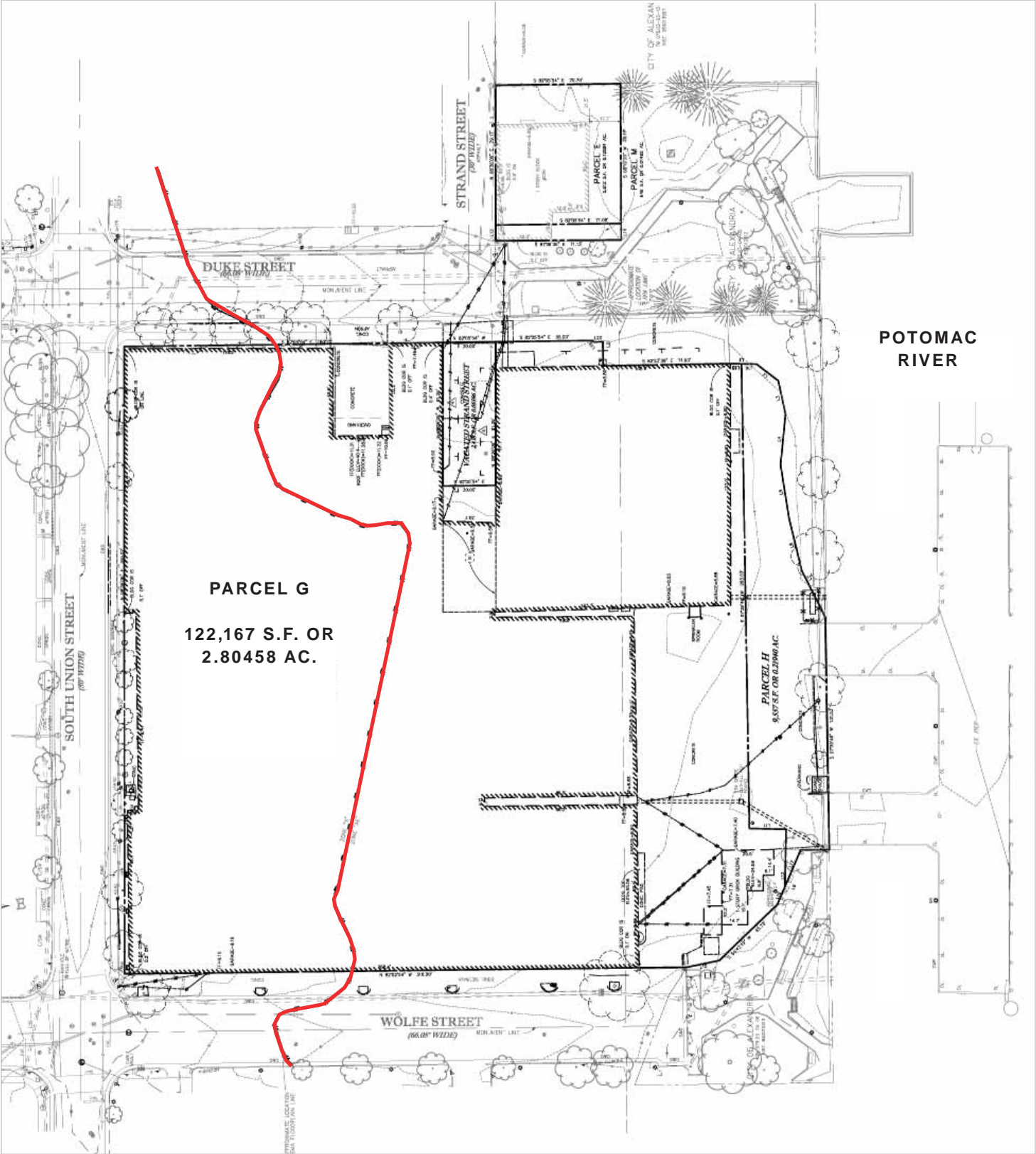
LAND AREA



| | Waterfront Plan | Actual/Proposed |
|--------------------|-----------------|-----------------|
| Site Area (acres) | 3.85 | 3.08 |
| Development (sqft) | 380,529 | 280,000 ± |
| FAR | 2.32 | 2.1 ± |
| Units | 115 | 92 |


- * Parcels being acquired by EYA
- * Parcels already transferred to City
- * Riparian rights acquired by EYA

EXISTING SITE PLAN AND FLOODPLAIN BOUNDARY



LEGEND

— FLOODPLAIN BOUNDARY





S. UNION STREET - WEST ELEVATION



S. UNION STREET - LOOKING WEST



S. UNION STREET - LOOKING WEST (CONTINUED)

S. UNION STREET - EAST ELEVATION



S. UNION STREET - LOOKING EAST



S. UNION STREET - LOOKING EAST (CONTINUED)

KEY PLAN



NOTE: THESE IMAGES TO PROVIDE CONTEXT AND SHOW RELATIONSHIPS OF BUILDINGS AS WELL AS OVERALL ARCHITECTURAL CHARACTER ALONG STREETSCAPE RATHER THAN EXACT BUILDING HEIGHT.

WOLFE STREET - SOUTH ELEVATION



WOLFE STREET - LOOKING SOUTH



WOLFE STREET - LOOKING SOUTH (CONTINUED)

WOLFE STREET - NORTH ELEVATION



WOLFE STREET - LOOKING NORTH



WOLFE STREET - LOOKING NORTH (CONTINUED)

KEY PLAN



ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

NOTE: THESE IMAGES TO PROVIDE CONTEXT AND SHOW RELATIONSHIPS OF BUILDINGS AS WELL AS OVERALL ARCHITECTURAL CHARACTER ALONG STREETScape RATHER THAN EXACT BUILDING HEIGHT.

DUKE STREET - NORTH ELEVATION



DUKE STREET - LOOKING NORTH

DUKE STREET - SOUTH ELEVATION



DUKE STREET - LOOKING SOUTH

KEY PLAN



NOTE: THESE IMAGES TO PROVIDE CONTEXT AND SHOW RELATIONSHIPS OF BUILDINGS AS WELL AS OVERALL ARCHITECTURAL CHARACTER ALONG STREETScape RATHER THAN EXACT BUILDING HEIGHT.

THE STRAND - WEST ELEVATION



THE STRAND - LOOKING WEST

THE STRAND - EAST ELEVATION



THE STRAND - LOOKING EAST

KEY PLAN



ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

NOTE: THESE IMAGES TO PROVIDE CONTEXT AND SHOW RELATIONSHIPS OF BUILDINGS AS WELL AS OVERALL ARCHITECTURAL CHARACTER ALONG STREETScape RATHER THAN EXACT BUILDING HEIGHT.

GROUND LEVEL PHOTOS



1. WOLFE STREET LOOKING EAST



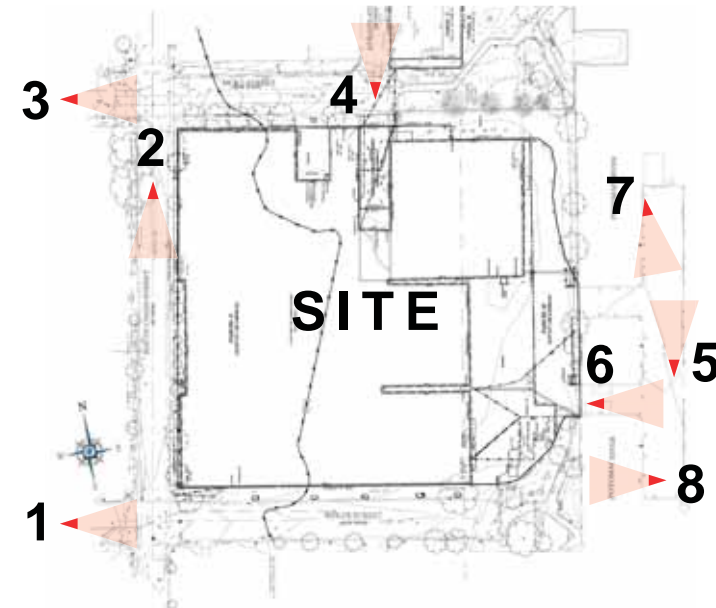
2. S. UNION STREET LOOKING SOUTH



3. DUKE STREET LOOKING EAST



4. THE STRAND LOOKING NORTH



5. VIEW FROM PIER LOOKING NORTH



6. VIEW FROM PIER LOOKING EAST



7. VIEW FROM PIER LOOKING SOUTH



8. VIEW FROM PIER LOOKING WEST AT WOLFE STREET

ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

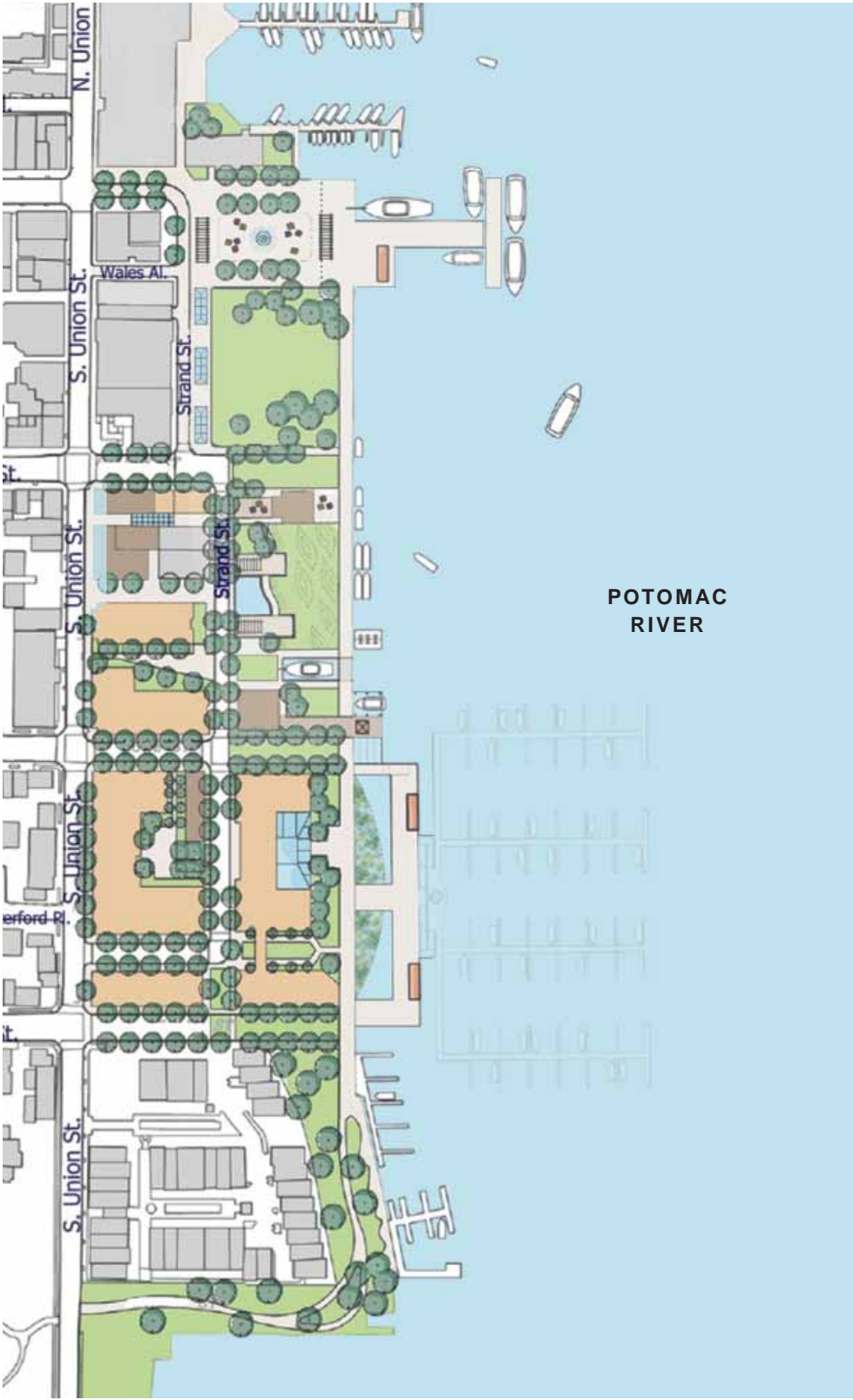
PUBLIC PRIORITIES IDENTIFIED IN PLAN

- Provide Active Public Uses along the Waterfront
- Raise Site Elevation / Floodplain
- Extend Strand South and West to Union Street
- Improve Pier
- Redevelop 2 Duke Street
- Cash Contribution to Fund the Waterfront Plan
- Modern Design Inspired by Historic Precedents

CONCEPT PLAN CONSIDERATIONS

- Overall Density
- Types of Uses and Locations of Uses
- 50' Height Limit
- North/South Location of the Strand
- Preservation of 2 Duke Street
- Locations of Promenade
- Raise the Site and Remap the Floodplain

WATERFRONT SMALL AREA PLAN



OLIN PLAN

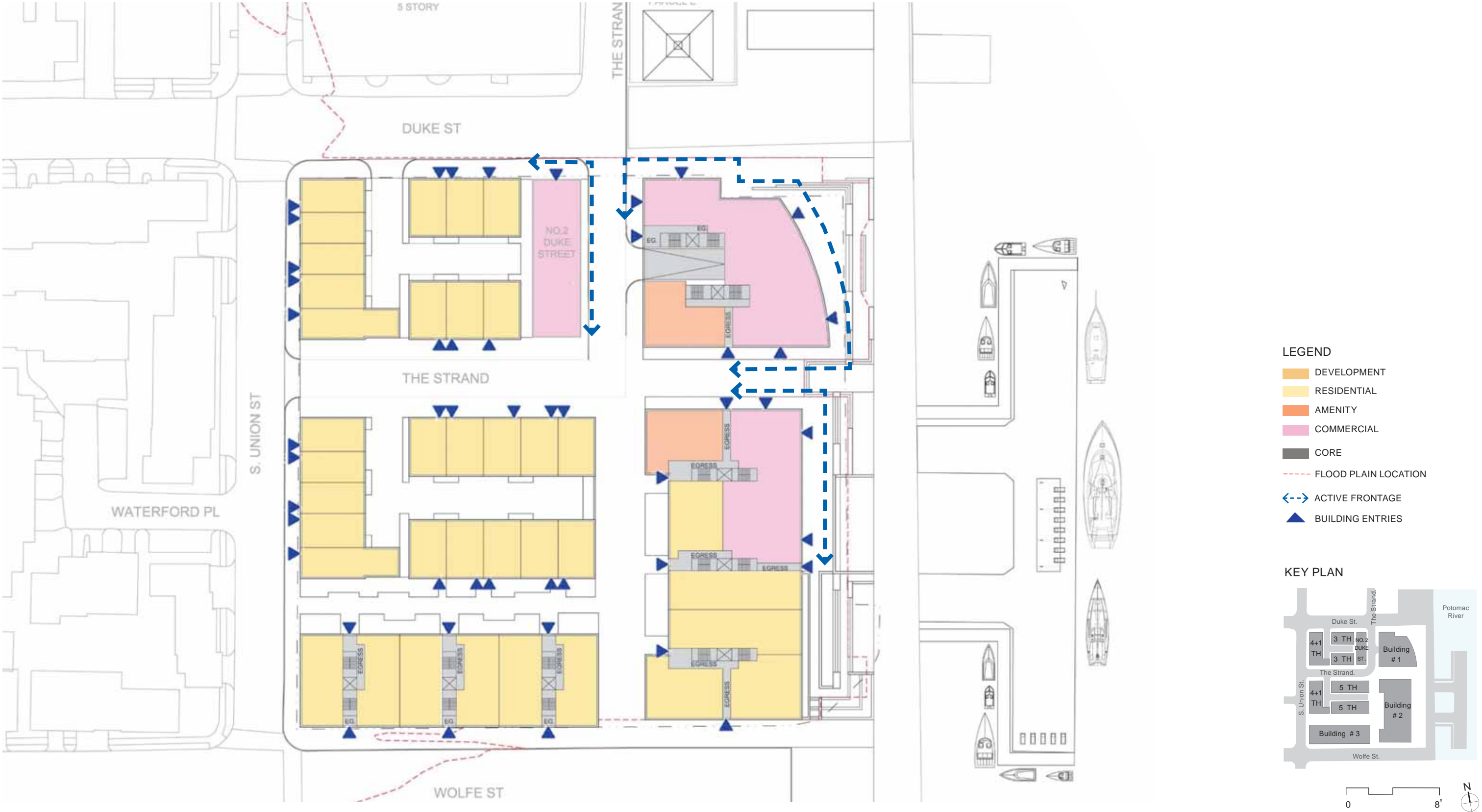


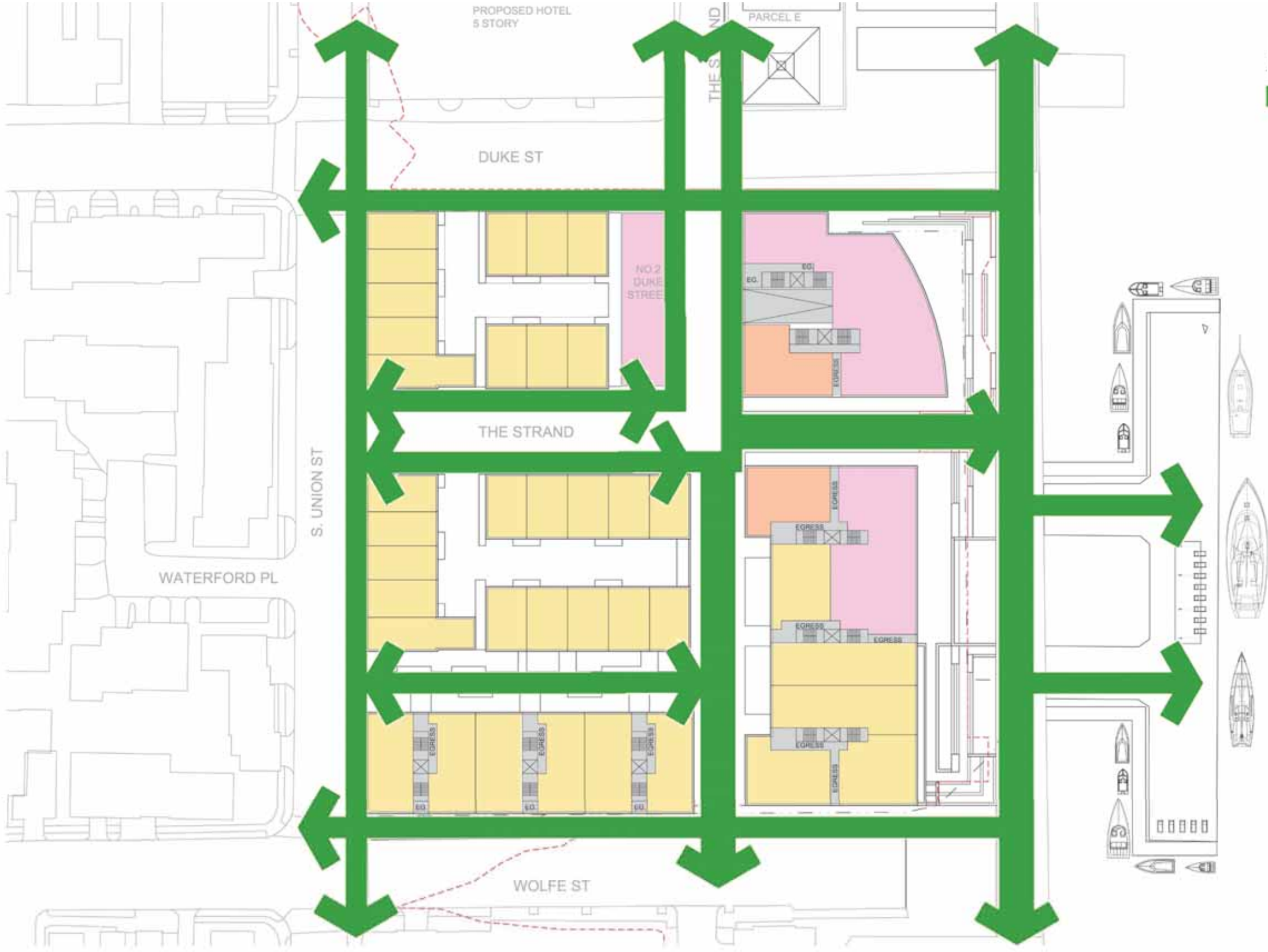
WATERFRONT SMALL AREA PLAN

EYA PROPOSED PLAN



CONCEPT PLAN GROUND USES AND BUILDING ENTRIES





LEGEND

 Pedestrian Circulation

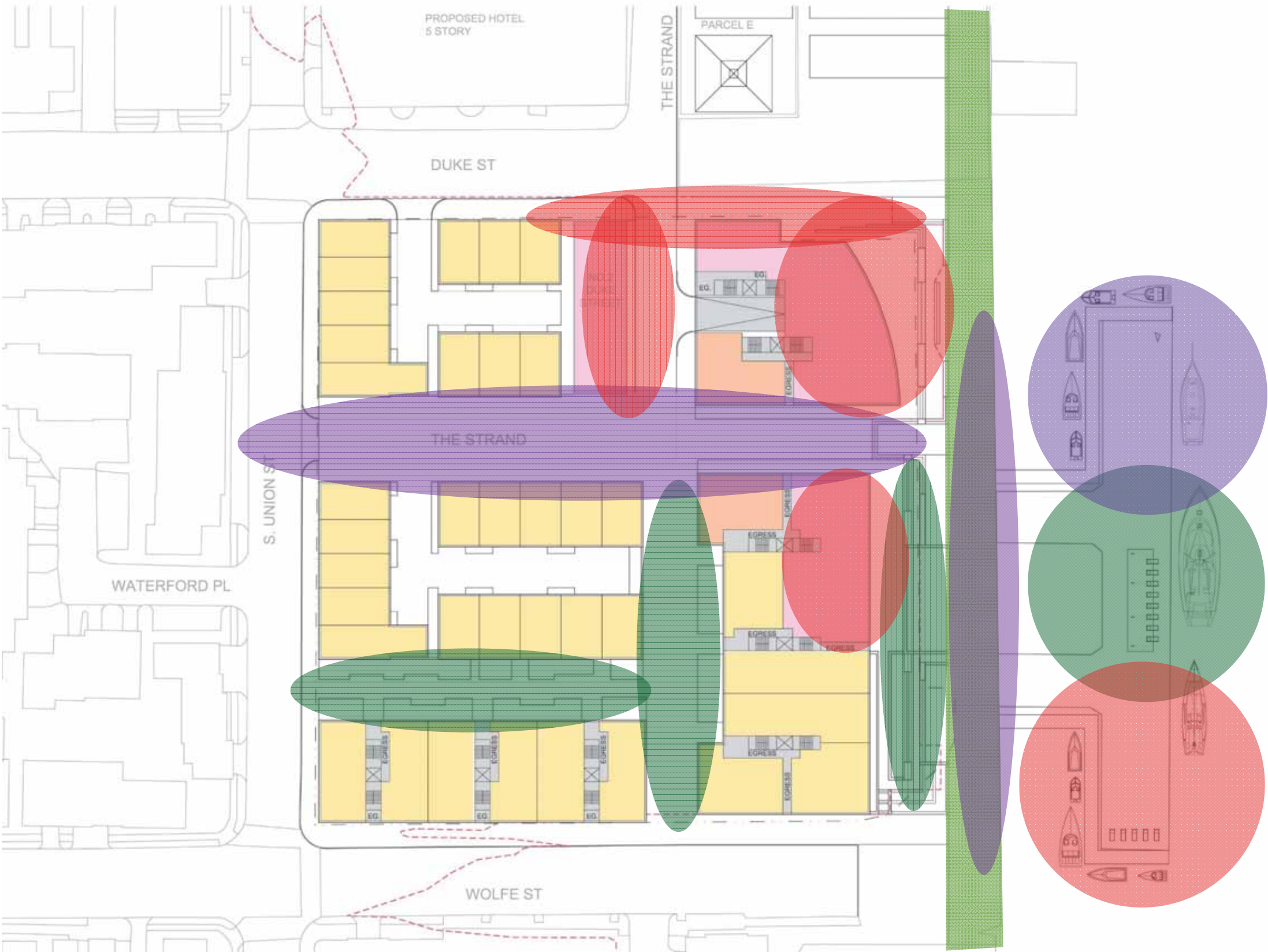
Connectivity

- Fluid Pedestrian Connection to town, through the Strand the Promenade and Pier
- Pedestrianized Streets as Programmable Open Space

DIVERSITY OF PUBLIC OPEN SPACE

LEGEND

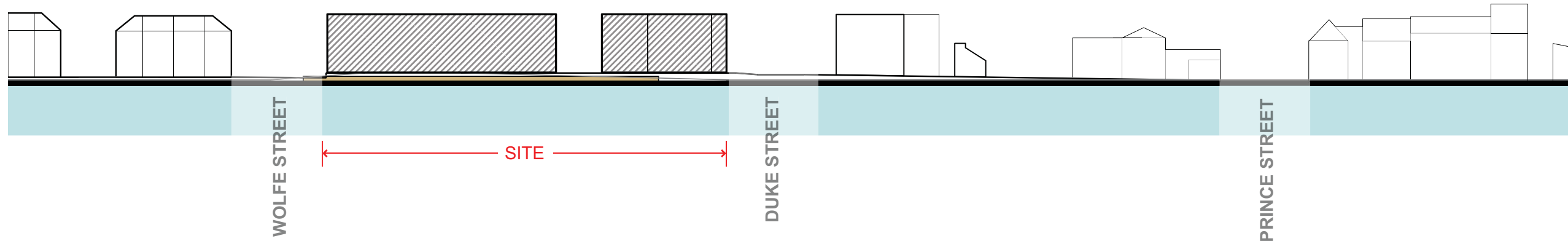
- Promenade/Linear Open Space
- Passive Open Space
- Active Open/Commercial Space
- Programmable Open Space



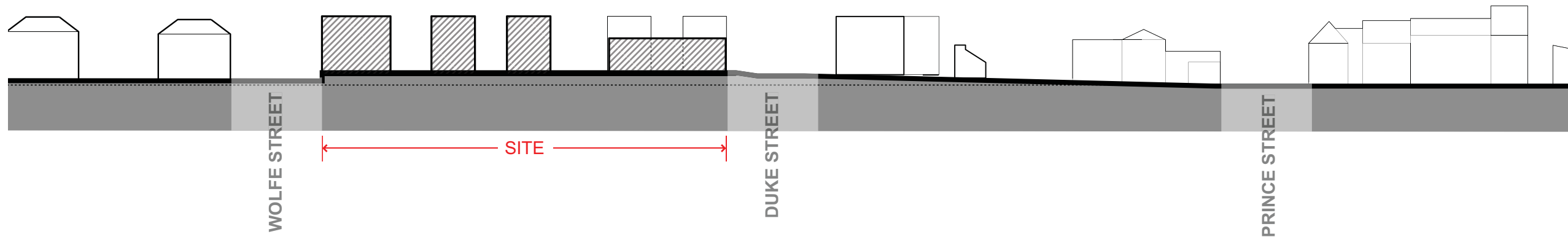


SITE SILHOUETTES

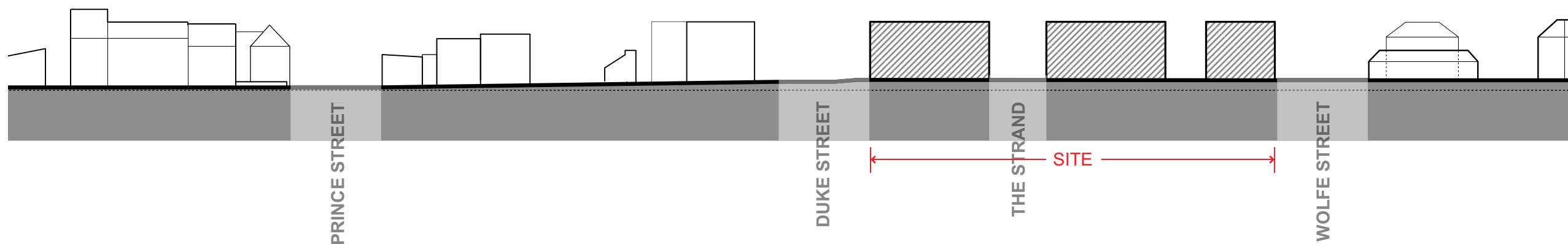
A. VIEW FROM WATER LOOKING WEST



B. VIEW FROM THE STRAND LOOKING WEST



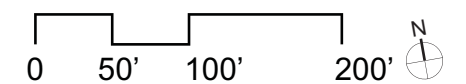
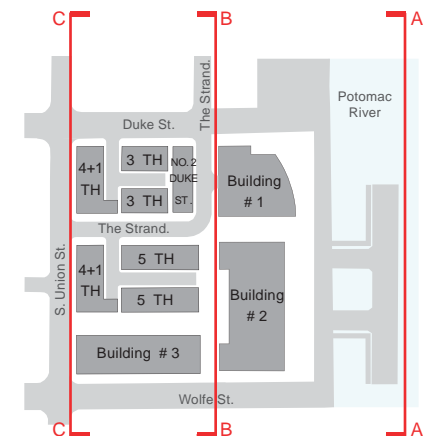
C. VIEW FROM SOUTH UNION STREET LOOKING EAST



LEGEND

- POTOMAC RIVER
- GROUND
- EXISTING CONTEXT
- PROPOSED

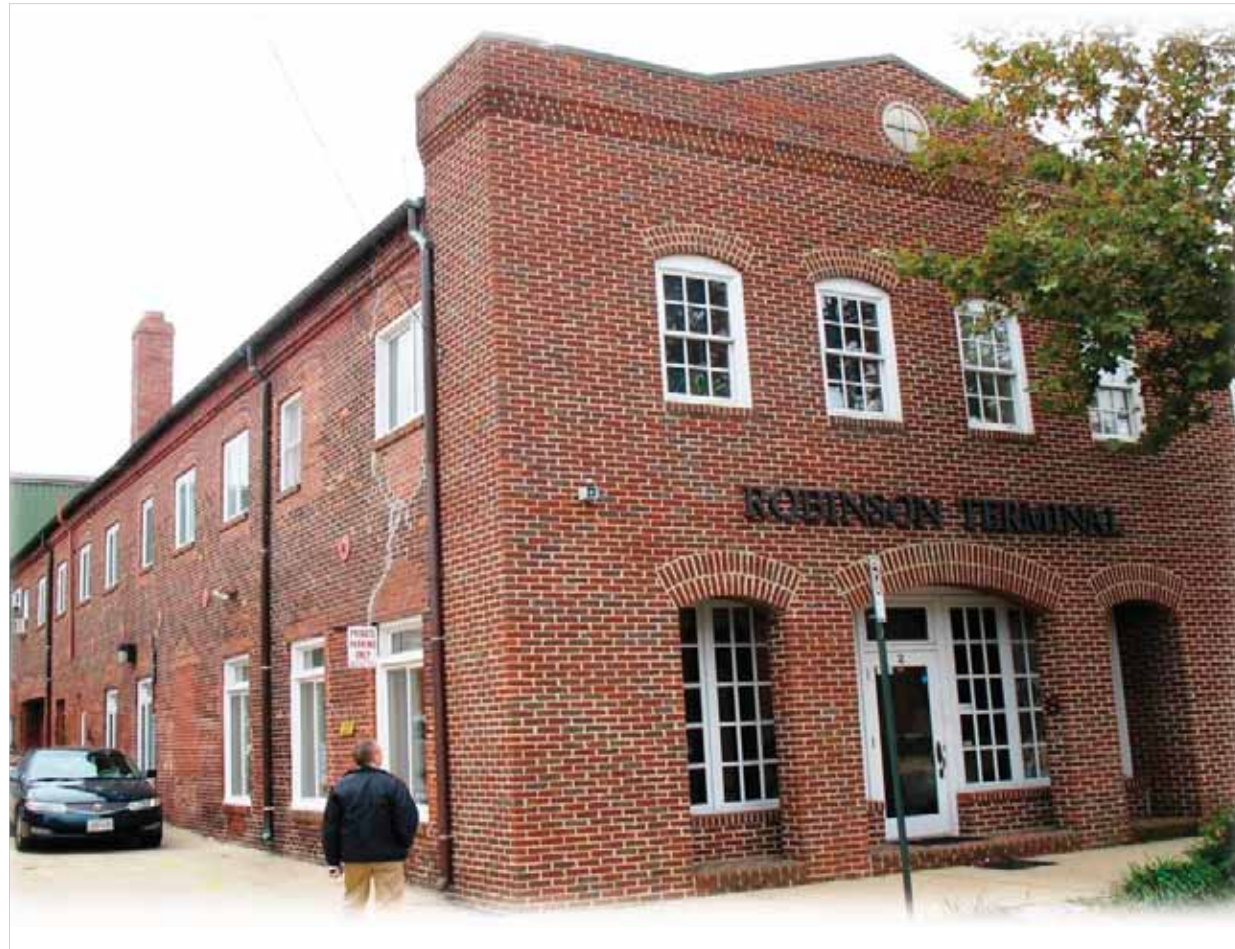
KEY PLAN



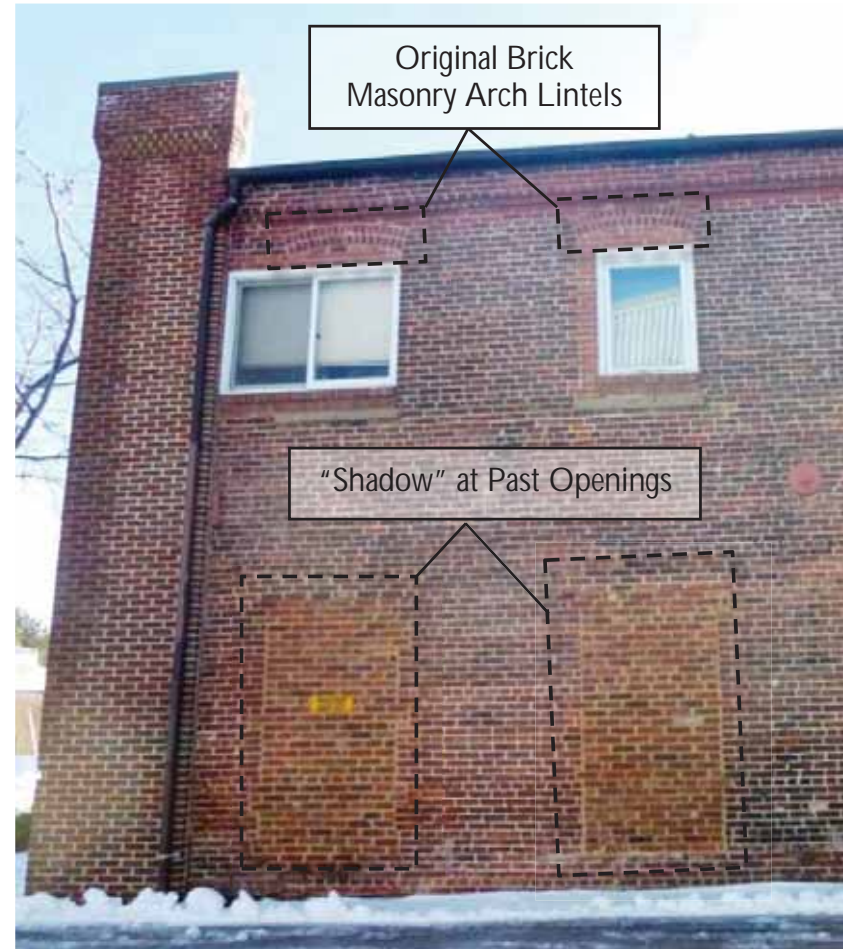
CONCEPT PLAN RIVERFRONT PROMENADE RENDERING



NO.2 DUKE STREET PRESERVATION



1990's Street Facade



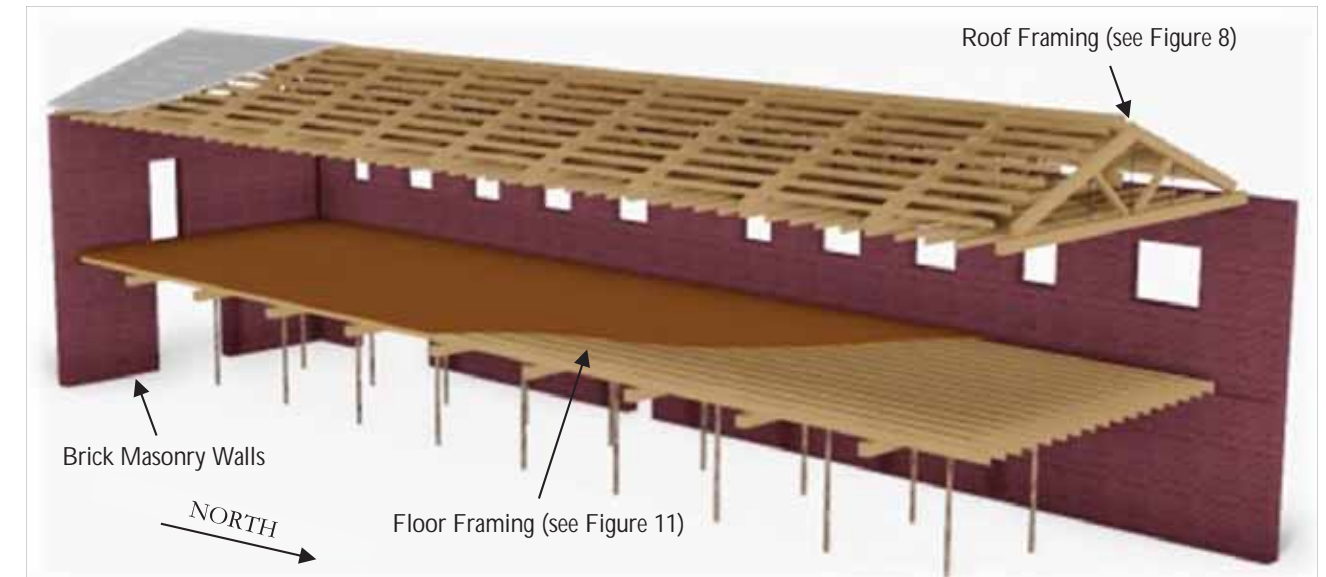
Alterations



Interior Floor Framing



Masonry Bearing Wall Condition



Interior Wood Framing

ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

PRECEDENT IMAGES - INDUSTRIAL/RESIDENTIAL LOFT BUILDINGS



MERCHANT ROW IN BALTIMORE
SMALL SCALE MIX OF TRADITIONAL VS INDUSTRIAL WINDOW PROPORTIONS



TORPEDO FACTORY IN ALEXANDRIA
LARGE SCALE / INSET INDUSTRIAL STYLE WINDOW BAYS



MERCHANT ROW IN BALTIMORE
SMALL SCALE / INSET INDUSTRIAL STYLE WINDOW BAYS



CANAL STREET MALT HOUSE IN BALTIMORE
LARGE SCALE / INSET INDUSTRIAL STYLE WINDOW BAYS



FOUNDRY LOFTS IN WASHINGTON DC
LARGE SCALE / INSET INDUSTRIAL STYLE WINDOW BAYS WITH GLASSY TOP FLOOR SETBACK

PRECEDENT IMAGES - INDUSTRIAL/RESIDENTIAL LOFT BUILDINGS



21 DAVIES STREET IN LONDON
GLASSY WINDOW BAYS OUTSET FROM INDUSTRIAL BRICK



GEORGETOWN INCINERATOR IN WASHINGTON DC
GLASSY WINDOW BAYS OUTSET FROM INDUSTRIAL BRICK



RENOVATED WAREHOUSE IN SAN FRANCISCO
GLASSY VOLUME ON TOP OF INDUSTRIAL BASE



THE UNION WHARF IN BALTIMORE
GLASSY WINDOW BAYS OUTSET FROM INDUSTRIAL BRICK

PRECEDENT IMAGES - ROW DWELLINGS



NAPIER AT WEST 3 IN LONDON
MODULARITY OF ELEMENTS AND PROPORTION OF GLASS TO BRICK



CLAREMONT STREET IN TORONTO
LAYERING OF MATERIALS



BLACKHEATH IN LONDON
MODULARITY OF ELEMENTS AND PROPORTION OF GLASS TO BRICK



JOHNSON STREET TOWNHOUSES IN PORTLAND
MODULARITY OF FACADE



BELLES TOWNHOMES AT PRESIDIO IN SAN FRANCISCO
COHESIVE COMPOSITION OF FACADE



RIVERSIDE TOWNHOUSES IN PORTLAND
INTERIOR FACING FACADE TREATMENT

PRECEDENT IMAGES - WATERFRONT RESIDENTIAL BUILDINGS



QUEENS QUAY IN TORONTO
GLASSY MODERN FACADE FACING WATER



RESIDENTIAL COMPLEX IN ROTTERDAM
MODULAR MODERN BALCONIES WITH SETBACK



BATTERY WHARF IN BOSTON
MODULAR TRADITIONAL BALCONIES AND PUNCHED OPENINGS WITH SETBACK



DOCKLANDS IN DUBLIN
GLASSY MODERN FACADE FACING WATER



RESIDENTIAL COMPLEX IN VANCOUVER
VIEW CORRIDOR TO WATER



AMBERLEY WATERFRONT IN LONDON
MODULAR TRADITIONAL BALCONIES AND PUNCHED OPENINGS WITH SETBACK

PRECEDENT IMAGES - PROMENADE



TRANSITION GARDENS



TRANSITION GARDENS & PROMENADE

PRECEDENT IMAGES - PROMENADE



PIER CONNECTIONS



ICONIC FEATURES & HISTORIC REFERENCES

PRECEDENT IMAGES - PROMENADE



DISTINCTIVE FURNITURE



DISTINCTIVE FURNITURE

Robinson Terminal South Property History, 1749- 1963

The Robinson Terminal South development site currently occupies the property between South Union Street on the west, Wolfe Street on the south, the Potomac River on the east, and Duke Street on the north. Historically, this area marked the southeast corner of early Alexandria, which was laid out in 1749 around a shallow cove located between West's Point on the north and Point Lumley on the south.

What is now the Robinson Terminal South property stands on part of Point Lumley as well as on land created by the filling in of the Potomac shoreline in subsequent years. Most of the site was extant by the end of the 18th century, but changes to the shoreline, including the construction of wharfs, piers, and bulkheads, have continued into the 21st century.

The property exemplifies the commerce and industry that has fueled Alexandria's economy since its founding. Although some 19th- century residences once existed here, what is now the Robinson Terminal South site has primarily contained industrial and commercial operations throughout its history.

Shipbuilding facilities, warehouses, and stores occupied the property in the 18th century. The 19th century saw buildings constructed on the property that manufactured flour and iron products, as well as storage facilities such as lumber yards, warehouses, and a railroad freight depot. A variety of small manufacturing plants and warehouses occupied the property in the 20th century.



Figure 1. Detail from the 1863 Bird's Eye View of Alexandria by Charles Magnus showing the commercial and industrial waterfront from Wolfe Street (left) to King Street (right) during the Civil War. (Library of Congress, Geography and Map Division)

Today, the Robinson Terminal South facilities include three warehouses constructed between circa 1940 and 1965; a brick maintenance building and smaller brick storage building constructed in the 1940s; and a two-story, brick, office building that was constructed in the 19th century and repurposed many times in subsequent years.

Before 1850, the address now known as 2 Duke Street was the site of the operations of the 18th-century merchant firm Hooe and Harrison and the 19th-century Smith Foundry. The foundry building appears on area maps in the 1850s and appears to have been converted to a soldiers' mess house during the Civil War (1861-1865). Although a building similar in size to the mess house appears in the same location on maps of the property that date from the 1870s-1890s, photographs reveal that the mess house was removed and another building constructed at 2 Duke Street sometime during the same period. More research is needed to establish when the construction occurred.

The following narrative briefly describes the property's development from 1749 through the 1960s, when the last building was constructed on the Robinson Terminal South property. For the sake of clarity, we refer to the site as Robinson Terminal South even though the Robinson Terminal Warehouse Corporation did not take ownership of the property until the late 1930s. In addition, we refer to the various buildings that are or were located at 2 Duke Street by that address.

To date, History Matters' research has been focused on primary sources, drawing on material available in the archival collections available at the Alexandria Library Special Collections Branch and the vertical files of Alexandria Archaeology. We have drawn most heavily from Alexandria maps from the 18th to the 20th centuries that depict the Robinson Terminal South property. Some photographs of the property that range in date from the period of the Civil War (1861-1865) to the present day are available to researchers though there are significant gaps in coverage, particularly during the late 19th and early 20th century. Future reports will include findings from additional primary and secondary sources as well as place the property within the context of the history of Alexandria and the U. S.

1749-1799

In 1749, Point Lumley (the southeastern corner of Alexandria) included Lots 69 and 77 on top of the Potomac River's bank, the east end of Duke Street, and public land that extended east from Lots 69 and 77 down to dry land under the bank. In 1763, the town expanded its boundaries by adding lots on the south, west, and north sides. At that time, Lot 85 was laid out between Lot 77 and the new Wolfe Street on the south.

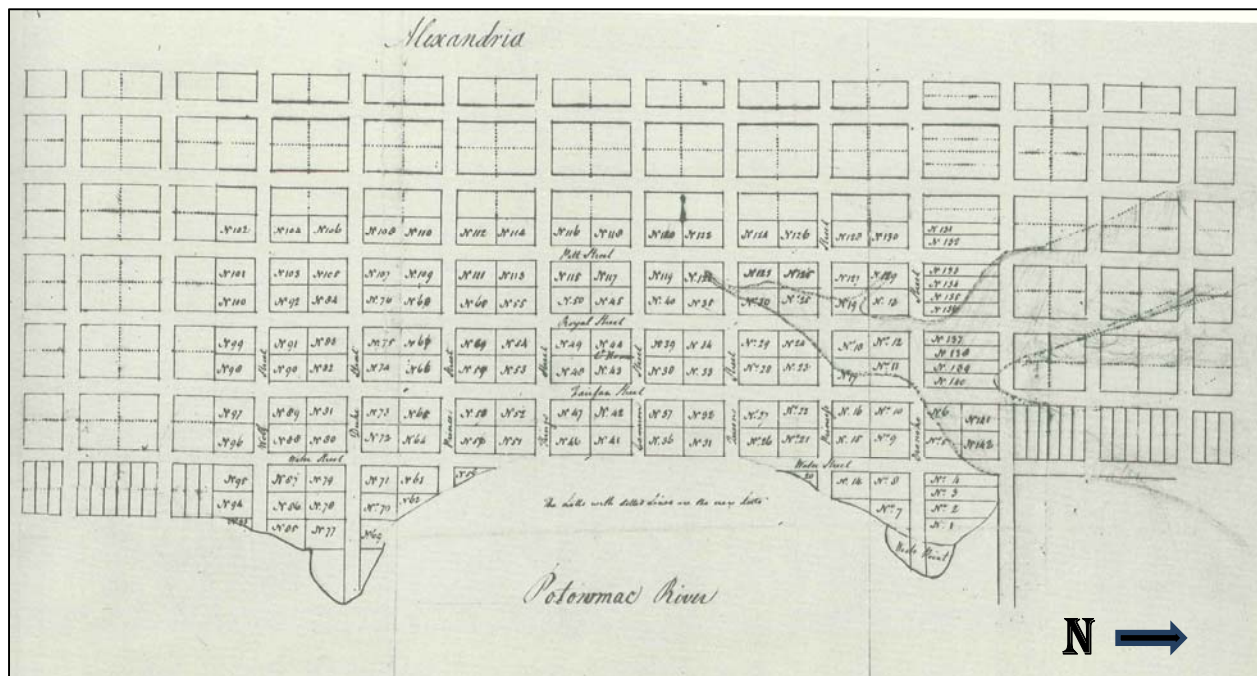


Figure 2. George West's 1763 map of Alexandria. (Library of Congress, Geography and Map Division)

Between 1782 and 1785, Union Street was extended through Lots 77 and 85. The Robinson Terminal South property now encompasses the portions of Lots 77 and 85 east of South Union Street together with the banked out land between those lots and the Potomac River.

In the 1700s, the buildings constructed on the property related to Alexandria's maritime aspirations. Between 1749 and 1754, the town trustees leased the public land at the foot of Point Lumley to Thomas Fleming for shipbuilding operations; Fleming constructed small sheds under the bank and a small wharf.

The trustees also authorized cutting Duke Street down through the bank to the river and eventually banking out the river shallows with dirt taken from leveling out land to the north and south of the street. The town trustees leased the area along the south side Duke Street to the merchant firm of Robert Townshend Hooe and Richard Harrison. Hooe and Harrison constructed a wharf at the Point, probably by creating crib walls made of logs and filled with earth. Between 1782 and 1783, Hooe built a three-story store on the wharf; the store's ground floor was stone while the upper stories were made of wood.

In 1786, merchant William Hartshorne leased property on the wharf from Hooe and Harrison, and constructed a store built of wood. It was located just east of Hooe's Store.

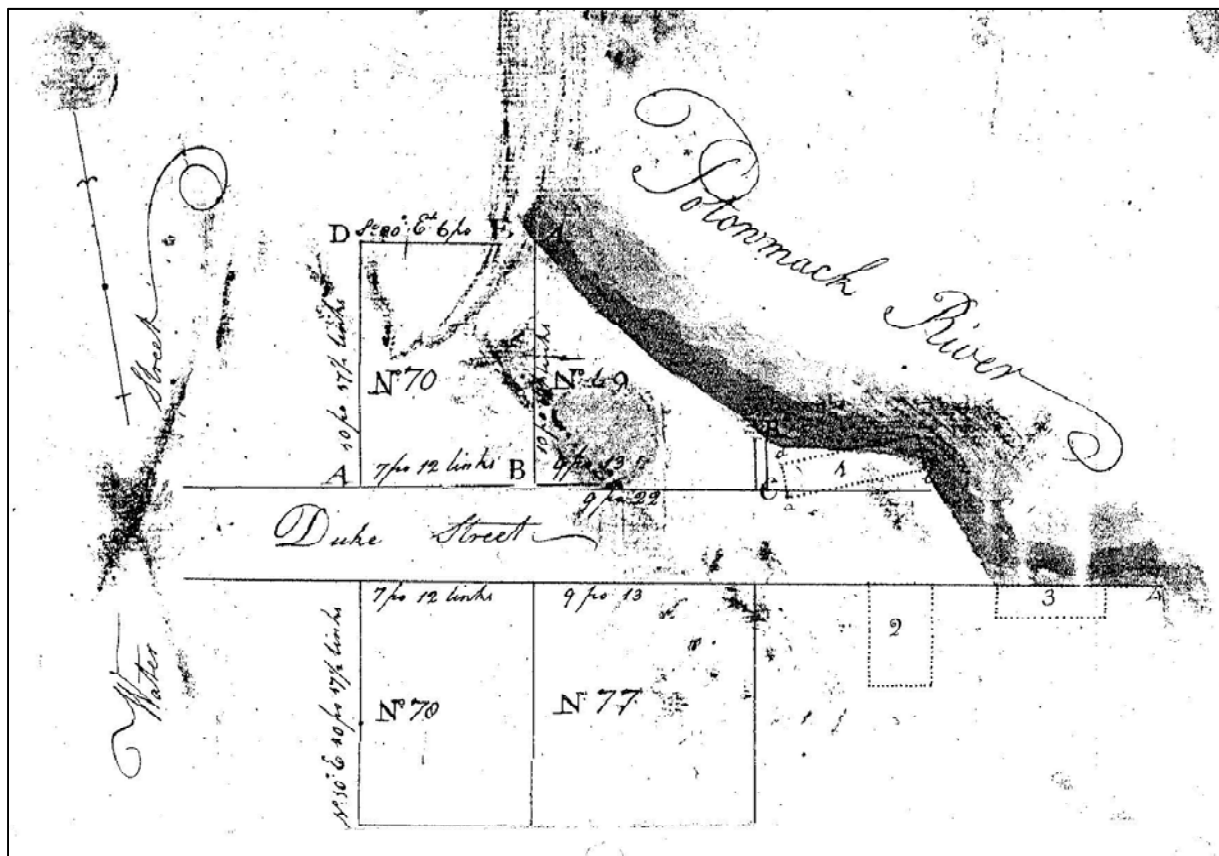


Figure 3. Plat of Point Lumley, 1788. Building #2 is Hooe's three-story store that was located on the Hooe and Harrison Wharf and close to the footprint of 2 Duke Street. Building #3 is the Hartshorne store.
(Alexandria Library, Special Collections)

1800-1865

In the first half of the 19th century, the Robinson Terminal property continued as a location for shipyards, warehouses, and stores. By the early 1800s, The Strand was laid out parallel to South Union Street and extended through the property. Small dwellings appeared on the property along Union and Wolfe Streets.

By 1851, railroad tracks ran through the Wilkes Street Tunnel and also down Union Street from Wolfe Street on the south to Oronoco Street on the north. Direct access to the railroad encouraged the development of the property; lots 77 and 85 were subdivided while the town continued to own the land between the Strand and the River. Smith's Foundry occupied a building on the southwest corner of Duke Street where 2 Duke Street now stands and on the former site of the Hooe store; Smith Foundry used the same wharf on the south side of Duke Street that had been built by Hooe.

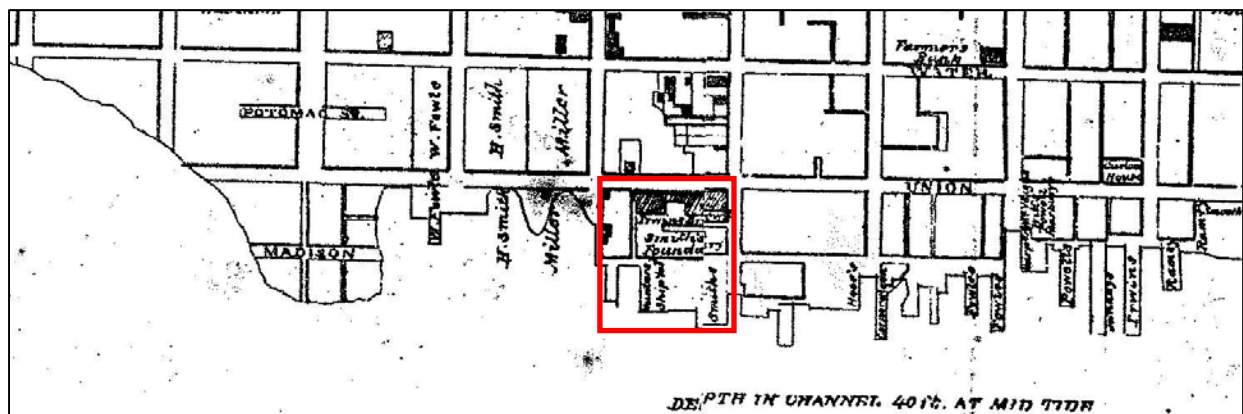


Figure 4. 1852-1853 Map of Alexandria with Robinson Property highlighted.
(Alexandria Library, Special Collections)

In 1853, William H. and George Fowle formed a team of investors to lease the public land on the south side of Duke Street and east of The Strand where the Hartshorne store had stood. In 1854, they built the four-and-one-half-story, brick, steam-driven Pioneer Mill, a flour mill that faced the river. Due to its size, Pioneer Mill became an instant landmark for the waterfront and the city.

On May 24, 1861, the day after Virginia seceded from the United States, the Union army moved into Alexandria. It took over the Pioneer Mill for use as a Union commissary and storehouse and occupied Smith's Foundry for use as a soldiers' mess house. During the Civil War, a one-story, frame kitchen addition stood on the south end of the mess house. An open yard enclosed by fencing was located on the west side of the mess house and kitchen. Numerous small buildings or sheds stood between the yard and South Union Street.

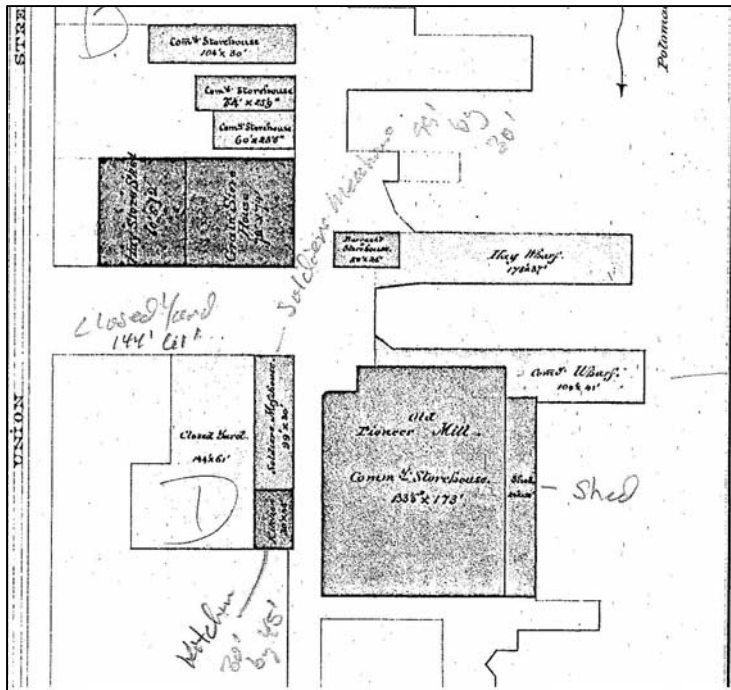


Figure 5. Detail, *Wharfs, Storehouses Etc...*, a map of Union Wharfs and Storehouses in Alexandria during the Civil War (1861-1865) showing the barrack and warehouse that stood at 226 The Strand (at the foot of "Hoes Wharf") and the Soldiers Mess house and kitchen that stood at 2 Duke Street. (Alexandria Library, Special Collections)



Figure 6. Photograph of Pioneer Mill, 1861-1865. The west elevations of the two-story Soldiers Mess house with the one-story attached kitchen and shed are viewed looking northeast. (Alexandria Library, Special Collections)

1866-1900

In the second half of the 19th century, atlases and insurance maps provide evidence of the property's changing uses. Buildings occupied portions of the Duke, South Union, and Wolfe Street frontages while the center of the property remained open storage for lumber and coal. In G. M. Hopkin's 1877 Map of Alexandria, the Pioneer Mill Grain Warehouse continued to stand east of The Strand. A building marked "Russell" (possibly for John H. Russell who owned both the mill and the former mess house location from 1872 to 1875) stood west of The Strand at the 2 Duke Street location. James Green, owner of the furniture factory on the corner of Prince and Fairfax Streets, maintained a coal depot with its own wharf south of the mill; he used the remainder of the property south and west of Russell's building as a lumber yard.

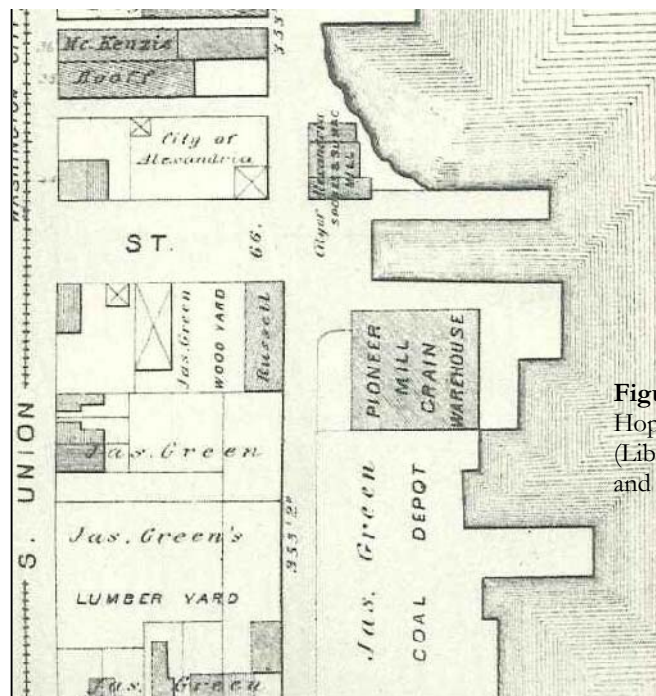


Figure 7. Detail, Griffith M. Hopkins *City Atlas of Alexandria*. (Library of Congress, Geography and Map Division)

During this period, Smith's Foundry and the Soldiers Mess building were probably demolished and a building of similar size was constructed in its place. The building that survives as 2 Duke Street has the same footprint as the foundry building, but does not **appear to be** the same height or have the same architectural details as the earlier building.

The 1880s represented a low point in 19th-century commercial and industrial activity on the property. Although surrounding blocks held industries such as the Moore iron foundry and the Atchenson planing mill, the Pioneer Mill building ceased milling and served instead as a grain warehouse when larger flour mills in the vicinity of Alexandria took over production. Russell's building seemingly was in poor condition with no identified use. Dwellings continued to stand along South Union and Wolfe Streets, but the interior of the Robinson Terminal property had no particular function. In 1891, the Sanborn Fire Insurance Map marked the former Russell building as being vacant.

In the mid to late 1890s, the only dwelling left on the property was the building at 308 South Union Street; 715 Wolfe Street was in use as an office building and the other houses were demolished. The B&O Railroad built a freight house with a railroad siding in the southwest portion of the property. Lumber storage was

located between the freight house and the former Russell building, which was noted only as a warehouse. Pioneer Mills was vacant.

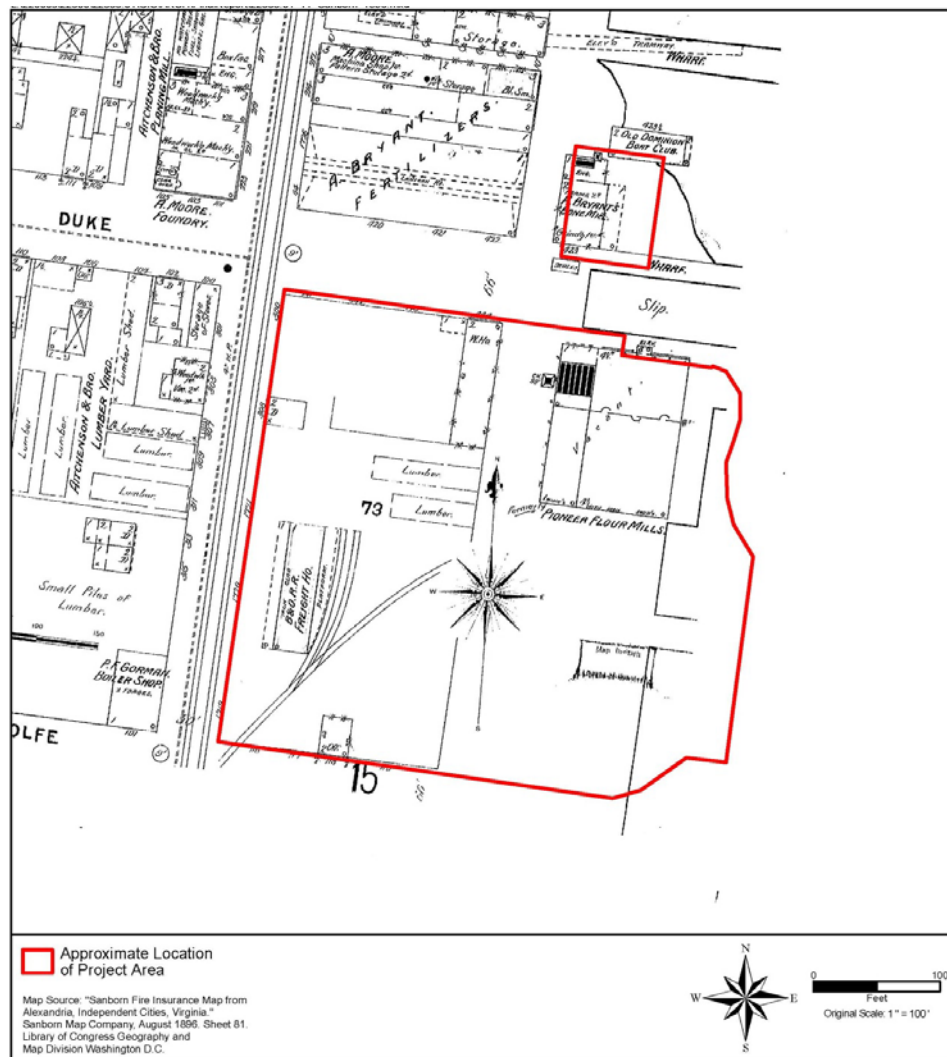


Figure 8. Detail, 1896 Sanborn Fire Insurance Map. (Library of Congress, Geography and Map Division; Courtesy of Thunderbird Archeology, a Division of Wetland Studies and Solutions, Inc.)

In October 1896, A. L. Moore obtained a building permit to repair the main building on the southwest corner of Duke Street and the Strand (2 Duke Street) and to add a one-story, brick blacksmith shop. We do not know if Moore completed his repairs and construction before the June 1897 fire that destroyed the Pioneer

Mill as well as all of the buildings then located along The Strand north to Prince Street. Charred timbers do exist in the existing Robinson Terminal office building (2 Duke Street).



Figure 9. Photograph, Pioneer Mill after the June 3, 1897 fire. (Alexandria Library, Special Collections)

W. S. Moore Sons went bankrupt in 1907 and their machine shop was acquired by Emerson Engine Company. According to the 1912 Sanborn Fire Insurance Map, Emerson operated a marine engine manufacturing shop in the 2 Duke Street building and in the location where Pioneer Mill once stood. The Texas Oil Company took over the B&O Railroad freight depot, and lumber continued to be stored between the depot and buildings on the north side of the property. Herfurth Brothers, an artificial stone manufacturer, took over the 715 Wolfe Street office building and added a sizable structure for manufacturing.

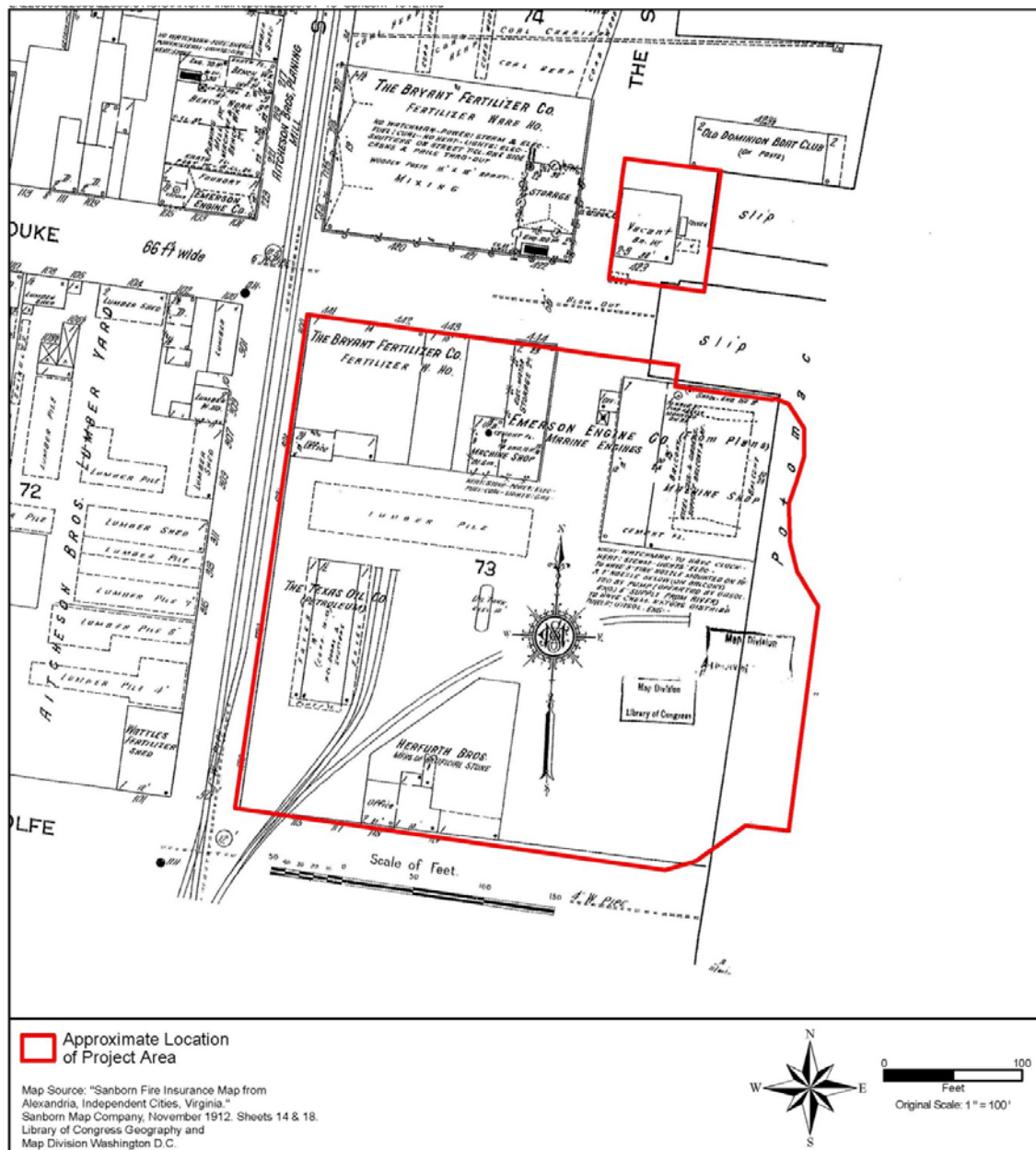


Figure 11. 1912 Sanborn Fire Insurance Map. (Library of Congress, Geography and Map Division; Courtesy of Thunderbird Archeology, a Division of Wetland Studies and Solutions, Inc.)

In the 1920s, the property remained an industrial and storage area. Bryant Fertilizer maintained its warehouse at the corner of South Union and Wolfe Streets. The Texas Oil Company converted the railroad depot to an oil warehouse and constructed three oil tanks in the property's center. Herfurth Engine & Machine Company took over the operations at 2 Duke Street from Emerson Engine and added a storage shed close to the property's south side. Safety First Manufacturing Company acquired Emerson's foundry operations at the mill location.

The Great Depression of the 1930s greatly affected businesses in Alexandria. By 1937, Bryant Fertilizer Company's operations on the north side of Duke Street were in ruins and its warehouse on the Robinson property was no longer insured. Only Herfurth Engine with its storage shed maintained its operations on the property. The only remnant left of the mill building/Safety First Manufacturing Company was a brick wall along The Strand within the property. Nor does the Texas Oil storage facility—either the depot or the tanks—appear on the insurance map.

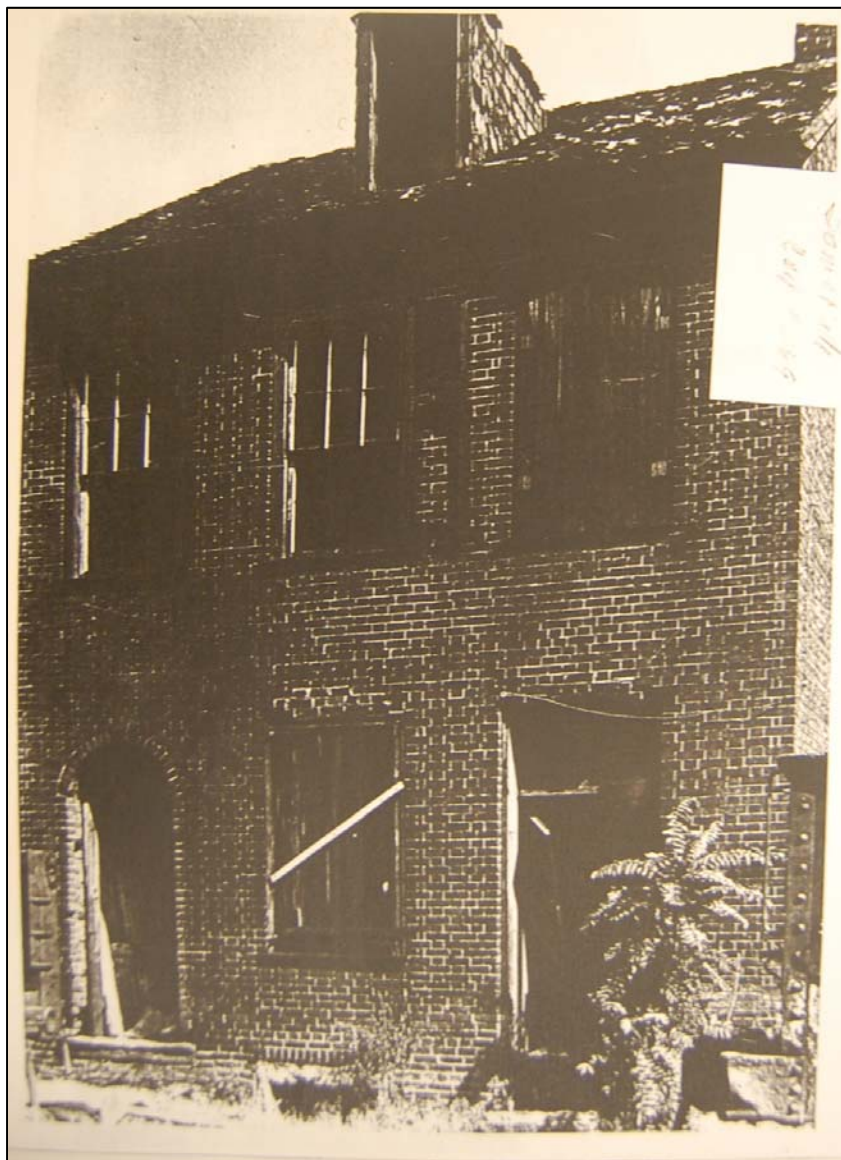


Figure 12. Photograph of 308 South Union Street, 1938. (Alexandria Library, Special Collections)

In the 1940s, the property's industrial uses expanded with the coming of World War II (1941-1945) and post-war prosperity. The Robinson Terminal Warehouse Company constructed two warehouses for storing paper across the southern half of the property (the warehouse along Wolfe Street did not extend up to the corner of South Union) and added a pier that extended from the east elevation of the two warehouses out into the Potomac River. Southern Iron Works took over the 2 Duke Street building and constructed a building between 2 Duke Street and the South Union Street corner. An aerial photograph of the property taken circa 1941 showed no standing structure at the mill location. In 1944, Robinson Terminal acquired the mill site and constructed a one-story, brick maintenance building there; the company also added a brick storage building on the southeast corner of its property, near the foot of Wolfe Street.

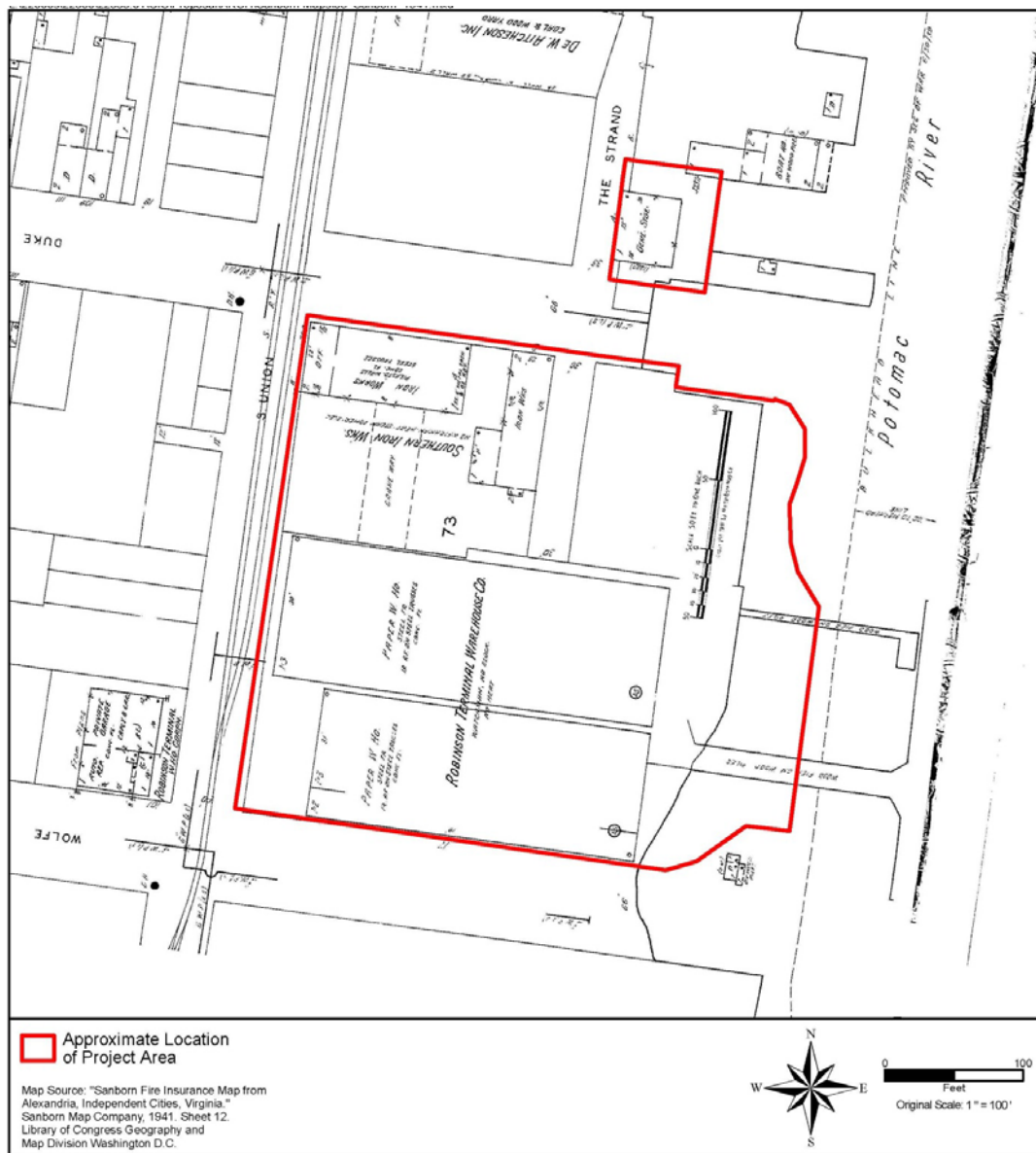


Figure 13. 1941 Sanborn Fire Insurance Map. (Library of Congress, Geography and Map Division; Courtesy of Thunderbird Archeology, a Division of Wetland Studies and Solutions, Inc.)

By 1959, Robinson Terminal owned the entire property and began converting and erecting new buildings to meet their operational needs. They repurposed the Duke and South Union Street corner warehouse to store paper and constructed a new warehouse between it and two other warehouses. The Wolfe Street warehouse was fully extended to the corner with South Union Street and the company began using 2 Duke Street as an office after removing its western addition. In 1963, Robinson Terminal made the last substantial change to the property by incorporating the old corner warehouse and the new warehouse under one roof.

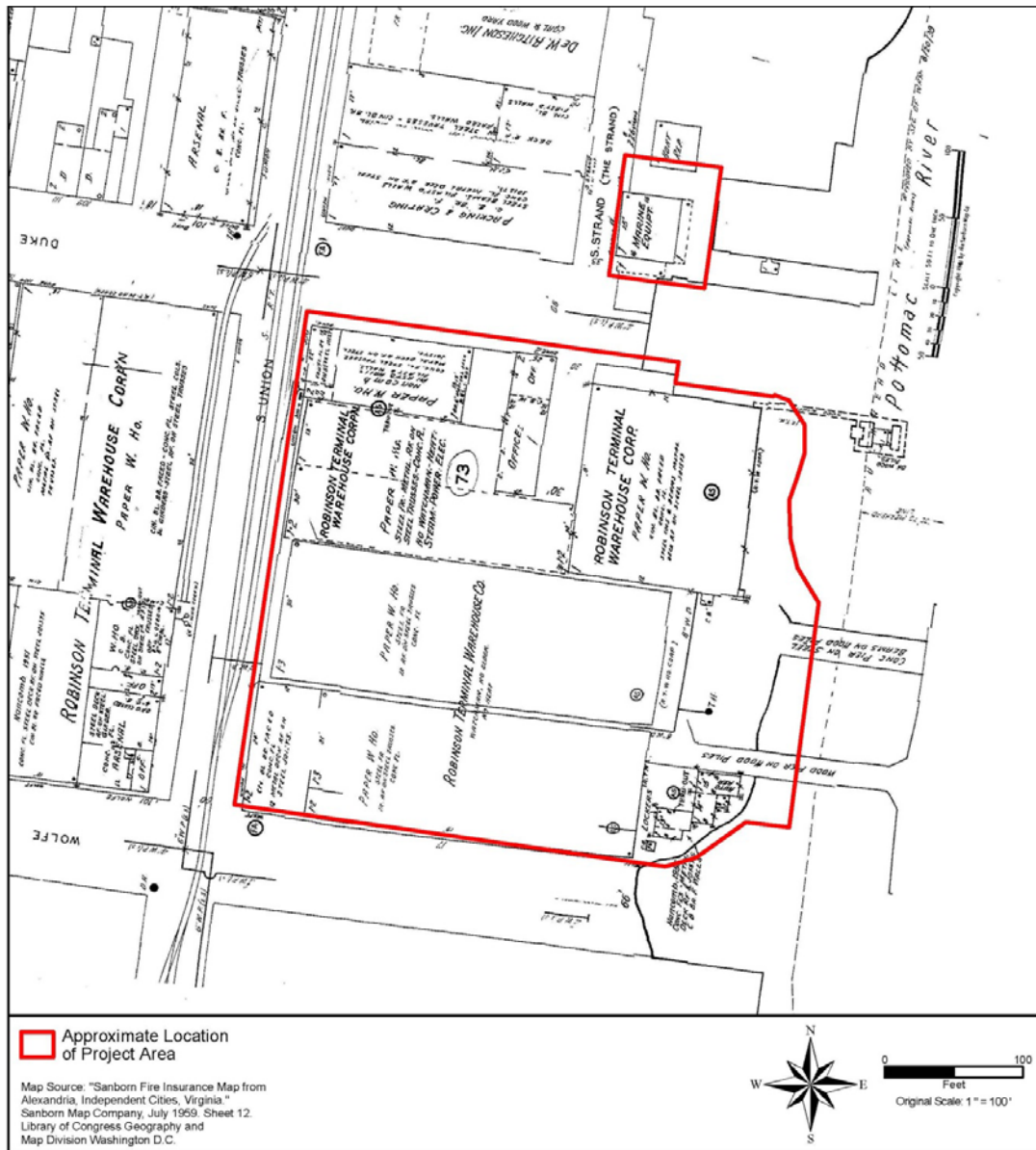


Figure 14. 1959 Sanborn Fire Insurance Map. (Library of Congress, Geography and Map Division; Courtesy of Thunderbird Archeology, a Division of Wetland Studies and Solutions, Inc.)

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*In Progress***

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Robinson's Terminal, Duke Street. Photograph. Richards #10. (Alexandria Library, Special Collections)

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The Strand to the River. Property Record Card, Alexandria Virginia. Record from 1972-1981. (Alexandria Archaeology, Vertical Files)

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Duke St, foot of at river. Photograph. (Alexandria Library, Special Collections: Creegan Collection)

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Union Street South, 300 block, west side. Photographs. (Alexandria Library, Special Collections. Movall Collection)

BAR Concept Review

5/3/00

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

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

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

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

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

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

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

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

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

CONCEPTUAL BAR APPROVAL POLICY

1. **BAR concept approval is required in the following cases:**
 - a. The proposal requires an SUP for additional density or height;
 - b. The proposal requires Planning Commission review for a new building;
 - c. Staff determines that the proposal requires preliminary review because the design would be a principal determining factor in the ultimate approval by other bodies.
 - d. The only exception to the above will be when the zoning approval needed by the Planning Commission or Council is so uncertain and so critical to the basic format of the proposal, that, in staff's opinion, changes to the application are likely and review by the BAR would have to be repeated.
2. **In a case before it for conceptual approval, the BAR shall make findings on the following issues:**
 - a. Appropriateness of scale, mass and general architectural character;
 - b. Additional standards where applicable (such as Washington Street or the Potomac River Vicinity) have been met.

CHAPTER 8

BUILDINGS ALONG THE WATERFRONT

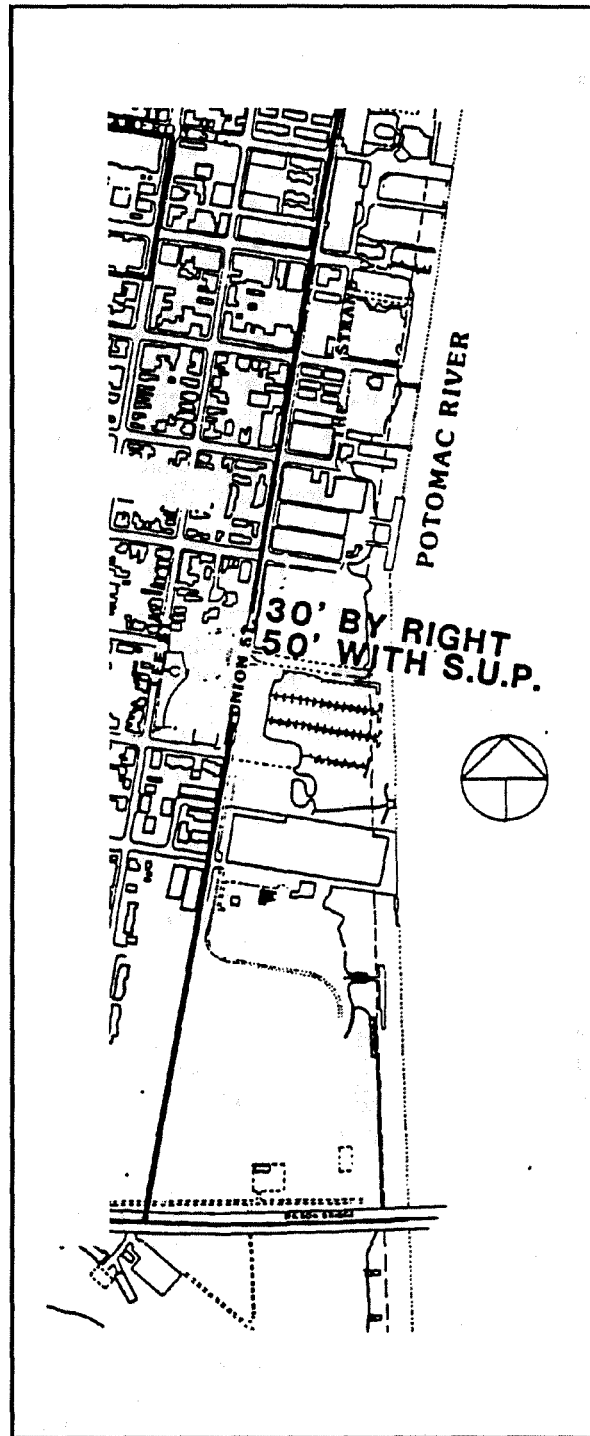
INTRODUCTION

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

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

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

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



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

SOURCE: Old Town Small Area Plan

traditional vernacular architecture found along the waterfront.

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

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

REQUIREMENTS

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

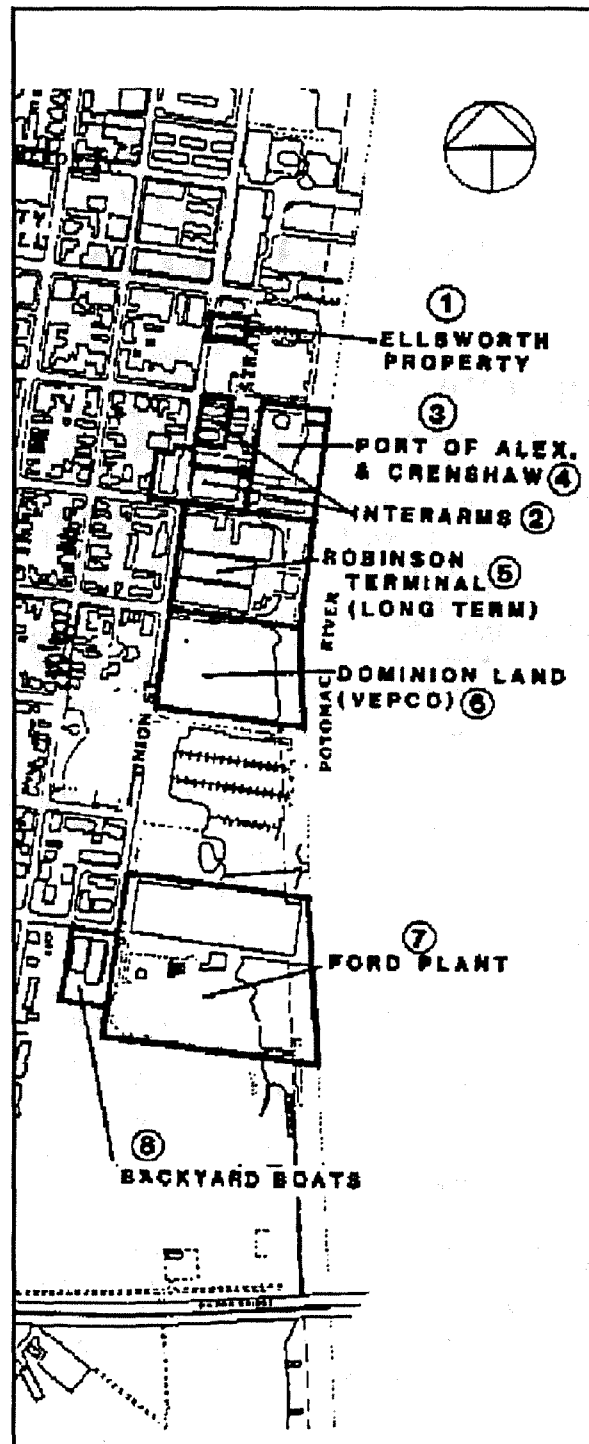
- New construction must conform to the requirements of the Old Town Small Area Plan chapter of the Master Plan.

Height, Mass and Bulk Requirements

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

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

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



Potential development sites in Height District #3.

SOURCE: Old Town Small Area Plan

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

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

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

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

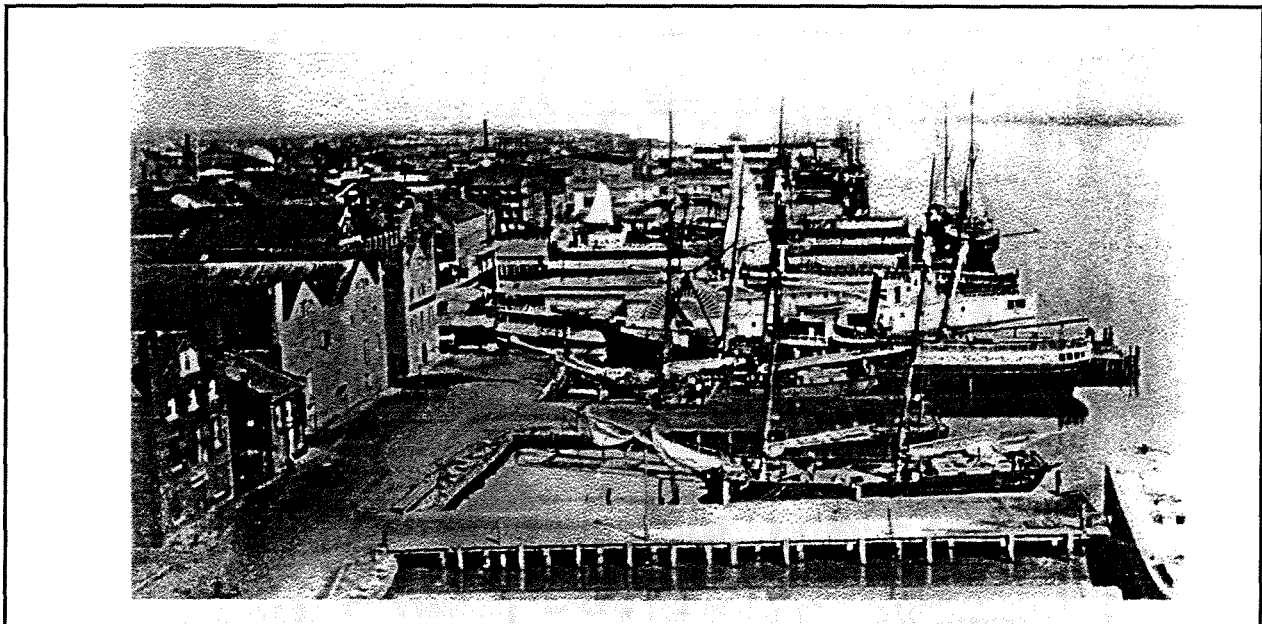
Special Use Permits Requirements

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

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

Site Plan Requirements

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



1865 view of the waterfront.

SOURCE: Alexandria Library, Lloyd House Archives

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

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

Certificate Of Appropriateness Requirements

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

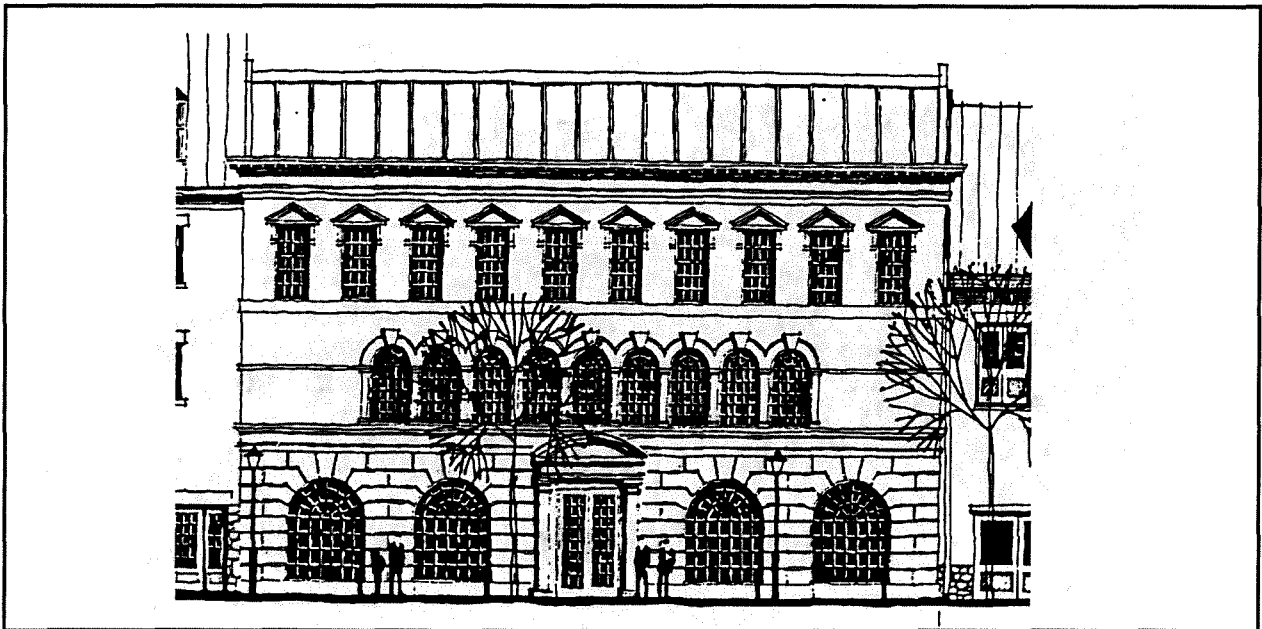
(a) The degree to which facades of a proposed building or buildings are generally in alignment with the existing street edges and express the 20-to 30-foot bay width typically found within the historic district. Techniques to express such typ-

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

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

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

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



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

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

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

Other Requirements

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

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

Vision Clearance.

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

ARCHAEOLOGICAL CONSIDERATIONS

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

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

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

• RESIDENTIAL ZONES

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

• COMMERCIAL ZONES

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

- General Zoning Requirements, W-1 Zone:

Single-Family Residential Buildings:

Rear, side and front yard:

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

Open space:

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

Cluster developments:

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

Multi-Family Residential Uses:

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

Commercial Uses:

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

- Each project in the W-1 Zone must provide an open space walkway or bikeway adjacent to the Potomac River (See §5-508 of the Zoning Ordinance).

- No office or residential use is permitted on the ground floor of a building in the W-1 Zone. However, restaurant or retail use is permitted on the ground floor. This requirement is not applicable to projects which have an approved Site Plan (See §5-509 of the Zoning Ordinance).

- New construction on lots which involve land disturbance of 2,500 square feet or more of land area must comply with the requirements of the Chesapeake Bay Protection Ordinance.

GUIDELINES

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

- Development Form.

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

- Style

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

- Required Bay Width

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

- Height

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

- Width

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

- Siting

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

- Parking

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

- Fenestration

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

- Roof

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

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

- Spacing Between Buildings

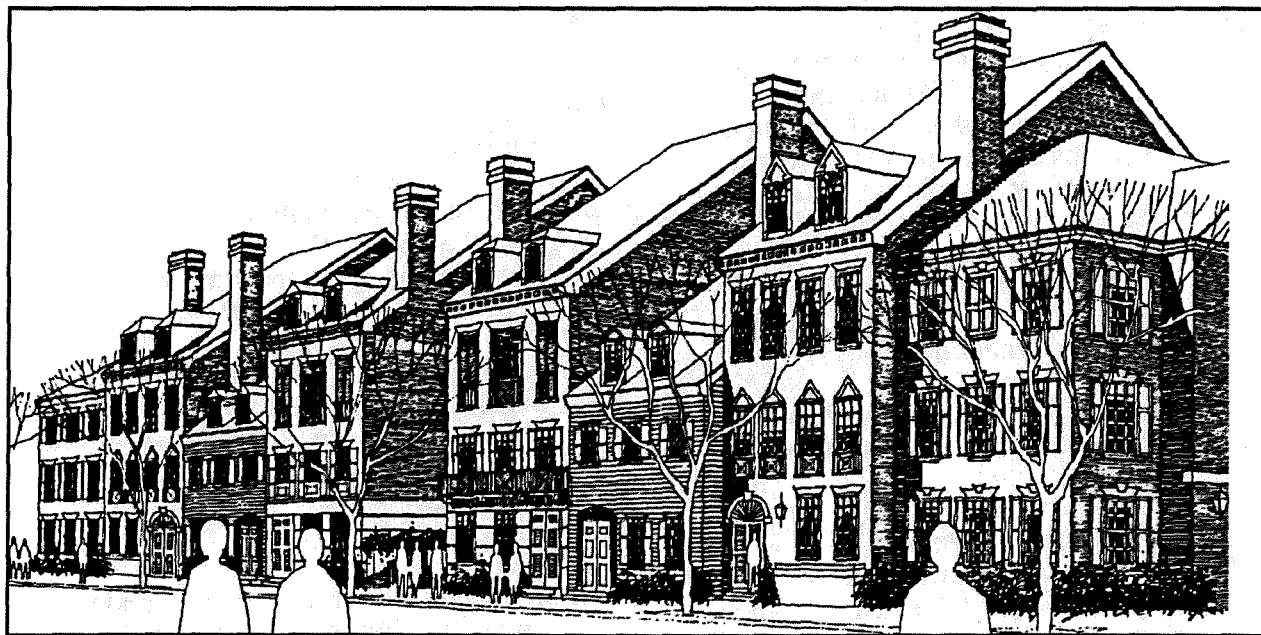
The traditional spacing between buildings along the waterfront varies widely, from virtually zero to several dozen feet. It is generally preferred that new buildings reflect the pattern of spacing between buildings evident along the blockface in order to maintain a consistent rhythm.

- Architectural Detailing

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

- Materials

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



Perspective view of Union Street elevation of Harborside development project.

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

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

- **Building Orientation**

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

- **Color**

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

APPLICATION REQUIREMENTS

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

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

Alexandria Business License

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

Photograph of Existing Conditions

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

Plot Plan/Site Plan

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

Drawings

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

Floor Area Ratio and Open Space Calculations

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

Materials

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

Color

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

RELATED SECTIONS

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

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

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

