City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 15, 2014

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

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: 3RD CONCEPT REVIEW OF 2 DUKE STREET
(FORMERLY ROBINSON TERMINAL SOUTH)
BAR CASE # 2014-0113

Minutes from the work session on October 15, 2014:

SPEAKERS
Bob Youngentob of EYA, the applicant, gave an introduction and explained how the plans were a response to previous comments made by the BAR.

Multi-family Buildings
Shalom Baranes, project architect, provided an overview of the changes to the architecture explaining the substantially different design approach. He emphasized the grouping of the buildings and the diversity of design elements.

Regarding the waterfront multi-family buildings, Mr. Baranes states that they looked at the history of Alexandria waterfront buildings to determine an appropriate design direction. He explained that there was a strong notion of singularity and a modular expression based on 30-40' building modules. He described the buildings as rectilinear masses with a series of delicate and volumetric layers to be a careful expression of the structure. He explained that these buildings have a depth and sculptural quality. He stated that the applicant would be happy to use a red brick and a reddish-hued slate.

Patrick Burkhart, project architect, explained the design intention for the Wolfe Street multi-family building. He explained that the building had 28' bays with an undulating façade and recessed balconies. He explained that the building would be located on a stone plinth and would have a clear accent/datum line above the third story with the fourth floor glass wall set back from the facade. He also proposed an alternate scheme to enhance the southwest corner at the corner of Wolfe and South Union streets.

BOARD DISCUSSION: Multi-family Buildings
Ms. Finnigan stated that she appreciated the precedent shapes drawn from historic buildings but continued to be interested in seeing more variety in the roof forms and to better integrate them with the facades. She suggested a mix of gable roofs and parapets, among other options. She

stated it was initially unclear what the vertical poles ("masts") were for but now that she understands the design reference she appreciated the varied height and nautical nod. She thought that the two waterfront buildings looked too much like a single complex and wanted to see more variation in the design of these two buildings. She preferred the two-story slate option for the southwest corner of the upper levels of the Wolfe Street multi-family building. She also preferred the use of red brick.

Mr. Carlin responded positively to the new direction and liked the variety. He liked the explorations of the color palette. He was not averse to the use of slate but preferred the red brick as it offered a range of richness and the modularity of brick is what the City is accustomed to. He endorsed an orange-ish red brick with a natural mortar but, as the project evolves, he would like to see them incorporate other materials.

Mr. von Senden complimented the applicant on the preservation and urban fabric pages of the application. He preferred Option B with the red brick for the waterfront buildings. He liked the waterfront elevations and the vertical masts, possibly varying their heights. He requested a perspective view of the project from the foot of King Street. He recommended expanding the restaurant glass curve around the north elevation. He liked the other materials in addition to the use of brick. He was disappointed that he did not get to see the additional images beforehand. He noted that the 30' street-wall band must be amplified on both the street-facing and waterfront-facing buildings. Regarding Building 3, he liked the articulation and also the option for slate at the southwest corner.

Ms. Miller stated that the applicant had made great progress but that she was not sure it was appropriate and it had a long way to go. She noted that the BAR had been delighted by the Old Dominion Boat Club proposal. She thought the masts were a good sense of the past. She thought the overall roof line needed more articulation. She thought the waterfront buildings were closer to a good design but thought that Building 3 was not the flavor of Old Town. She thought that there was not a feeling of community. She noted that Building 3 did not recognize the architectural features of Harborside. She stated the project was too shoebox-like and that more variation was necessary. She also recommended increasing the outdoor areas for the units instead of so much glass.

Ms. Roberts noted she had missed the last work session and was very surprised with the new direction. She thought the overall design was too modular and unlike Old Town. She thought that the two waterfront buildings should be different and not appear like a "project". She thought that the form of Building 1 pushed people away when it should draw people into the site. She stated it was a gift to be able to create the character of this area of Old Town and was concerned that the design did not appear organic and was too "project"-like and was too large and modular, like National Harbor.

Chairman Fitzgerald stated that he understood the concerns expressed by some BAR members but agreed with those in support of the new direction. He stated that the new construction should look new and modern while using materials that related to Alexandria. He preferred red brick to red slate but appreciated the creativity of curved façades. He noted that what was historically on this site is no longer extant so new is relevant. He stated that the west elevations of the waterfront buildings continued to need work but that the east side was nice.

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Townhouses
Patrick Burkhart, project architect, explained the design intention for the townhouses. He outlined the two types: those fronting onto South Union Street and those interior units. He explained that the South Union Street townhouses were two clusters reflecting the historic industrial aesthetic. They maintained a three-story street wall along South Union Street.

BOARD DISCUSSION: Townhouses
Ms. Roberts stated that she also had concerns for the appearance of the townhouses, similar to those she had expressed for the multi-family buildings. She liked the red brick townhouses but not facing Old Town. She thought that they were too modular and repetitive. She questioned whether such an industrial character was the best way to greet visitors. She preferred to see more variety and organic composition.

Ms. Miller observed that the townhouses on Union Street did not complement those directly across the street (Waterford Place) and had no roof variety, no gable roof forms. She thought they appeared too dense and massive.

Mr. von Senden thought that page 22 of the submission packet showed the strongest depiction of an appropriate streetscape. He favored the industrial aesthetic and rhythm between the units in the building. He stated that this was a single complex, as historic waterfront uses often were, and that there should be an underlying structure for its organization. He thought that the hyphens at the elevations needed more design effort. He recommended investigating and organizing the color palette more, particularly with respect to the yellow brick. He advised varying the design and materials of the interior townhouses more—they needn't all be buff brick. He thought Buildings 7 and 8 were too industrial.

Mr. Carlin agreed with Mr. von Senden's comments and felt that too much variety could appear arbitrary. He liked the approach for the South Union Street composition and found that the façades had sufficient modulation. He explained that there was historic precedent for repetition within the composition of a single building. He suggested looking at various color tones and soft grays and metal panels instead of just buff brick. He suggested looking at similar historic townhouse groupings on upper Prince and N. Columbus Streets to see how they treated their facades.

Ms. Finnigan appreciated the varying widths and the end anchors on South Union Street. She also like the addition of buff brick, finding it made for a more interesting design. She was concerned that the plain articulation was too harsh, industrial and uninviting.

Chairman Fitzgerald observed that the BAR members were divided between diversity versus unity approaches to the townhouse scheme. He thought the end elevations of the towns needed substantial work. He stated that only high quality materials like slate or wood should be used and did not support any fiber cement. He thought the South Union Street townhouses were pleasing and recalled historic Alexandria warehouses. He advised not reworking them too much.

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2 Duke Street

Edna Johnston, History Matters, historic preservation consultant for the applicant, gave an overview of the history of the warehouse located at 2 Duke Street. Patrick Burkhart, project architect, provided examples of ways the building could be rehabilitated. He also noted that approximately the bottom four feet of the building would be filled-in due to grade changes mandated by FEMA.

BOARD DISCUSSION: 2 Duke Street

Ms. Finnigan was very pleased with the proposed treatment and thought it had great potential for a market. She supported the changes but requested that the entrance steps on Duke Street be opened up more to be more inviting.

Mr. Carlin agreed with Ms. Finnigan. He found that the building's most important components: the cornice, gable form roof with heavy timber trusses and the punched brick openings would be retained. He agreed with Ms. Finnigan and suggested a broader entry stair.

As he stated at the previous work session, Mr. von Senden strongly recommended that the alley on the west side of 2 Duke be extended to at least ten feet in width, typical of the minimum alley width found in Old Town. He noted that the townhouse strings could be slid westward to accommodate this without losing floor area. He thought the wide openings on the east elevation would read as doors and encouraged them to be active, depending on the tenant. He preferred the aligned windows with metal spandrels in lieu of the brick spandrel form. He reiterated the need to make the Duke St. entrance more inviting.

Ms. Miller agreed with Ms. Finnigan and Mr. Carlin. She thought it was appropriate to open up the interior and possibly convert it to a market. She also wanted to see a more inviting and embellished entrance and supported a 10' wide separation on the west. She advised the architect to pay attention to detail with this building as well as throughout project.

Ms. Roberts agreed with all of the comments made by the other BAR members but preferred the brick spandrel option, as opposed to the metal spandrels. She also wanted the "alley" to the west to be widened as much as possible, citing concern that the townhouses could loom over the smaller historic structure.

Chairman Fitzgerald preferred the window scheme without any spandrel and that just reflected the original punched window openings, though he understood the applicant's desire for a vertical proportion on the shortened building. He advised against making too many changes to the front entrance but agreed that the stairs should be improved to make it more inviting without losing the warehouse character. Overall, he was pleased with the work on this building.

Chairman Fitzgerald summarized is impression of the BAR's comments over the evening. He noted that with seven members you get seven opinions. He stated that some comments were discouraging and he understood the desire for more variety. However, he noted that the overall site already had variety and that too much variety could lead to a mish-mash design. He noted that a modern approach to the project was unifying. He stated there was still work to be done but that, in general, the project was headed in the right direction.

Mr. Neale was not in attendance for the work session but provided written comments to the BAR members prior to the meeting.

PUBLIC COMMENT

Bert Ely, co-chair of Friends of the Alexandria Waterfront, expressed concerns, finding that the design fell short and doesn't fit in Old Town very well. He believed it needed more articulation and the roofs should be gabled.

Van Van Fleet, president of the Old Town Civic Association, expressed concern and advised redesigning the project to reflect the approach used at Harborside.

Tony Pinson, 119 Wolfe Street, liked a lot of the design work but stated that the Torpedo Factory is a fundamentally ugly building. He said these are buildings, not ships, expressed concern about the appropriateness of the design at this location.

Kevin Posey, 507 Carlisle Drive, spoke in support of the design. He felt it was tasteful and not phony Colonial and would not cause harm to Alexandria. As an artist, he was concerned that people were fighting redevelopment through aesthetics.

Gayla Reed, nearby business owner and resident/property owner at Harborside, spoke in support of the contemporary design aspects of the project.

Beth Gibney, 300 South Lee Street, stated that the proposal had a lot of good in it. She still had a problem with the scale but noted that this had already been decided by City Council in the Waterfront Small Area Plan. She liked a modern design with no phony Colonial but recommended further work on the color palette. She supported a red hue and no yellow brick.

Robert Atkinson, 1009 Pendleton Street, spoke in support of the project and noted the City needed more contemporary architecture. As an urban designer, he also stated that the scale and design was completely different from National Harbor.

Joan Hutter, 10 Wolfe Street, spoke in support of the project, noting that the waterfront side was "glorious." She stated that this project had more integrity than National Harbor, especially from the water, and liked the evolution of styles.

Dick Willett, 6044 Woodmont Road, spoke in support of the delightful design from the river and said he would like to live here.

Bob Wood, Potomac Court, expressed concern regarding the character and compatibility of the project. He favored a design that looked like Old Town Village along South Union Street. He likes the waterfront facades but not the masts. He agreed with Ms. Roberts that the northeast corner of building #1 should be concave rather than convex to welcome people from the park. He felt the Wolfe Street building looks like a garden apartment and that it should not be so repetitive, monolithic or blockish.

Kathryn Papp, 504 Cameron Street, expressed some concerns that the multi-family building on Wolfe Street looked like a dormitory. She liked the Union Street townhouses and their reference to the Kahn building at the Ford Plant, especially at the corners. She felt the waterfront buildings were too highly abstracted and minimalist – the glass window curves should be eliminated or strengthened and the flat roof holds the design down.

Jim Devlin, 20 Wolfe Street, expressed support for the project but noted it needed continued refinement. He asked whether the multifamily building could be relocated to the north side along Duke.

Susan and Robert Askew, 34 Wolfe Street, said the project was going in a good direction but expressed concerns regarding the compatibility of the Wolfe Street multi-family building.

Tim Morgan, 319 South Union Street, stated he supported the overall development and the top floor setback on the townhouses but thought that the Wolfe Street multi-family building should also have a similar setback. He questioned the transition of the scale across the site.

Al Hartaway, 300 block of South Union Street, was disappointed by the industrial architectural styles proposed and wanted to see replication of either Ford's Landing or the 100 block of King Street.

Ann Loomis, 132 Waterford Place, encouraged more architectural cohesion and restudy of the industrial character on South Union Street to blend better with the row of garage doors on the townhouses at Waterford Place across the street.

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(End of Minutes)

I. BACKGROUND

On April 30 and July 2, 2014, the Old and Historic Alexandria District (OHAD) Board of Architectural Review held concept review work sessions with public testimony. At the April 30th work session, 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. At the July 2nd work session, the applicant introduced the proposed architectural style and character for the project, showing more traditional warehouse-inspired designs for the townhouses adjacent to Duke Street, Wolfe Street and South Union Street and a very contemporary approach to the waterfront-facing multifamily buildings. The Board expressed serious concerns with the architectural direction and advised the applicant to do a restudy.

On September 3, 2014, the Board had a work session to discuss the meaning of "genuine architectural merit" in Alexandria. Historic Preservation Manager, Al Cox, gave a presentation based on buildings identified by Board members that possessed genuine architectural merit. After the presentation the Board discussed common characteristics that defined Alexandria's built environment.

The approved minutes of the July 2nd and September 3rd work sessions follow as Attachments 1 and 2.

II. SUMMARY

At the second concept review work session, the Board made it clear that the architectural design and character of the project should clearly read as being of Alexandria. The Board stated a clear preference for wanting buildings that were locally influenced and rooted and were not generic or trendy magazine-inspired designs that could be seen anywhere in the world. The Board also emphasized that a contemporary design, albeit connected to the historic architectural traditions of Alexandria, could be appropriate for the waterfront buildings.

The work session to define "genuine architectural merit" for Alexandria provided further guidance for what would and would not be appropriate on the waterfront redevelopment sites. The Board noted that Alexandria's most important and defining buildings shared common characteristics that could transcend specific architectural styles. These defining elements include: a sense of formality and attention to human proportion; the choice of locally sourced materials; a strong connection to the town and the street, including pronounced and accessible entrances; well-articulated elevations and a sense of architectural humility. The work session allowed the Board to take a larger view of what distinguishes Alexandria's architectural traditions while also clearly defining elements that could be integrated into a project's design. The Board's intention, as described in the *Design Guidelines*, is that a specific design directive is not dictated but that the common Alexandria elements should inform a variety of appropriate and contextual designs.

The applicant has reviewed the Board's comments and met with staff to restudy the project and revised the design. What follows is the applicant's response. The applicant's package is

thorough and includes local references for the design inspiration and written commentary explaining the design intent and relationship of the existing conditions to the overall project.

The purpose of this third work session is to provide guidance on the architectural character of the revised design. As this is the third work session out of five planned work sessions, it will be most useful to the applicant to provide clear guidance as to whether the current submission is an appropriate and preferred design scheme and, if it is appropriate and preferred, to provide comments related to specific design matters. 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 ARCHITECTURE AND BUILDINGS OF GENUINE ARCHITECTURAL MERIT

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 but neither are high style Georgian townhouses appropriate in the area east of Union Street that was used almost exclusively for commercial purposes until the late 20th century.

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 waterfront context in which this building will be located and respecting the longtime local building traditions. Compatibility can be achieved in many different ways and need not diminish or dilute new design. At its most basic meaning, a compatible new building is one that can co-exist in harmony with nearby historic buildings. The New Commercial Construction chapter of the BAR's 1993 *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)

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." 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 economic efficiency. Therefore, a contextual and appropriate building on the Alexandria waterfront today should also continue along the spectrum of technological advancement while displaying the attributes that define the local Alexandria context.

At the September 3, 2014 work session, some of the buildings identified by the Board as being distinguished and possessing "genuine architectural merit" included the following:

- Christ Church
- Gadsby's Tavern/City Hotel

- Carlyle House
- Fitzgerald's Warehouse
- Athenaeum
- Crilley Warehouse
- Corn Exchange
- Delaney House
- Alexandria Union Station
- George Washington Masonic Memorial
- Virginia Public Service Building
- Ford Plant
- Torpedo Factory
- Beatley Library
- Edmonson Plaza

The Board contemplated the underlying elements that define and connect Alexandria's buildings of genuine architectural merit. These characteristics include the following:

- Formality
- Traditional or classical design
- Well-articulated elevations
- Proportion and repetition with a hierarchy of facade elements
- Sense of architectural humility – architect's ego is absent
- Strong connection with town itself and with community
- Pronounced and accessible entrances and strong relationship with street
- Consistent use of local materials, particularly brick
- New or modern design can be done but should be anchored to historic roots

IV. STAFF ANALYSIS AND POTOMAC RIVER VICINITY STANDARDS

General Analysis of Plans and Further Study

Staff strongly supports the revised design and finds that many of the Board's previous comments have been addressed. Staff appreciates that the proposal is not historicist nor does it attempt to artificially divide a large-scale building into multiple, different-looking buildings with theatrical facades. The distinct character for the townhouse section versus the waterfront multifamily buildings is clear yet the materials and forms are compatible. The waterfront elevations of the multifamily buildings are distinctive and address the scale of the Potomac River yet are grounded in the local architectural vocabulary and reflect Alexandria's seaport history. The townhouse buildings are distinctly 21st-century buildings but they take their design directive from historic warehouses which featured an integrity of materials, clearly articulated elevations and a formal, balanced fenestration. In general, staff finds that the revised scheme meets many of the Board's comments from the prior work session. The related Board's comments that are satisfied in this submission include the following:

- Emphasis on verticality over horizontality
- Increased articulation
- Clear, established rhythm that may vary by building type
- A variety in roof heights and forms

- A varied materials palette
- Incorporation of Alexandria's maritime history
- The buildings are in harmony with their context

What follows is an analysis of the multifamily buildings, the townhouse units, and the adaptive reuse of the historic warehouse at 2 Duke Street. It should be noted that because staff is in strong support of the current design scheme and does not believe that major redesign work is called for, each section also includes recommendations for refinement and clarification to guide the next submission.

Multifamily Buildings

In the last report, staff commented on the differences between modern architecture and contemporary architecture, noting that 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. For purposes of consistency, staff refers to the design scheme as contemporary and not modern which refers to a specific 20th-century architectural style. 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.

Buildings 1 and 2

The previous designs for Buildings 1 and 2 on the waterfront, presented at the July work session, were very contemporary, organic and almost disordered structures that drew their inspiration from contemporary global architecture. The Board reacted strongly against the design, finding it disconnected from Alexandria building traditions and placeless. Following the work session, the architect carefully studied historic Alexandria photographs and noted a visual rhythm of large brick warehouse masses punctuated by narrow vertical elements (ship masts) with reflections from the water (see historic images on Sheets 17-20 of applicant's submission). The current proposal is a contemporary interpretation of the historic view of the waterfront, with the slightly curving waterfront bay elements referencing the curve of sails. The scale of the current proposal is now much more appropriate, with a rhythmic, repetitive and articulated design that recalls the seafaring past of the Alexandria waterfront.

Figure 1. PREVIOUS submission showing conceptual design for waterfront buildings (presented July 2, 2014).

Figure 2. CURRENT submission showing conceptual design for waterfront buildings, showing red brick option.

In addition, the architect has rendered this scheme in two alternative colors: one with a gray brick or terracotta tile and one with a reddish hue, although the materials page (Sheet 39) notes that Version B is a yellow/tan brick. Staff's strong preference is to pursue a warm red brick option, similar to the color shown in the rendering and not what is shown on the materials page. The brick or terra cotta wall, depending on the version, provides a strong vertical element that helps to balance the vertical and horizontal elements and breaks the larger building into smaller scale units. This brick wall extends slightly above the roof and reads as a modern interpretation of the firewall that historically separated buildings. Combined with the proposed roof overhang, it will provide integrated rooftop mechanical screening while also contributing to roof-level variety and relief. The masts, which are approximately 15-20 feet above the rooftop will serve a

mechanical function but also provide visual interest, not unlike the smokestacks and flagpoles at factories like the Ford Plant, while referencing the maritime past. The north and south elevations of the waterfront buildings mediate the transparent and reflective waterfront space against the more solid rear elevations and the townhouse areas by increasing the solid wall surface area somewhat and establishing a more formal fenestration.

While the waterfront elevations are quite successful, staff believes that some of the interior elevations of Buildings 1 and 2 continue to need refinement, as staff and the Board asked the applicant to focus first on the more important waterfront elevations of these buildings. For example, the street-level of the west elevation of Building 1 appears to be designed around the loading and parking doors, resulting in a two-story stone "foundation" and awkwardly proportioned pedestrian doors. This will be a primary entrance to the site for both cars and pedestrians and must mediate the two scales (vehicular and pedestrian) and successfully maintain an appropriate relationship with the street.

Building #3

Building #3, the multifamily building at the southwest corner of the site, mediates the transition from the glassier waterfront side to the more traditional character of the adjacent buildings on Wolfe Street and South Union Street through the presence of more masonry and a repetitive series of bays. There are multiple entries along Wolfe Street.

The design intent to mediate the more traditional forms and materials of the townhouses against the more contemporary waterfront multifamily buildings at the third multifamily building at the corner of Wolfe and South Union streets is appreciated and can provide architectural variety. However, staff finds that this third multifamily building is less successful than the two multifamily buildings on the waterfront. The four elevations seem disjointed and should relate better as this building will be experienced on all four sides. While the Wolfe Street elevation (south) has a clearly established rhythm and balanced fenestration, the entrances should be enhanced and relate to the adjacent streetscape which will lead to a future park. The rear (north) elevation needs significant refinement.

Although this is still concept review, it is appropriate for the Board to start contemplating materials since locally-sourced materials define Alexandria's buildings of genuine architectural merit. This will also allow the Board to consider the range and variety of materials available. Regarding the glass, it is also appropriate to consider whether the glass of these buildings will have any tint or reflective qualities. The use of fritted or frosted glass may be appropriate in some locations as would solar shades or other solar control.

It should be noted that average finished grade for the site will generally be the top of the underground parking garage. For the multifamily buildings this means that the two multifamily buildings on Wolfe Street will be constructed on a graduated stone foundation wall. It will be similar to the now-exposed foundations on buildings such as Fitzgerald's Warehouse and Ramsay House, among other buildings in Old Town. On the waterfront, the multifamily building design and average finished grade will be integrated into the landscaping plan.

Recommendations:

- Pursue the red brick option for the two waterfront buildings and provide brick samples.
- Render the glass accurately and indicate whether it will have a tint or reflective quality. It may be appropriate to use fritted or frosted glass as accents.
- Consider how solar control will be achieved where there is significant glass and how solar shades may be integrated into the overall design.
- Refine the proportions of the doors, loading area and foundation materials on the west elevation of Building 1 and refine other interior elevations.
- Provide samples of the proposed materials palette.

Townhouses

The revised townhouse schemes are an improvement over what the Board previously saw and staff strongly supports this design direction. The applicant has revised the townhouses to read as smaller-scale warehouse buildings in two different brick colors. Since the first review, it was established that a collection of individual townhouses with various architectural styles was not appropriate on this site but that there should be some articulation and visual interest so as not to appear monolithic. Buildings 6 and 9 front on South Union Street and are proposed to be in red brick while Buildings 4, 5, 7 & 8 fronting on Duke Street, The Strand extension and the interior alleys, will have a warm, yellow brick. The townhouse rows feature projecting end units, grids of paired windows and set-back fourth stories. Because of the permeability of the site, the townhouse rows will be seen on all sides and so should be designed accordingly.

Figure 3. Proposed front elevation for Buildings 6 and 9.

The application of a contemporary interpretation inspired by historic warehouse forms is generally successful. However, due to the visibility of the townhouses on all sides and from a block away, such as on The Strand looking toward 2 Duke Street, it is essential to make sure that the fourth story is well integrated into the building design. Previously, the townhouses featured nearly full fourth stories with a full rooftop terrace above. In the current scheme, the 4th story is half building and half rooftop terrace, appearing disparate from the overall design composition. The applicant has shown two options for how to treat this transitional form: one, shown on Sheet 21, has a distinct material change at the fourth story that then continues to the ground. The other option, shown on Sheet 22, limits the amount of the alternate material to the front of the fourth story and travels as a vertical element to the ground with the four story element in brick at the rear. Some options to consider for restudying this element include designing the 4th story

element as a roof monitor with extensive glazing and an inset from the edge. Regardless of how the fourth story is treated, there should be a relationship between both sides of each side elevation if the hyphen element continues from the 4th story to the ground, particularly with respect to the fenestration (see Sheet 37). Because a thirty foot transition must be made on the street-facing elevations, it may be one option to have a different design for the interior townhouses where the setback is at the rear so that the townhouses can be four stories on the interior streets and passages.

Figure 4. Rendering showing visibility of 4th story elements and one option for how to treat it (distinct material).

Figure 5. Rendering showing alternate option with two different materials at fourth story.

Figure 6. Side elevations with unrelated fenestration.

Again, although it is concept review and materials are not usually studied until later in the design process, it is recommended that the Board give direction on what materials are appropriate. For example, waterfront buildings typically had a durability related to the material composition—stone, brick and metal—relaying the function and strength of the buildings. Staff thinks this tradition should be maintained and strongly discourages the use of MDF board and fiber cement siding/paneling. Instead, the applicant should contemplate the use of high-quality, naturally-weathering materials such as metal or stone. Such materials can contribute to a timeless quality and connect a contemporary design to local building traditions.

Finally, the Board previously gave the direction that to enhance site permeability, the alleys should have interesting paving and encourage pedestrian circulation. The architect responded

with design examples that suggested a carriageway design motif. It is recommended that the applicant begin to develop this further at this time to enhance the understanding of how the alleys will relate to the townhouses and the rest of the site.

Recommendations:

- Restudy fourth floor loft level and its connection to the main block of the townhouse unit so that it appears as one intentional and integrated composition.
- Use high-quality, naturally-weathering, solid materials fitting to a waterfront location. MDF board and fiber cement siding are discouraged and too residential in character.
- Show all elevations of each building and ensure that there are no awkward transitions at corners, such as windows or materials that do not relate.
- Show treatment and design for alleys which are expected to be more pedestrian-friendly carriageways than typical alleys.
- Refine balance, proportions and fenestrations of some townhouse buildings. For example, the side elevations of Buildings 4, 5, 6, 7, 8 and 9 appear disjointed. The north and south elevations of Buildings 7 and 8 need refinement for the end units.
- Provide a materials palette.

2 Duke Street

At the two previous work sessions the Board has clearly stated that the warehouse at 2 Duke Street, identified as the only historic building on the site, should be respected. 2 Duke Street, while its original period of construction dates to the late 19th-century, has had portions capsulated and significantly altered over the years, including the addition of a circa 1990 front elevation and changed window openings. Further, as the grade is being raised on the overall site and the applicant's engineer has noted that it would not be feasible to physically raise the building without reconstructing it, it has been discussed that the grade would be raised around the building and within it, thereby converting this two-story building to one and one-half stories in height.

The applicant has shown three options for the rehabilitation of the building as it relates to the fenestration. It should be noted that all of the options will change the proportions and scale of the building as it will effectively be lowered by burying the bottom of the building 5.5 feet (on the front elevation, less on side elevations and indeterminate on south elevation) due to the grade changes. The first option replaces the windows in the current, non-historic locations. The second option restores the original window locations at the first and second stories. The third option returns the original window locations at the first and second stories but employs a two-story bay window in the original locations. The applicant also proposes to fill in some openings on the west elevation and to create a likely front (north) elevation based on similar warehouse buildings shown in historic photographs. As this building has been modified extensively, yet still retains a high level of historic integrity, the proposal here is more of an adaptive reuse rather than a strict rehabilitation. Based on the modifications over time and the contextual proposal, staff supports this approach. Previously, the Board noted that an accessible pedestrian alley between the west elevation and the new townhouses should provide as much space as possible, with 12 feet as one previous suggestion. The current proposal for alley width is 7.8 feet which is

a tight configuration beside a four story townhouse. The minimum alley width in Old Town is usually 10 feet.

Recommendations:

- Continue to explore the two-bay scheme for adaptive reuse.
- Provide additional information about the treatment of alley on west side of 2 Duke Street and explore widening the alley.

Potomac River Vicinity Height District:

All of the buildings in the project are located in this height district but only the buildings located on the perimeter of the block—street-facing or waterfront-facing—must meet the basic 30 feet height stated below. As a reminder, 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. Staff believes that the current design direction is contextual and harmonious with buildings of genuine architectural merit.

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. The basic 30 feet height differentiation is more subtle on the multifamily buildings.

While a less pronounced transition around 30 feet may be appropriate for the multifamily buildings due to the contemporary design, this warrants further study and staff notes that the 30 feet height transition may need to be more pronounced at Building 3 rather than the two waterfront multifamily buildings (Buildings 1 and 2).

Recommendation:

- Continue to study how the thirty foot height and transition requirement will be satisfied for the multifamily buildings.

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

As discussed in the previous concept review reports, 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 believes that at this point in the process, the applicant has shown that its project will be able to satisfy this higher level of scrutiny and result in a timeless design rooted in Alexandria's strong architectural traditions.

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 a Certificate of Appropriateness for final design details and materials. The applicant will likely request approval of a Permit to Demolish at an upcoming BAR hearing prior to the City Council hearing on the DSUP.

Additional Recommendation:

- Provide information on other site improvements—paving used for parking/vehicles, walls, pier structures and the like—that require BAR approval.

IV. STAFF RECOMMENDATION

At this time, staff recommends support for the general architectural character and style, with further study proposed for the items noted above. It is recommended that the applicant return to the Board with refinements to the items noted above and more information regarding materials, site improvements and other elements that may affect the overall development's character.

STAFF

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

ATTACHMENTS

1 – Approved Minutes from Concept Review Work Session #2 (7/2/14)
2 – Approved Minutes from Work Session to Define "Genuine Architectural Merit" (9/3/14)
3 – Supporting Materials for Concept Review Work Session #3
4 – Memo and supporting materials from Concept Review Work Session #2

ATTACHMENT 1

Minutes from the informal work session with public testimony on July 2, 2014

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.

ATTACHMENT 2

Minutes from the work session on "genuine architectural merit" on September 3, 2014

The Board held a work session to define Alexandria buildings of "genuine architectural merit."

The work session began with a 90 minute PowerPoint presentation by Al Cox, Historic Preservation Manager, considering different buildings possessing "genuine architectural merit" found in Alexandria, ranging in size, date of construction, architectural style and use.

BOARD DISCUSSION

Ms. Finnigan noted that Alexandria was a living city and that the architecture blended in with the use. She observed that buildings of architectural merit showed engagement with pedestrians and with the street, having enhanced entrances and multiple uses. They also featured local materials.

Mr. Carlin noted that buildings of architectural merit had a distinct level of style, freshness and openness. He stated that none of the existing multifamily buildings and residential buildings are models of architectural merit. The historic waterfront building typology has been industrial, with clear ties either to the railroad or waterfront. He noted that the recently approved project for Hunting Terrace represented a modern snapshot of how to do a good, large-scale residential development. He also noted that Edmonson Plaza on Duke Street represents that type of balance that should be sought for the waterfront redevelopment sites because it balances the historic with the new and shows how the historic can anchor the modern or new. He said that the driving criteria is to be firmly anchored in the site and established vocabulary. He also observed a degree of regularity and sense of repetition in buildings of architectural merit. For the east building on Robinson Terminal North, he proposed tying down the corners of the project to feature the substantiality of Alexandria architecture. He also noted that Cromley Row was an example of a very strong, contemporary project.

Mr. von Senden also noted that Aspinwall Hall was an iconic building and one of genuine architectural merit. He stated that characteristics of buildings in Alexandria with genuine architectural merit have the following: articulated massing; well-defined proportions; refined architecture; and a clear entrance. He believed the two best modern examples of this were the Charles Beatley Library and Edmondson Plaza.

Mr. Neale suggested looking at the waterfront buildings abstractly. He also thought that Copenhagen had several good examples that illustrated the random juxtaposition of how buildings develop over time. He said that Copenhagen displays a richness of how such masonry buildings evolve over time, noting that they are substantial in size and have interesting geometries. He noted that buildings of genuine architectural merit were large buildings with a plentiful amount of punched openings, featuring well-articulated façades and human-scaled. He explained the importance of the yin and yang effect.

Dr. Fitzgerald agreed that the Copenhagen waterfront buildings were great examples of waterfront buildings but noted that they were historic and not new.

Ms. Miller agreed with the comments made by Mr. Neale and noted that the proposals seen thus far have not reflected Alexandria architecture. She recommended the developers watch Mr. Cox's presentation.

Ms. Roberts stated that there was a clear difference between Alexandria's buildings of architectural merit and what had been proposed so far on the waterfront sites. She observed a classical and traditional vocabulary with a sense of architectural humility. She noted that in Alexandria's best buildings, the architect's ego was not evident in the design. She stated that the buildings of merit are well-articulated and broken up in size while featuring a tribute to local materials. She noted that the buildings of merit interact with the people and connect with the town. The buildings of architectural merit are humble and of Alexandria.

Dr. Fitzgerald noted that Alexandria's buildings of architectural merit have a sense of formality. The proposals previously presented have been frivolous in contrast. He noted that buildings should "delight" but not be frivolous. He also observed that nearly every building of merit had brick.

In summary, the Board found the following common elements among Alexandria's buildings of genuine architectural merit:

- Formality
- Traditional or classical design
- Well-articulated elevations
- Proportion and repetition with a hierarchy of facade elements
- Sense of architectural humility – architect's ego is absent
- Strong connection with town itself and with community
- Pronounced and accessible entrances and strong relationship with street
- Consistent use of local materials, particularly brick
- New or modern design can be done but should be anchored to historic roots

ATTACHMENT #3

ROBINSON TERMINAL SOUTH

Alexandria, VA

BAR Work Session No. 3 Submission

September 15, 2014

DEVELOPMENT TEAM

- **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

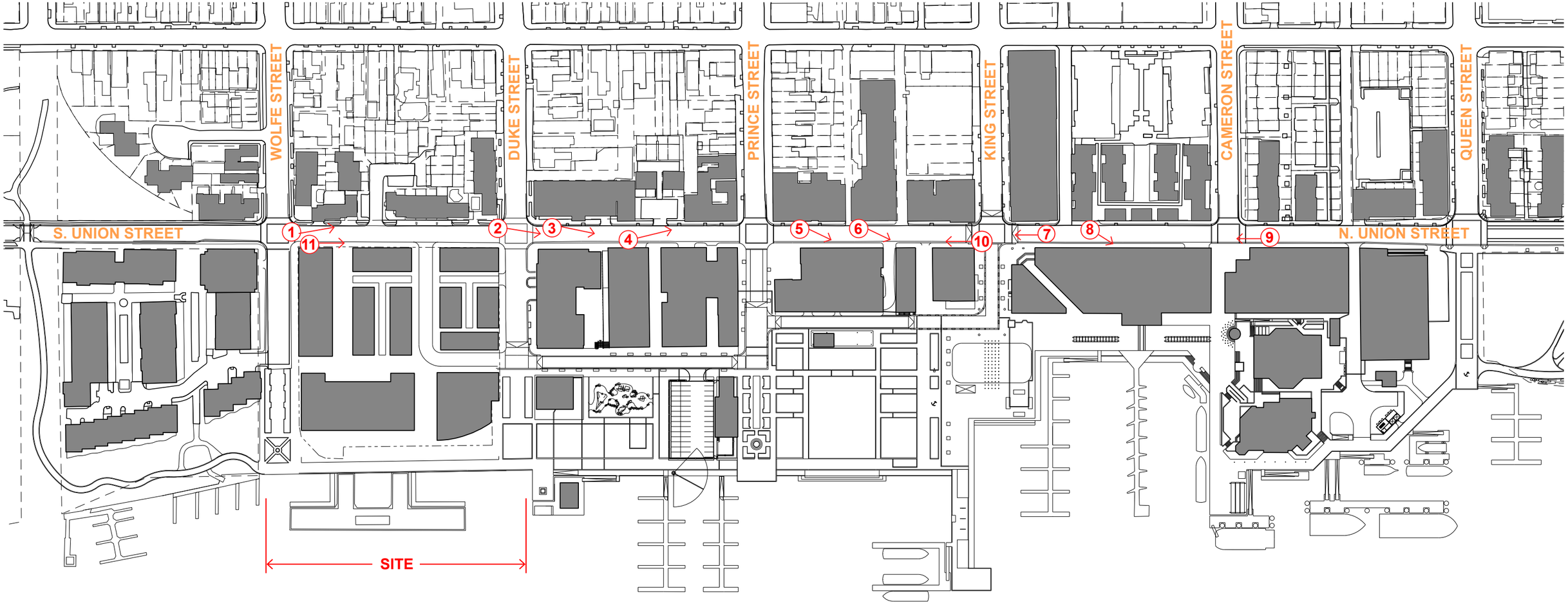
BAR PROCESS OUTLINE

Process Step	Purpose	Timing
BAR: Preliminary Submission and Work Session #1	Site history, overall planning concepts and design direction	Apr-14
P&Z: Stage 2 Concept Submission BAR: Work Session #2	Height, scale, mass, architectural language	June/July 2014
BAR: Refinements and Work Session #3	Review refinements to building architecture	Oct-14
BAR: Refinements and Work Session #4; Hearing re Permit to Demolish	Approval to raze existing warehouse buildings; advisory vote on townhouse buildings; review further refinements on MF / Mixed	Nov-14
P&Z: DSUP Submission BAR: Work Session #5; 2nd Hearing re Permit to Demolish (if nec)	Final BAR advisory vote prior to PC and City Council votes	Jan-15
P&Z: DSUP Hearings (Planning Commission & City Council)	Development approval	Mar-15
BAR: Certificate of Appropriateness Process	Final detailed architectural approval	Spring-Summer 2015

EXISTING AERIAL PHOTOGRAPH

Union Street is the first north south link inland from the waterfront. From this perspective differences between the east and west sides of Union Street are apparent in terms of size, scale and texture of the urban fabric. From Wolfe Street at the south to Cameron Street at the north, the east side is predominantly commercial uses with larger building footprints and greater heights. The west side is both commercial and residential with residential concentrations to the south and north and more commercial uses near the center at King Street.

URBAN FABRIC (PHOTO KEY)



The change in scale and porosity of the urban fabric between the east and west sides of Union Street is even more apparent in this figure/ground study of built form and open space.

ARCHITECTURAL CHARACTER OF UNION STREET

1—View looking north at Waterford Place: Note the variable massing, heights, orientations of gabled roofs and multiple curb cuts.

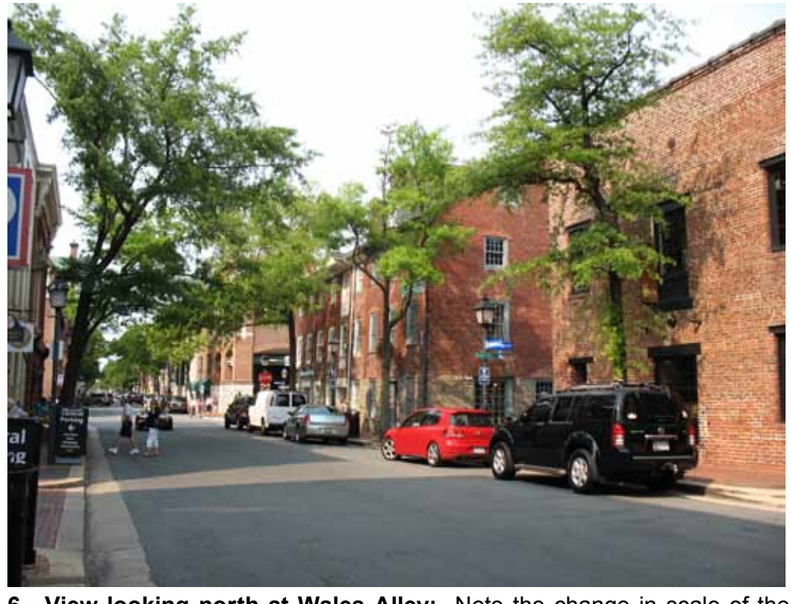
2—View looking north at Duke Street: Site of future hotel is at the right (east). A two-story parking structure is at the left (west).

3—View looking north: Three-story commercial buildings line the street wall on the right (east) side while residential dwellings exist on the left (west) side.

4—View looking northwest: An open gap occurs along the west side of the street with the surface parking lot.

ARCHITECTURAL CHARACTER OF UNION STREET

5—View looking north: Note the taller commercial structures at the right (east) compared with the lower structures at the left (west).



6—View looking north at Wales Alley: Note the change in scale of the historic buildings at the right (east).

7—View looking south at the intersection with King Street: The 18th century warehouse at the left (east) and the 19th century commercial building at the right (east) complement one another with height, material and color, despite the vernacular character of the warehouse and the high style of the other.

8—View Looking northwest: The industrial aesthetic of the Torpedo Factory at the center is authentic with large uniform bays, tall floors and extensive glass.

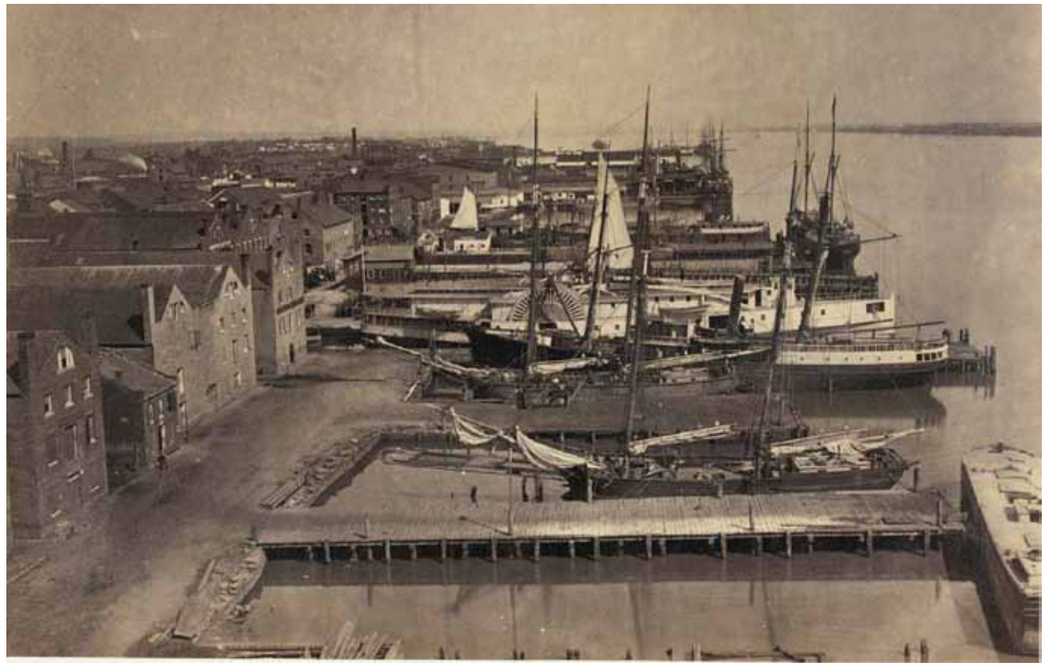
9—View looking south at the Torpedo Factory: Note the isolation of the sidewalk zone with the ground floor uses when display windows and entrances are absent

10—View looking south near Wales Alley: Historically, a pattern of recessed entrances and ground floor windows engaged the sidewalk zone.

11—View looking north between Wolfe and Duke Streets: The current Robinson Site completely lacks interaction of building and the sidewalk zone, which is narrow and features overhead utility poles.

Alexandria Waterfront: 1860s

Alexandria Waterfront Aerial, 1863: While many warehouse buildings were oriented east-west, Pioneer Mill on the project site was oriented north-south. The gabled fronts of warehouse buildings typically varied in width from 30 to 40 feet and established a module whether separate or abutting.



View looking north from Pioneer Mill, 1865: The interface of transit modes from water to land and the buildings which stored transported goods or produced products for export creates a rich visual image.

Artist's rendering of the Strand looking north ("Alexandria" With the Ship Fairfax Leaving for Rio de Janeiro in 1845 by John Stobart): This interface is idealized in this image where the verticality of the ships' masts counterpoint the gabled warehouses.

COMMERCIAL/INDUSTRIAL HISTORY OF SITE AND IMMEDIATE CONTEXT

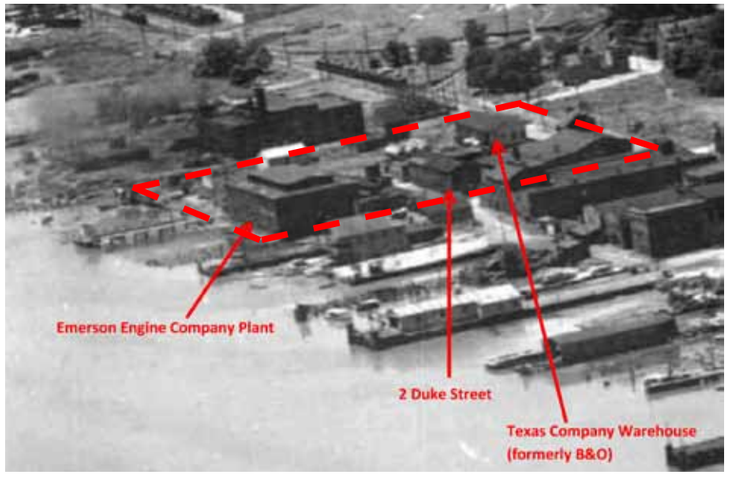
Mansion House Hotel (Braddock House Hotel) 100 block of South Fairfax Street: This large building was constructed in several phases; left photo circa 1864; right photo circa 1940. The left portion of the hotel was the 1807 Bank of Alexandria. Later additions of three and four stories circa 1850s were demolished in the early 1970s.

Crilley Warehouse at 216-220 North Lee Street, circa 1850, renovated 1970s: Note the segmental parapet wall extending above the structure's roof.

The Strand between Prince Street (left) and King Street, circa 1900: Note the scale of the wide, three/four story façade with segmental parapet and prominent chimneys.

The Torpedo Factory in the 1920s (Library of Congress): The industrial aesthetic is clearly derived from the building's manufacturing functions with a rigid structural frame clad in a stucco cement, serving open floor plans with uniform large bays with extensive glass.

Pioneer Mills constructed circa 1854 and the Soldiers' Mess House, 2 Duke Street, constructed circa 1850-1860: The Pioneer Mills building at the Robinson Terminal Site was the tallest structure on the waterfront at 77 feet tall according to accounts and one of the largest at approximately 100 feet wide by 170 feet long for the gabled portion. Note the parapet fire wall at the midpoint of the roof. The Soldiers' Mess House pictured here was destroyed by a cyclone in 1896 and replaced with the current No.2 Duke Street building



Robinson Terminal Site Aerial View, circa 1930 (courtesy of City of Alexandria, Office of Historic Alexandria): This aerial view of the site is one of the last images before fires laid ruin to most of the buildings and affirms the preponderance of industrial/commercial uses throughout the history of the site.

125 South Union, circa 1827: Juxtaposition of scale between the 4-story warehouse and the adjacent 2-story row dwellings is not uncommon in the historic district. Note also the parapet firewalls of the lower structures and the use of slate and metal roofing.

106 South Union Street, circa 1916: As an example of brick masonry common to many of the commercial/industrial structures, the range in color (medium red-orange), light mortar, and texture of the molded brick are defining characteristics. Note the extended parapet of the end wall. A recent adaptive re-use incorporates black multi-paned metal windows and large sliding doors with steel lintels.

Typical narrow alley spacing found throughout Alexandria: This example is approximately 9 feet wide, similar to that proposed on the west side of No. 2 Duke Street.

Santa Fe Railway Administration Building, early twentieth century (demolished): This pair of identical structures features 2-story bays with paired windows, 3 bays wide and 5 bays long. The double height reading is reinforced with brick spandrels and cast stone lintels. The end bays project slightly from the rectangular form as does the center bay at each end.

Corn Exchange, 100 King Street, circa 1871: The Italianate style design brick building features a “colossal order”, 3 window bays wide by 6 window bays long, which are paired with projecting piers and eave brackets. Large retail bays at the ground floor incorporate extensive multi-paned windows below a cornice line.

View looking northwest: The overall horizontally of the Ford Assembly Plant created a simple, powerful image.

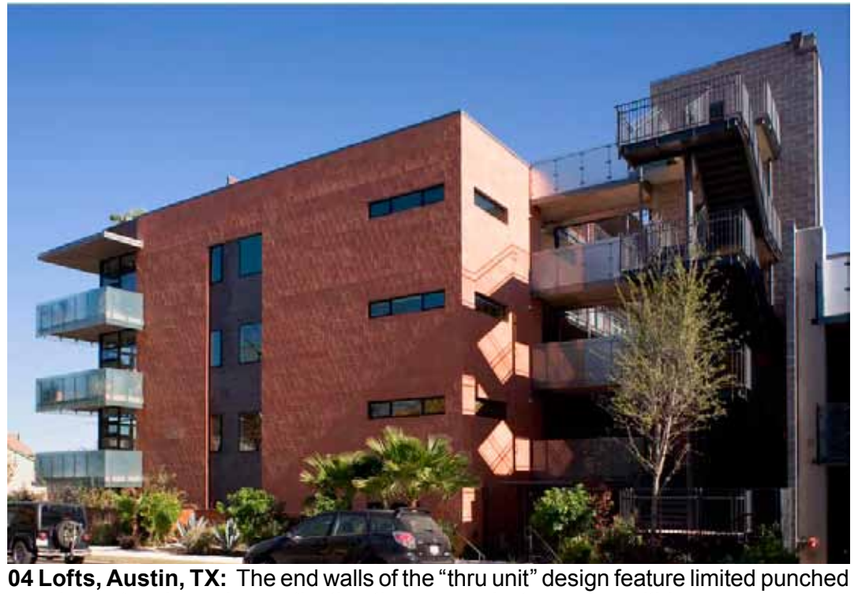
Ford Assembly Plant, Alexandria, circa 1930, Aerial View: Built on a platform supported on piles, the building is comprised of two elements, the administration building fronting the water and the assembly building behind it. Each was built with a different orientation of their planning grids. The administration building aligned with Alexandria's street grid while the assembly building was oriented to the river channel. Note the high contrast between the yellow brick masonry and the dark window bays.

View of northeast corner of the administration building: The administration building's river facade is composed of a raised center section with a horizontal emphasis, flanked with matching end pavilions. The pavilions featured highly articulated brick detailing at corner piers and entablature. The vertical expression of narrow multi-story bays was a counterpoint to the horizontally of the center section.

View of north elevation: With their different grid orientations, a hyphen connects the administration and assembly buildings. Each building façade expresses the functions within narrow window bays for offices in the administration building and larger glass filled square bays for the assembly building.

View of administration building's roof: A raised parapet along the center section screened the supporting structure for the Ford logo.

Merchant Row 1, Baltimore, MD: These loft style row dwellings feature an "industrial" aesthetic with uniform, 3-story bays. The attic story is setback from the street wall.



04 Lofts, Austin, TX: The end walls of the "thru unit" design feature limited punched openings of various sizes reflecting the more private spaces within.

04 Lofts, Austin, TX: Masonry party walls extending above the eave of the main roof establish a modulation corresponding with unit demising. Extensive glass between the party walls is orients interior living spaces to views. The verticality of the walls is counterbalanced with the projecting horizontal balconies.

FDIM Martine Park, Weinberg Education Pavilion, Baltimore, MD: A contemporary addition of brick, metal and extensive glazing complements the solid masonry volume of the historic building. A reversal of the solid to void ratio of fenestration between the old with its small punched windows and the new with large areas of glass are counterbalanced. Similarly the reversal of masonry treatment between the bearing walls of the old and the planar veneer walls of the new complement and contrast one another.

WATERFRONT SMALL AREA PLAN

EYA PROPOSED PLAN

SITE PLAN

RENDERING - VERSION A

VIEW FROM SOUTHEAST

RENDERING - VERSION B

VIEW FROM SOUTHEAST

RENDERING - VERSION A

VIEW FROM NORTHEAST

RENDERING - VERSION B

VIEW FROM NORTHEAST - OPTION RED BRICK

VIEW FROM THE STRAND, NORTH OF NO.2 DUKE

VIEW FROM THE NORTHWEST (SOUTH UNION STREET)

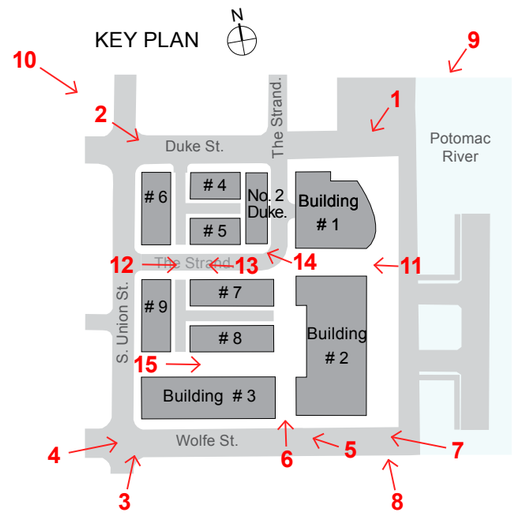
1-View from promenade at Point Lumley Park

2-View from Duke Street

3-View from South Union at Wolfe Street

4-View from Wolfe Street looking east

5-View from Wolfe Street looking west



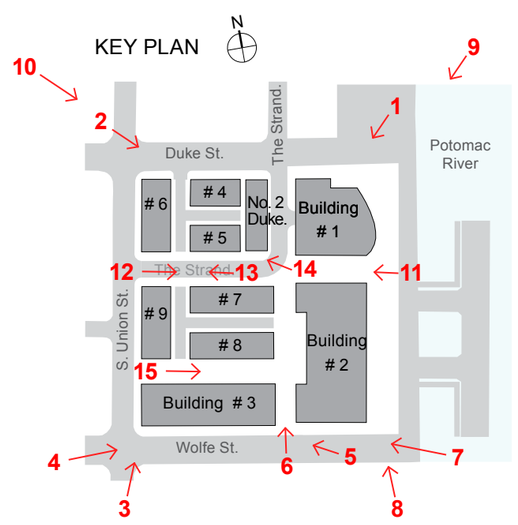
6-View from Wolfe Street looking north

7-View from promenade at the end of Wolfe Street

8-View from southeast of waterfront

9-Aerial view from northeast

10-Aerial view from northwest



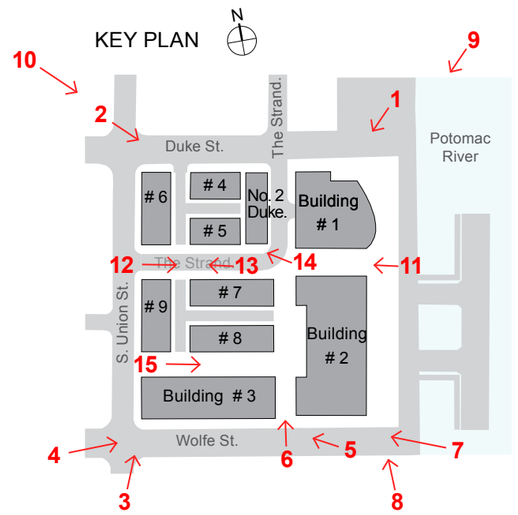
11-View from pier looking west

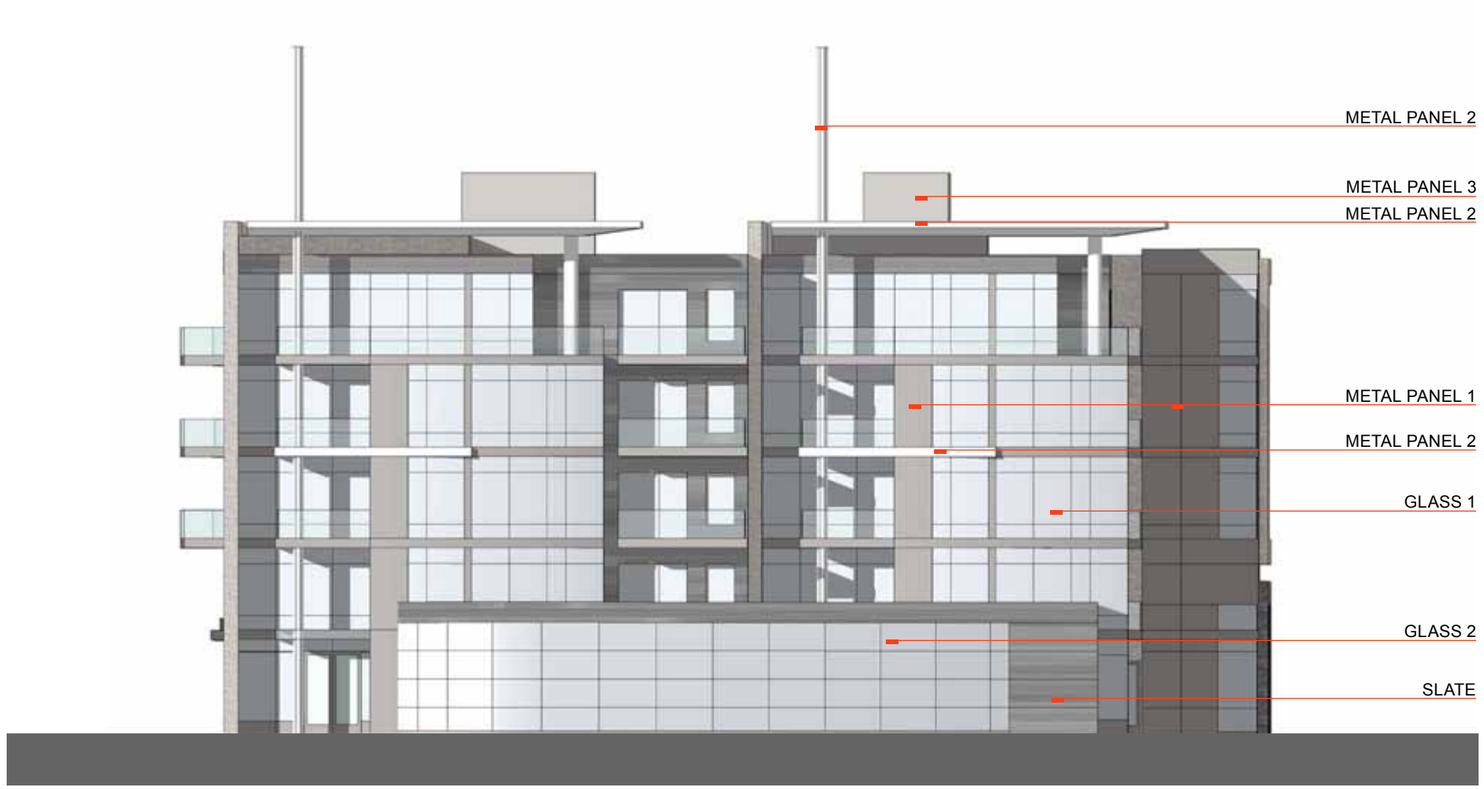
12-View from The Strand extended looking east

13-View from The Strand extended looking west

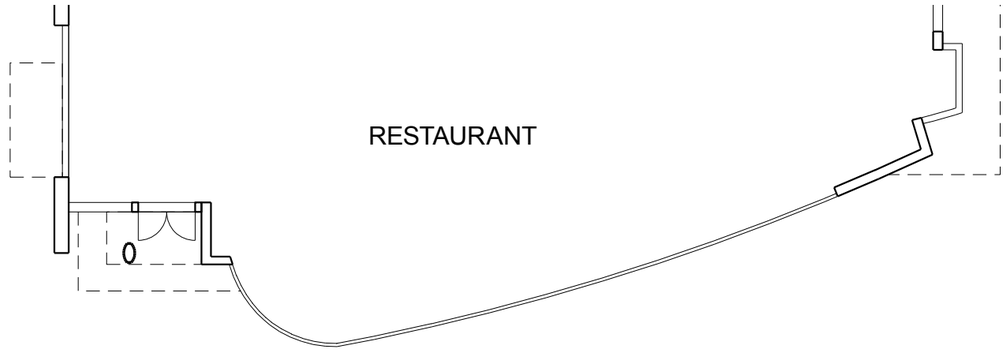
14-View from The Strand extended looking at No.2 Duke

15-View from south pedestrian way looking east

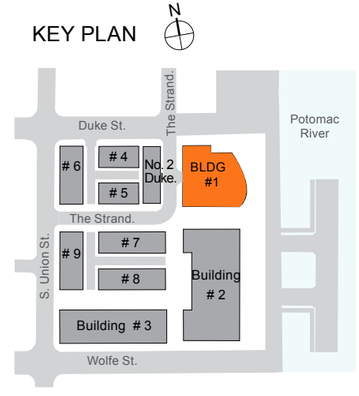




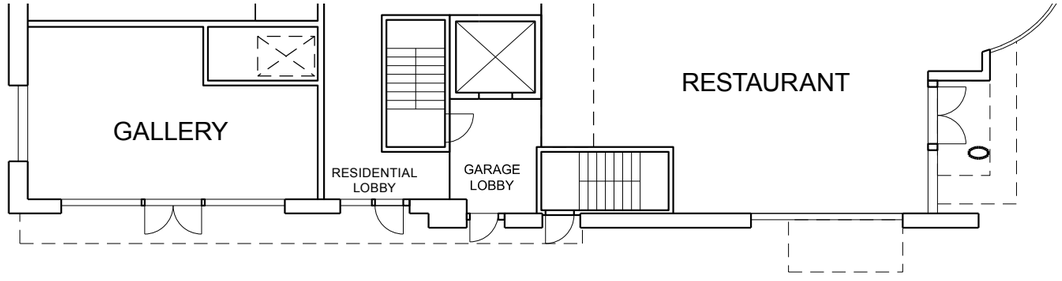
BLDG #1 - EAST ELEVATION



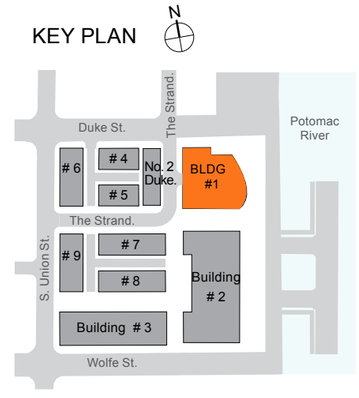
KEY PLAN



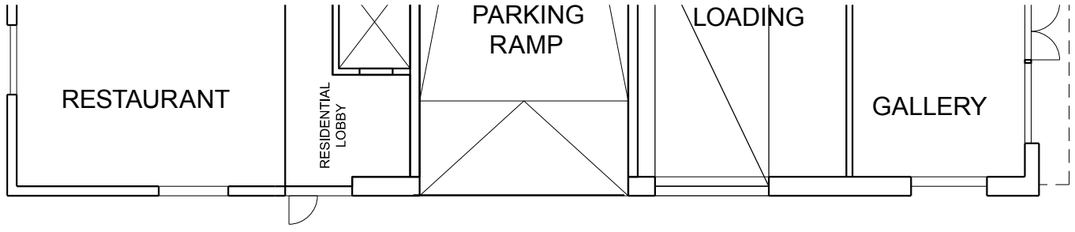
BLDG #1 - SOUTH ELEVATION



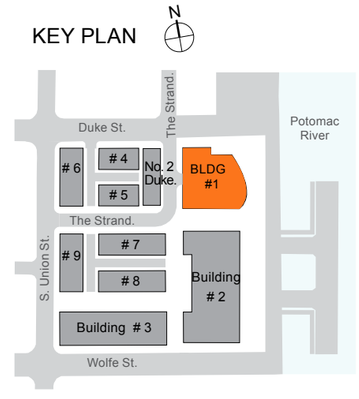
KEY PLAN



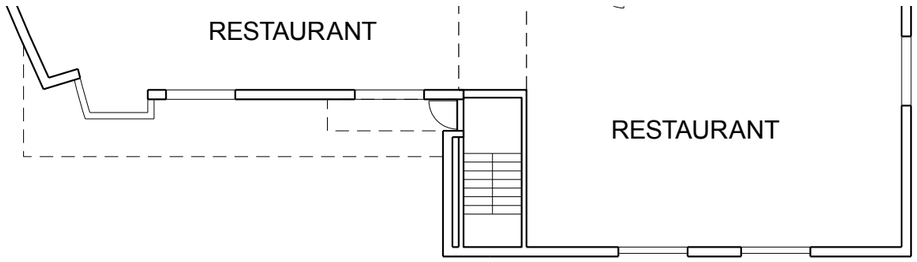
BLDG #1 - WEST ELEVATION



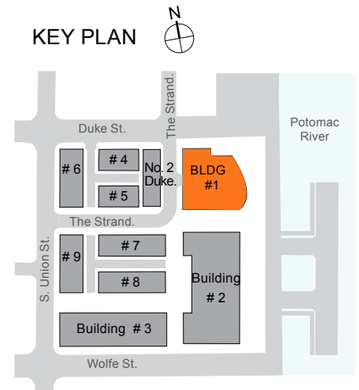
KEY PLAN



BLDG #1 - NORTH ELEVATION

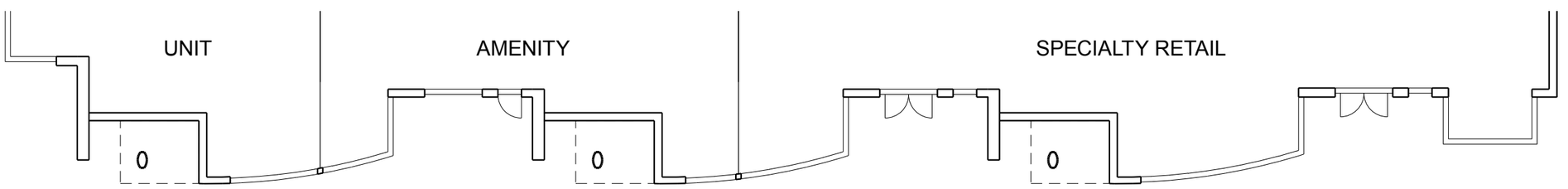


KEY PLAN



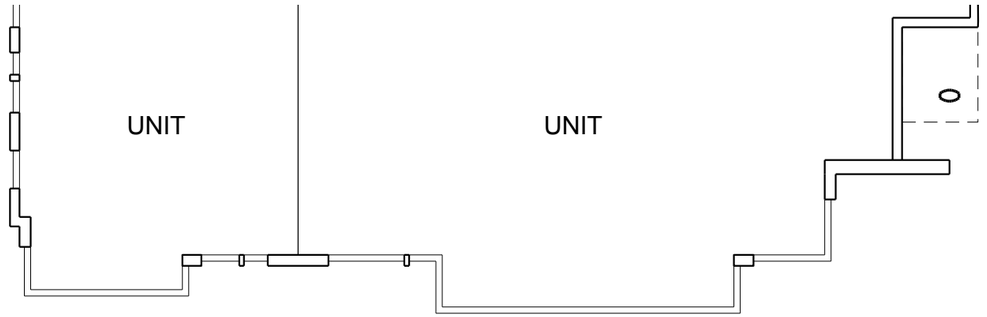
ELEVATIONS

BLDG #2 - EAST ELEVATION



KEY PLAN

BLDG #2 - SOUTH ELEVATION

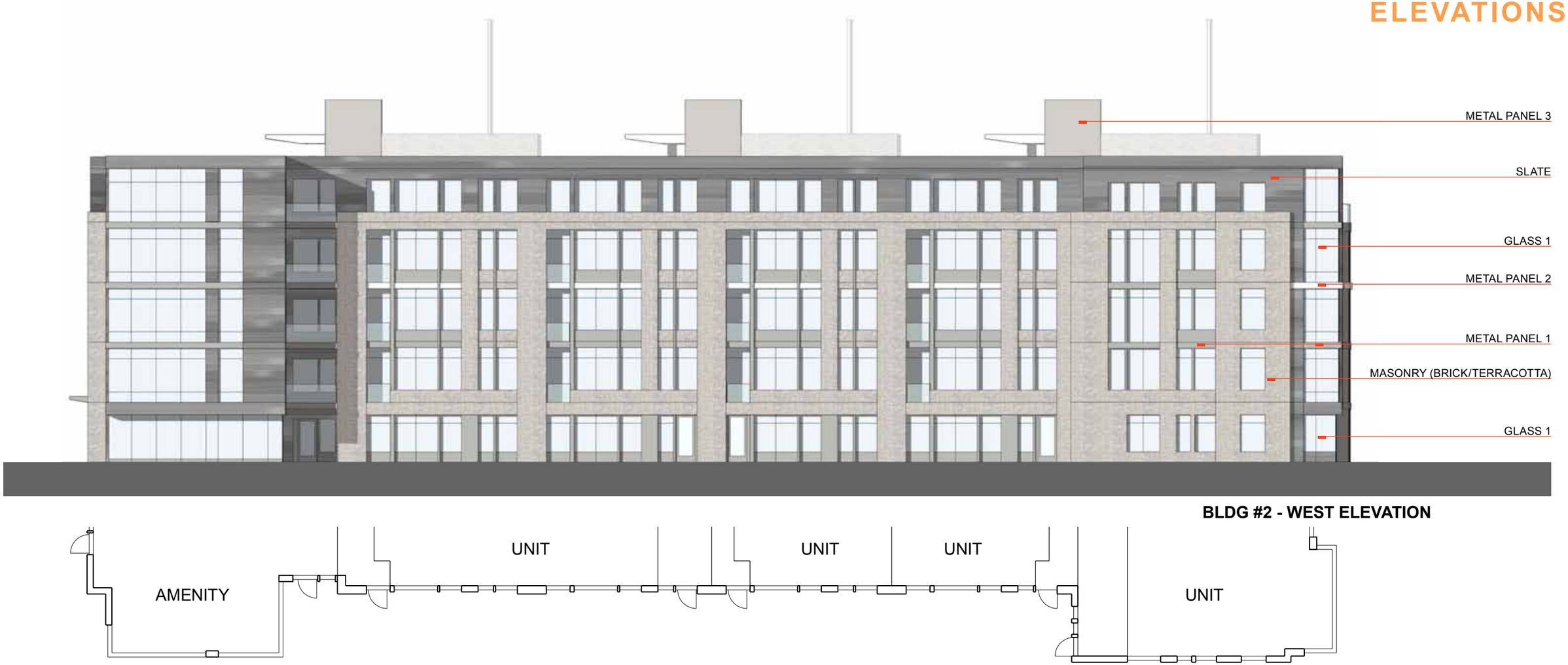


KEY PLAN

0’ 4’ 8’ 16’ 32’

SCALE 1/16”=1’-0”

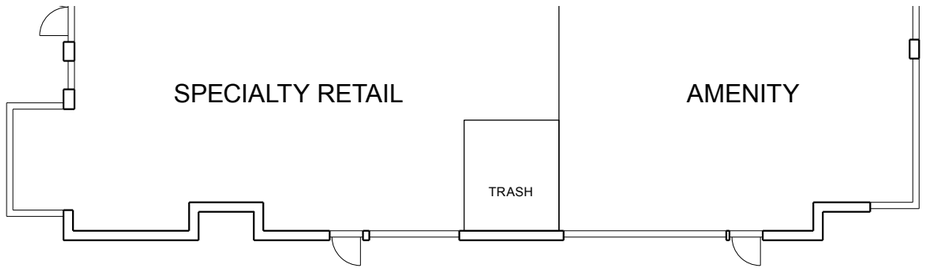
ELEVATIONS



BLDG #2 - WEST ELEVATION

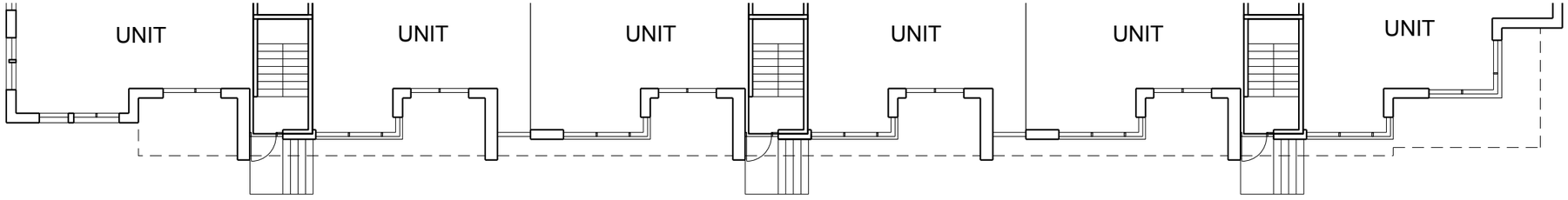
KEY PLAN

BLDG #2 - NORTH ELEVATION

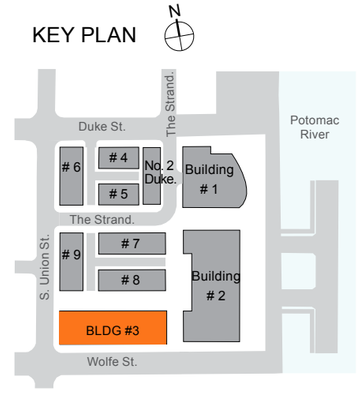


ELEVATIONS

BLDG #3 - SOUTH ELEVATION



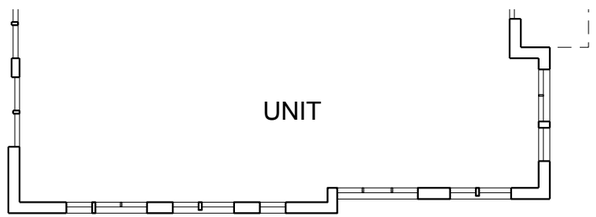
KEY PLAN

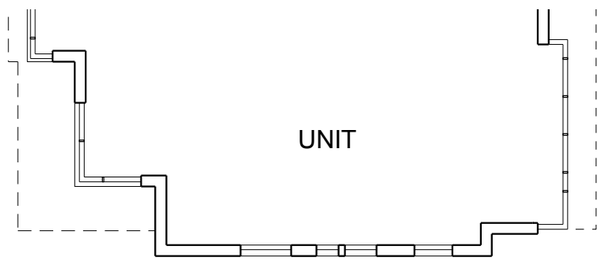


ELEVATIONS

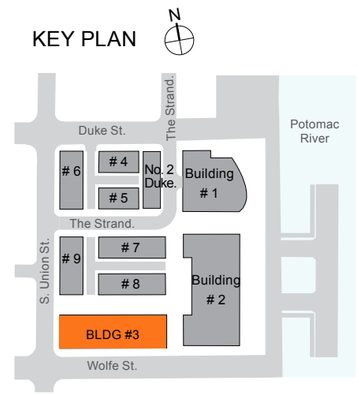
BLDG #3 - WEST ELEVATION

BLDG #3 - EAST ELEVATION



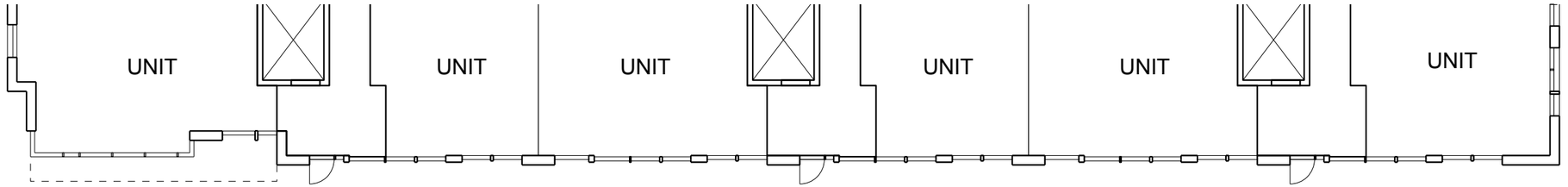


KEY PLAN



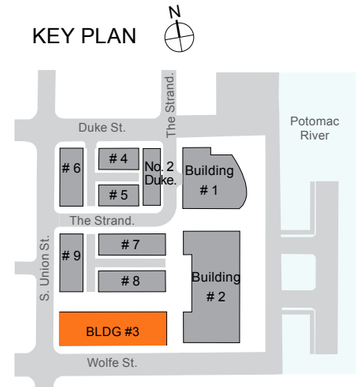
0' 4' 8' 16' 32'

SCALE 1/16"=1'-0"



BLDG #3 - NORTH ELEVATION

KEY PLAN

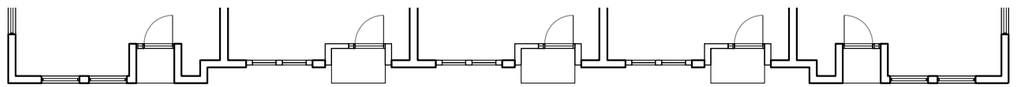


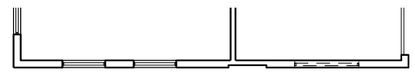
ELEVATIONS

BLDG #6 & 9 - NORTH ELEVATION

BLDG #6 & 9 - WEST ELEVATION

BLDG #6 & 9 - SOUTH ELEVATION

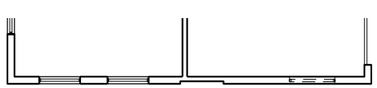


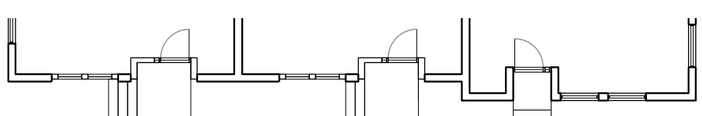


BLDG #4 - WEST ELEVATION

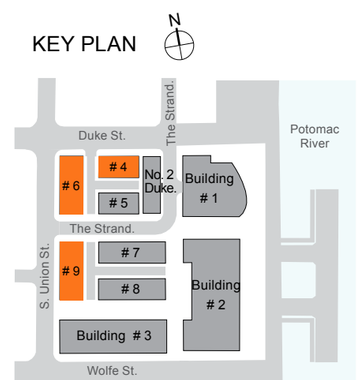
BLDG #4 - NORTH ELEVATION

BLDG #4 - EAST ELEVATION





KEY PLAN



ELEVATIONS

BLDG #7 - WEST ELEVATION
& BLDG #8 - EAST ELEVATION

BLDG #7 - NORTH ELEVATION & BLDG #8 - SOUTH ELEVATION

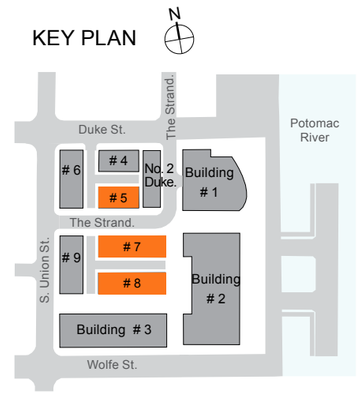
BLDG #7 - EAST ELEVATION &
BLDG #8 - WEST ELEVATION

BLDG #5 - EAST ELEVATION

BLDG #5 - SOUTH ELEVATION

BLDG #5 - WEST ELEVATION

KEY PLAN

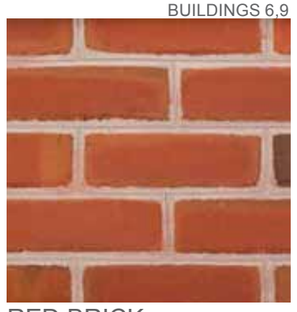


ROBINSON TERMINAL SOUTH-ALEXANDRIA, VA | BOARD OF ARCHITECTURAL REVIEW

0’ 4’ 8’ 16’ 32’ **SCALE 1/16”=1’-0”**

MATERIALS

BUILDINGS 6,9



RED BRICK

BUILDING 3

ORANGE BRICK

BUILDINGS 4,5,7,8

BUFF BRICK

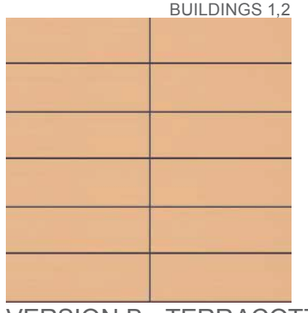
BUILDINGS 1,2

VERSION A - BRICK

BUILDINGS 1,2

VERSION B - BRICK

BUILDINGS 1,2

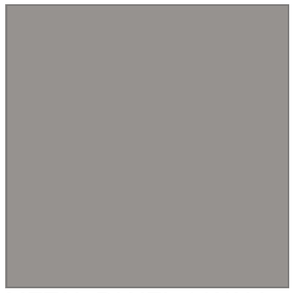


VERSION B - TERRACOTTA

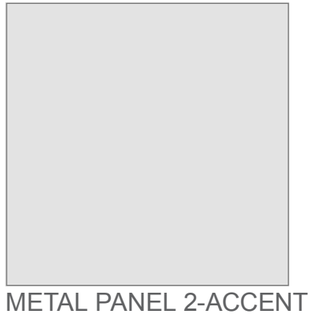
STONE

SLATE

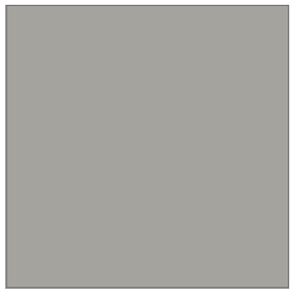
CEMENT FIBER BOARD



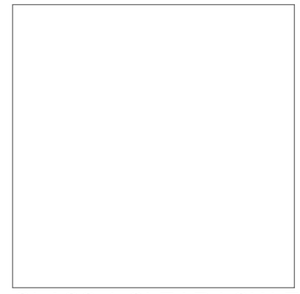
METAL PANEL 1-WALL



METAL PANEL 2-ACCENT



METAL PANEL 3-PENTHOUSE



GLASS 1-CLEAR LOW-E

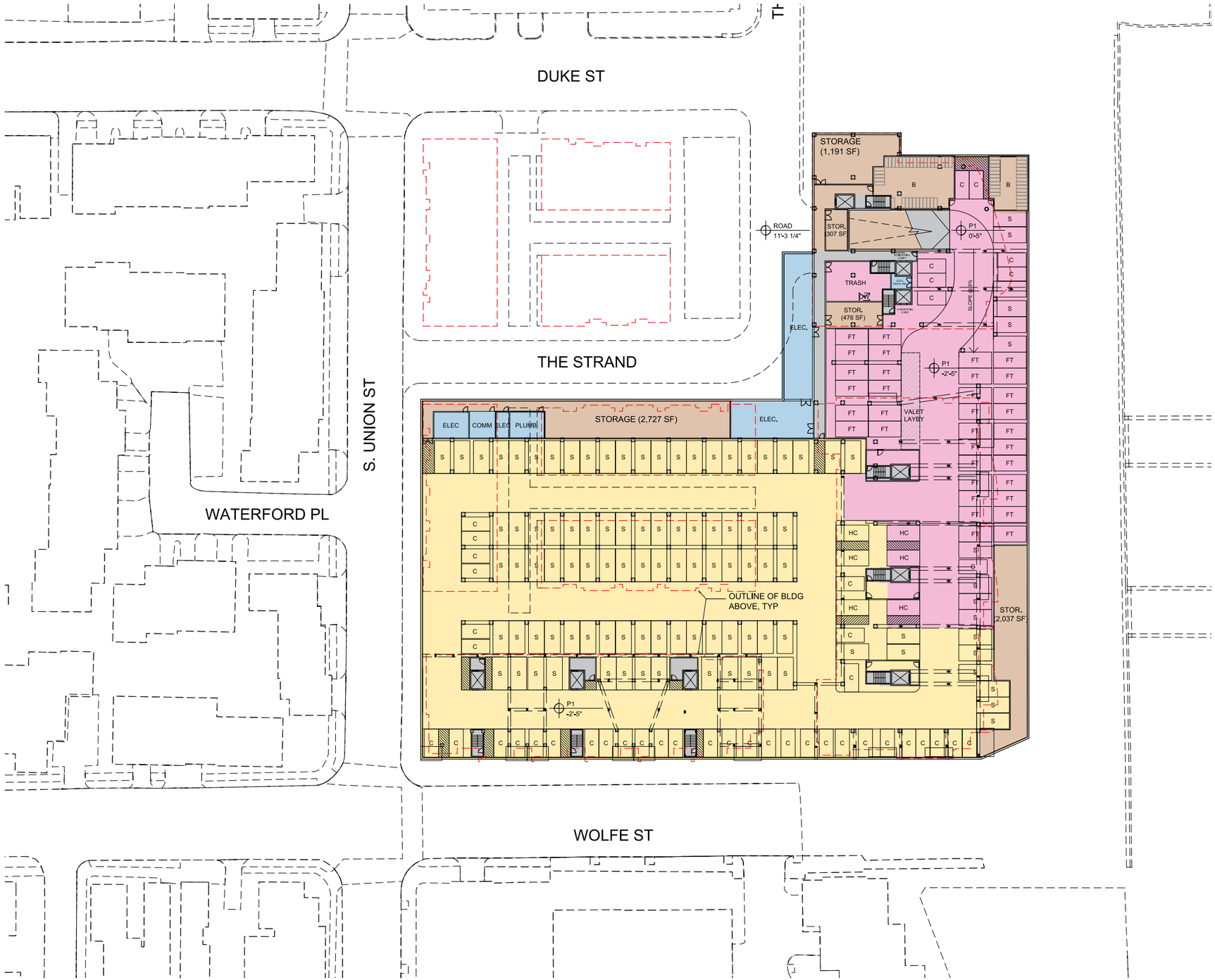
GLASS 2-CLEAR LOW IRON

TRIM COLOR

METAL PANEL 2-ALTERNATE

NO.2 DUKE

GARAGE PLAN

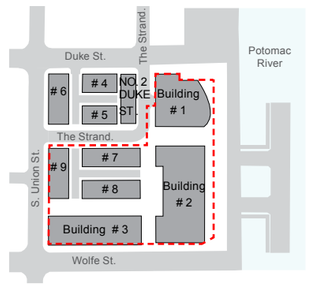


LEGEND

- COMMERCIAL PARKING
- RESIDENTIAL PARKING
- CORE
- MEP
- STORAGE
- BUILDINGS ABOVE

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

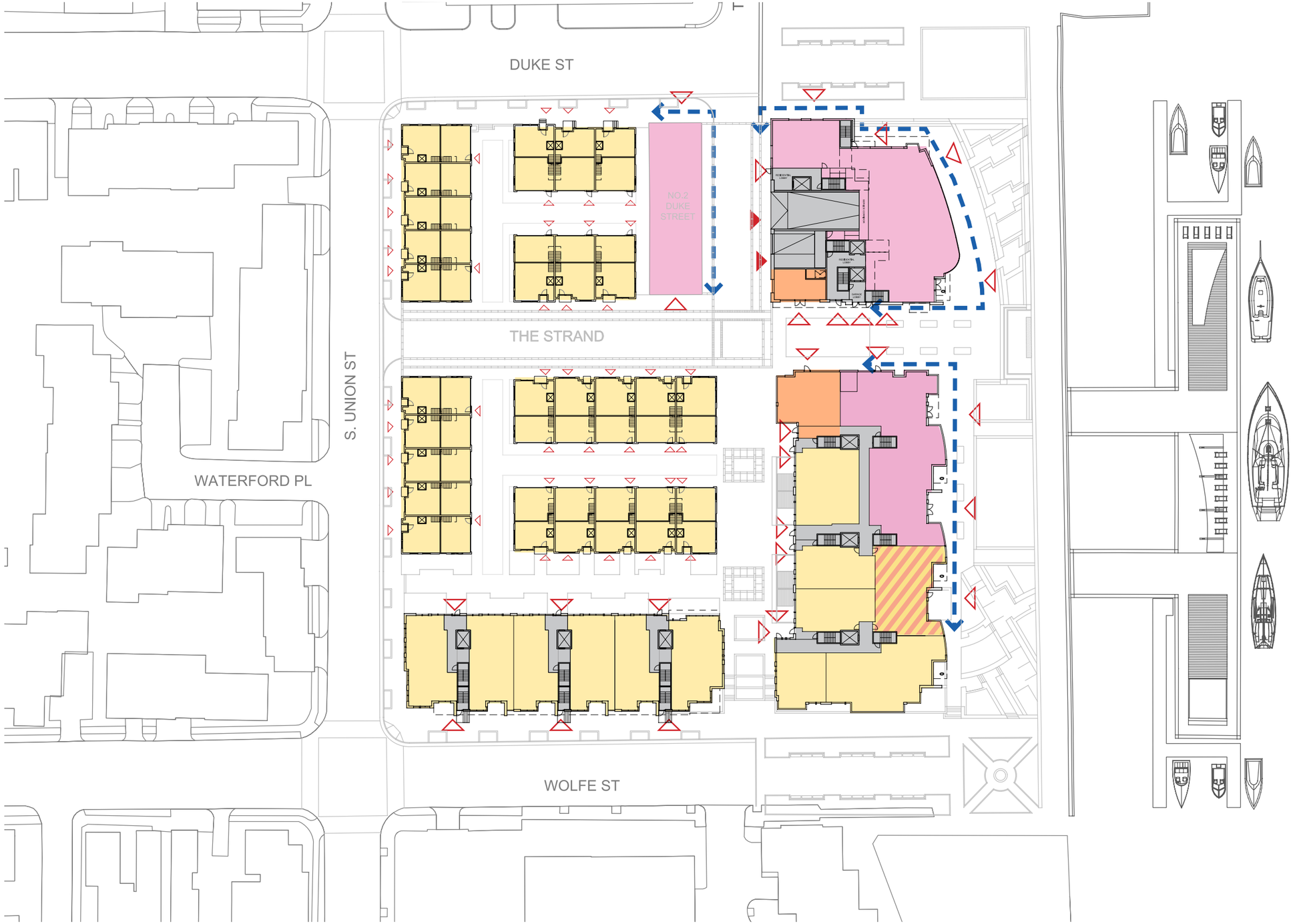
KEY PLAN



0 30' N

SCALE: 1"= 60'-0"

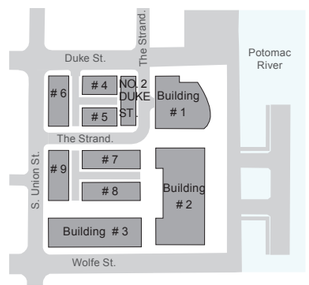
CONCEPT PLAN GROUND USES AND BUILDING ENTRIES



LEGEND

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

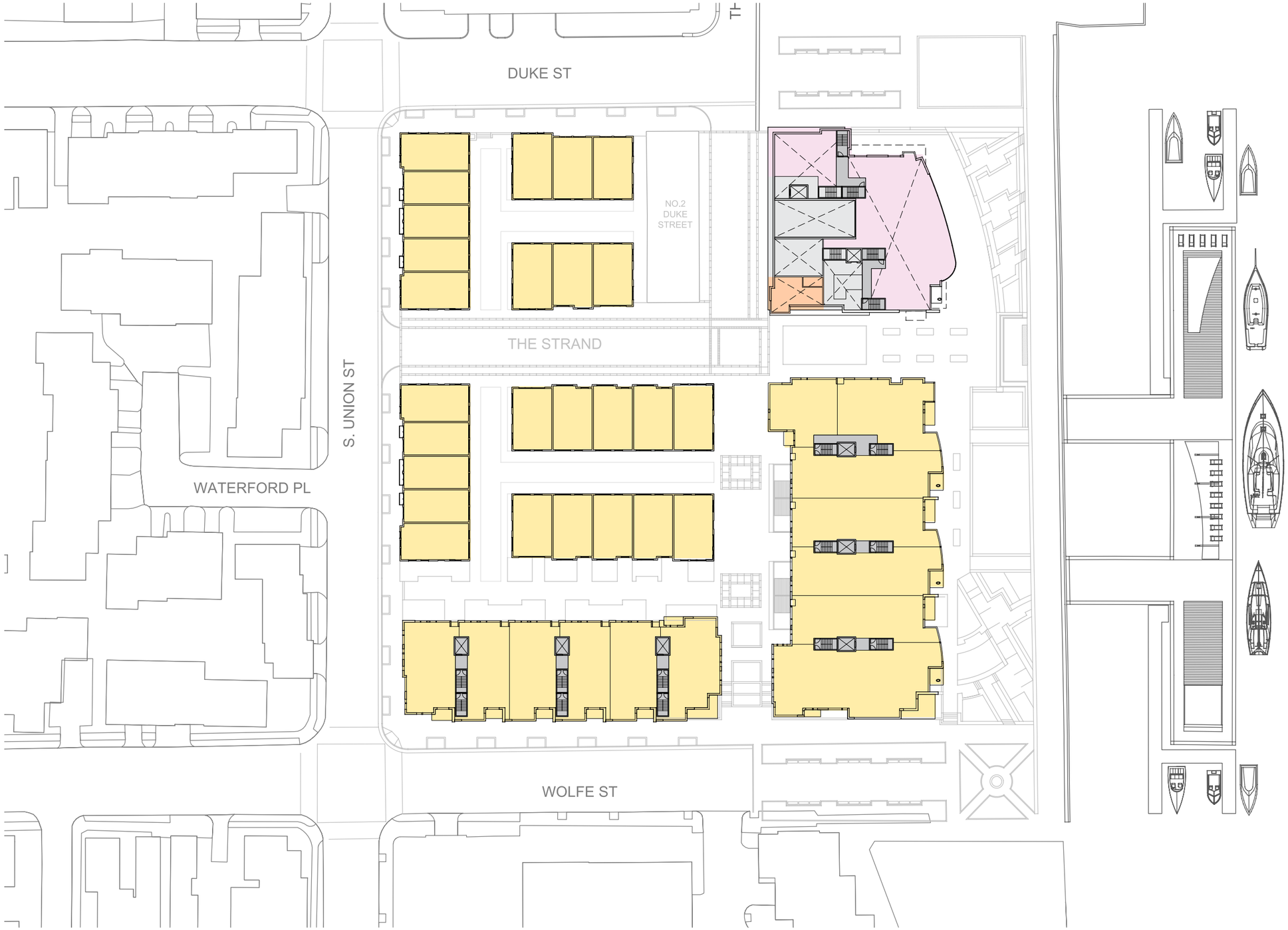
KEY PLAN



0 30’ N

SCALE: 1”= 60’-0”

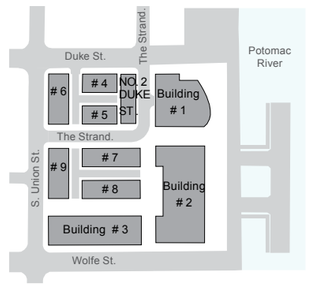
LEVEL 2 PLAN



LEGEND

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- CORE

KEY PLAN



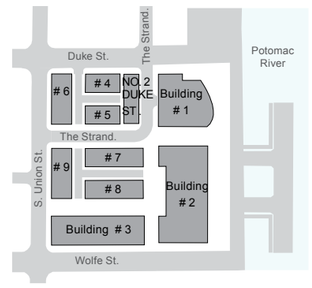
SCALE: 1"= 60'-0"

LEVEL 3 PLAN

LEGEND

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- CORE

KEY PLAN



0 30’ N

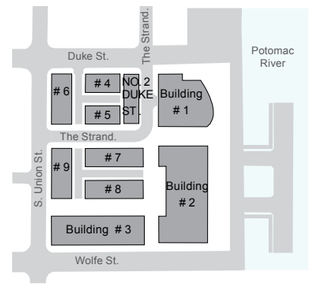
SCALE: 1”= 60’-0”

LEVEL 4 PLAN

LEGEND

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- CORE

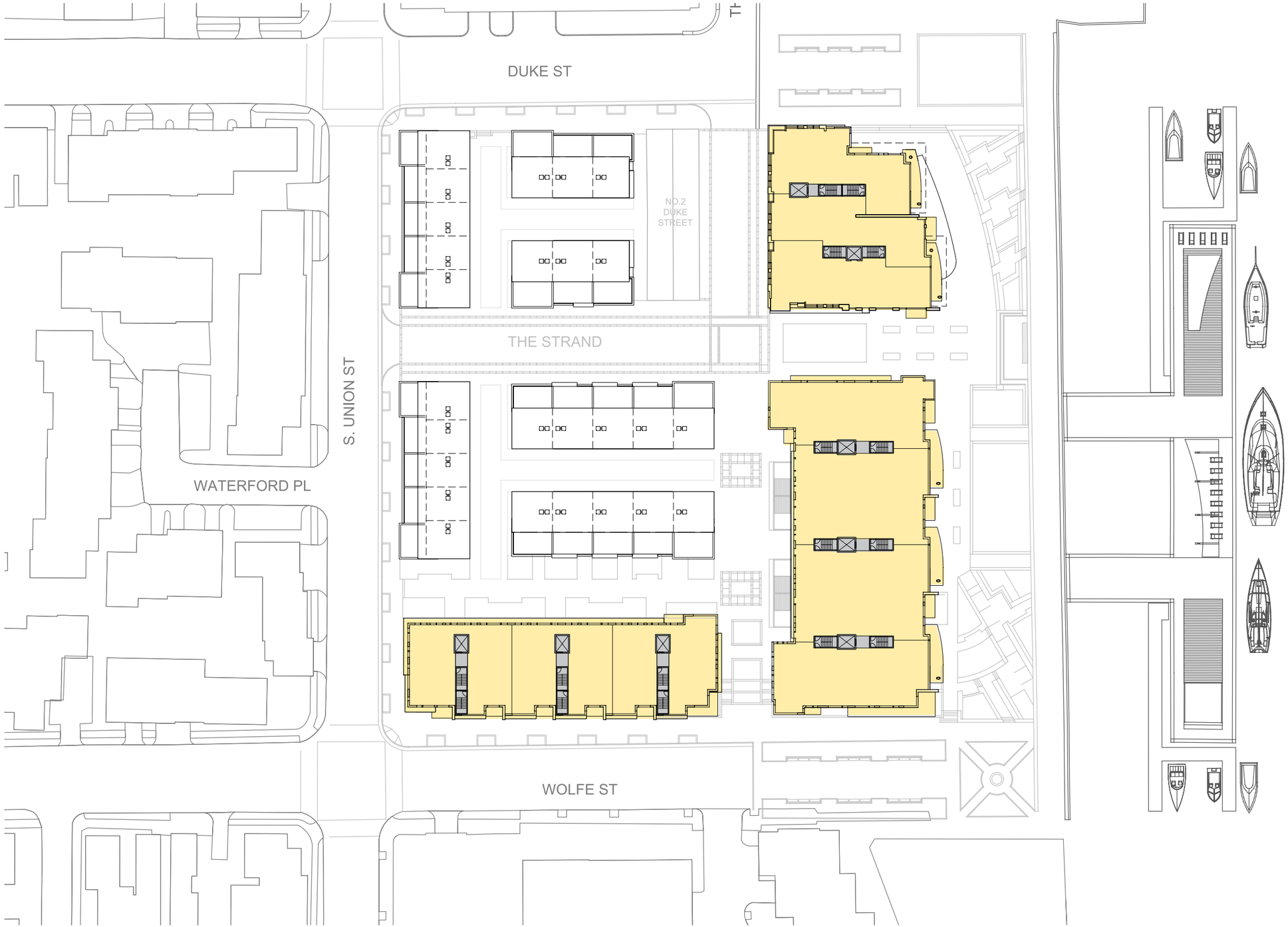
KEY PLAN



0 30’ N

SCALE: 1”= 60’-0”

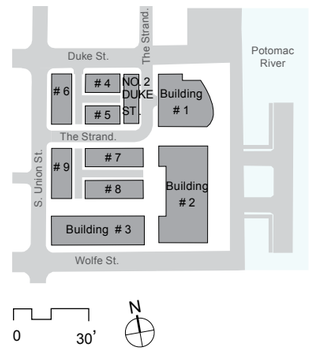
LEVEL 5 PLAN



LEGEND

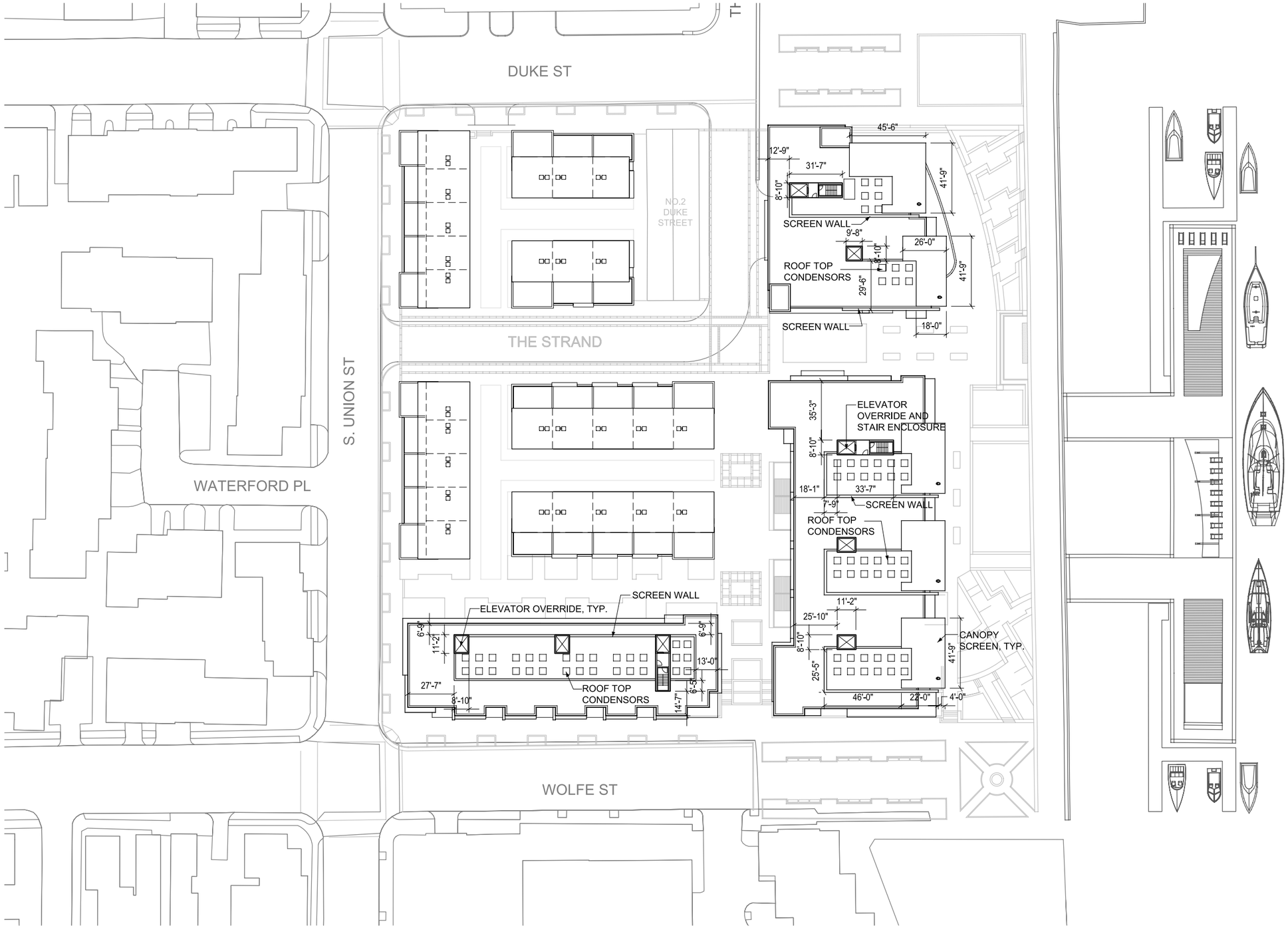
- RESIDENTIAL
- AMENITY
- COMMERCIAL
- CORE

KEY PLAN



SCALE: 1"= 60'-0"

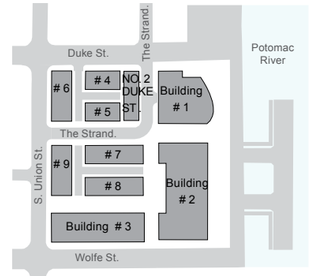
ROOF PLAN



LEGEND

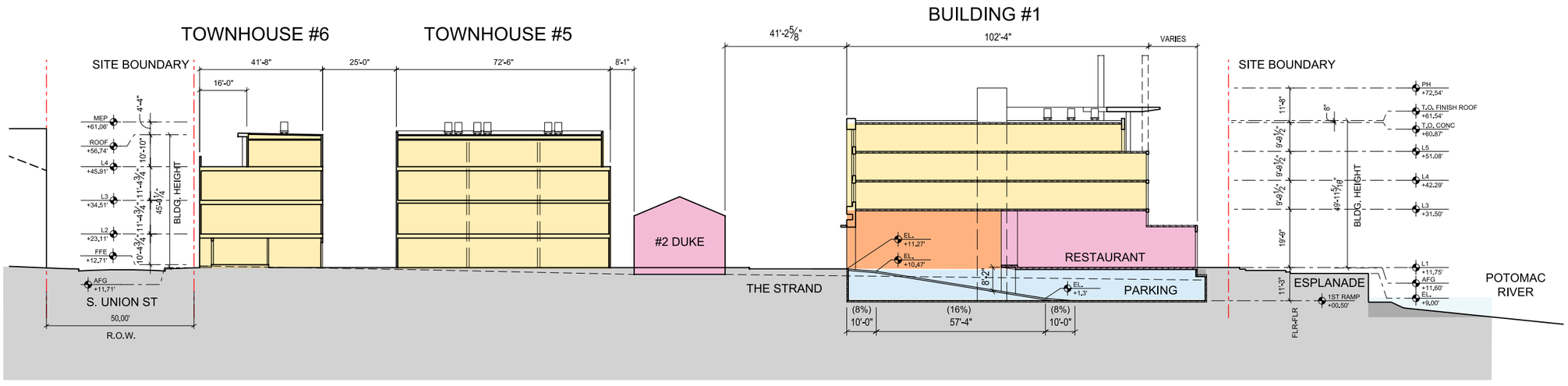
- RESIDENTIAL
- AMENITY
- COMMERCIAL
- CORE

KEY PLAN

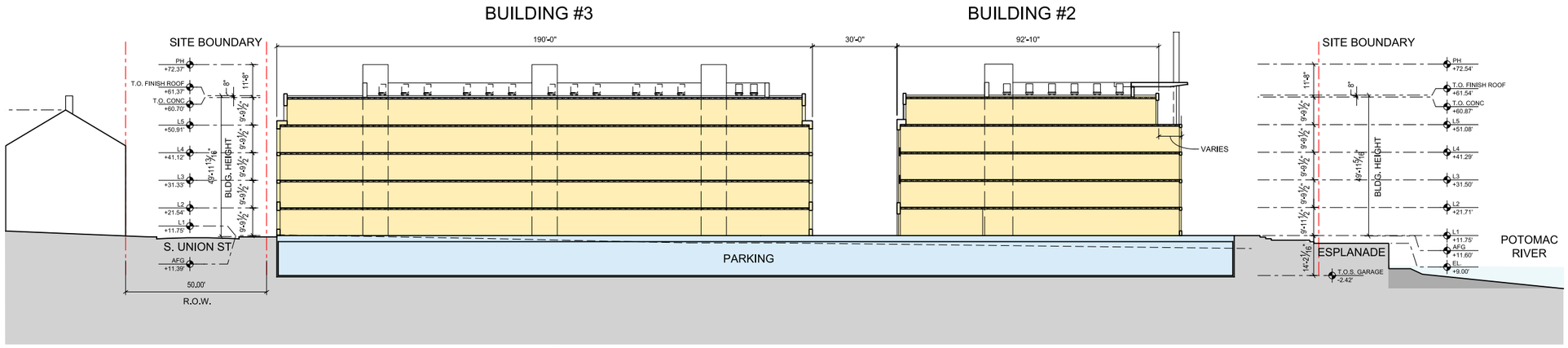


SCALE: 1"= 60'-0"

SECTIONS



Site Section A-A

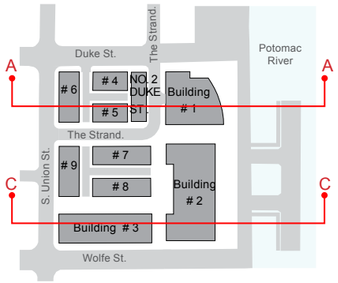


Site Section C-C

LEGEND

- DEVELOPMENT
- RESIDENTIAL
- AMENITY
- COMMERCIAL
- PARKING
- CORE

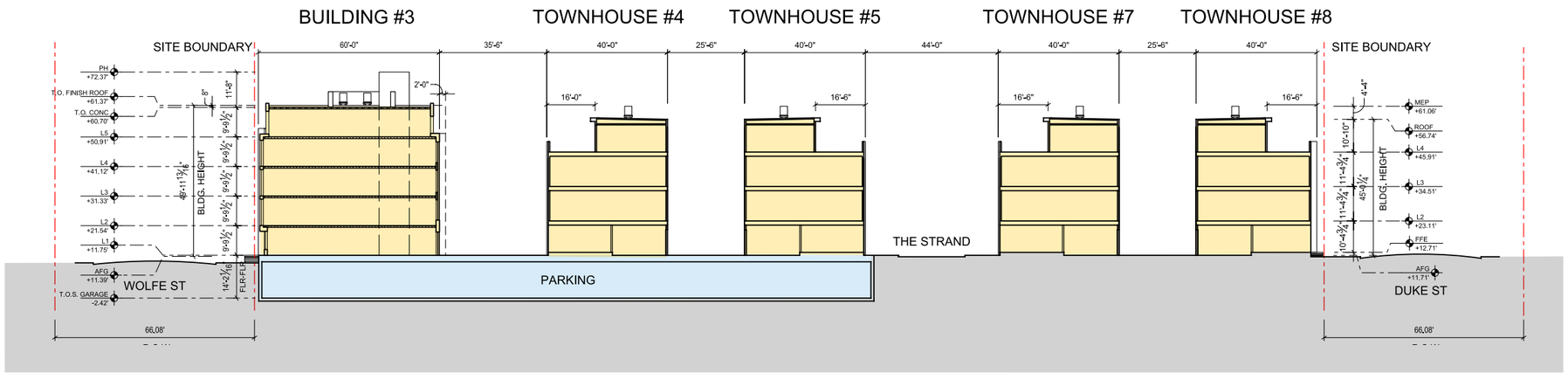
KEY PLAN



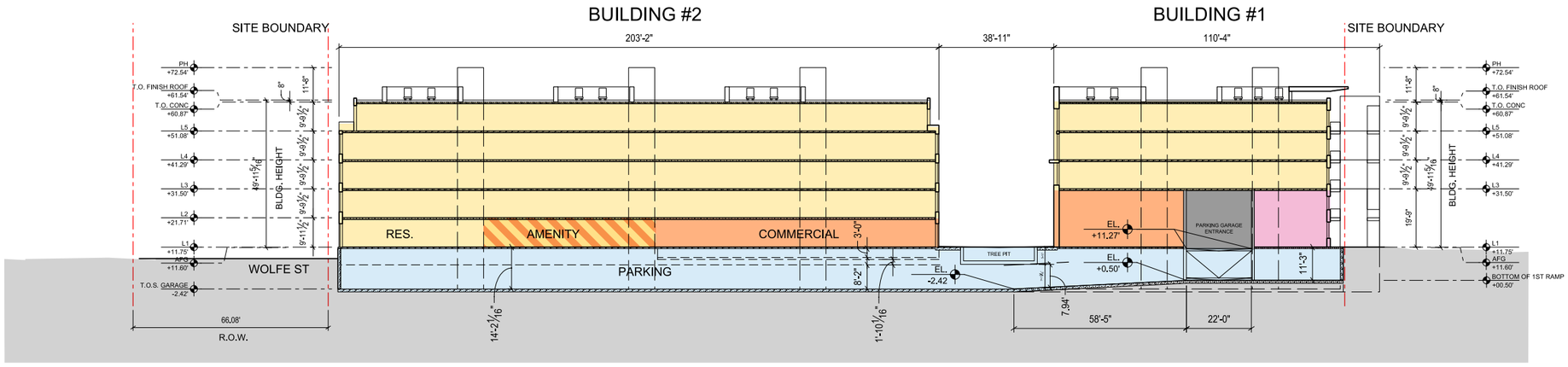
0 20'

N

SCALE: 1"= 40'-0"

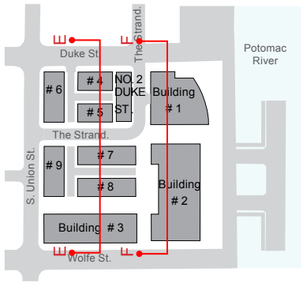


Site Section E-E



Site Section F-F

KEY PLAN

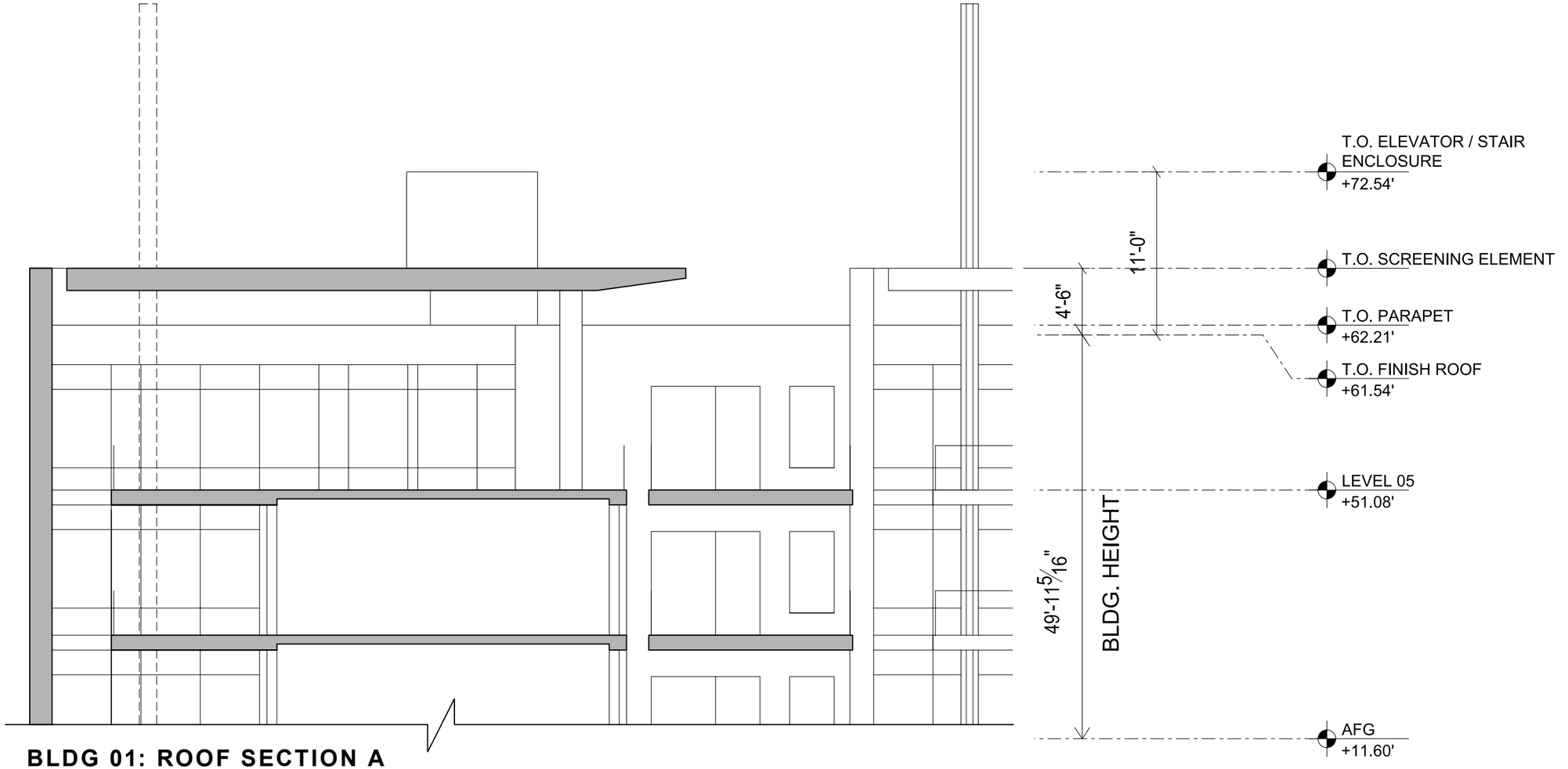


0 20'

SCALE: 1"= 40'-0"

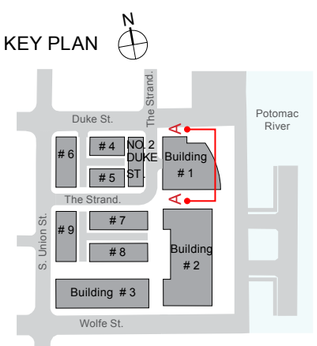
LEGEND

- DEVELOPMENT
- RESIDENTIAL
- AMENITY
- COMMERCIAL
- PARKING
- CORE



BLDG 01: ROOF SECTION A

KEY PLAN

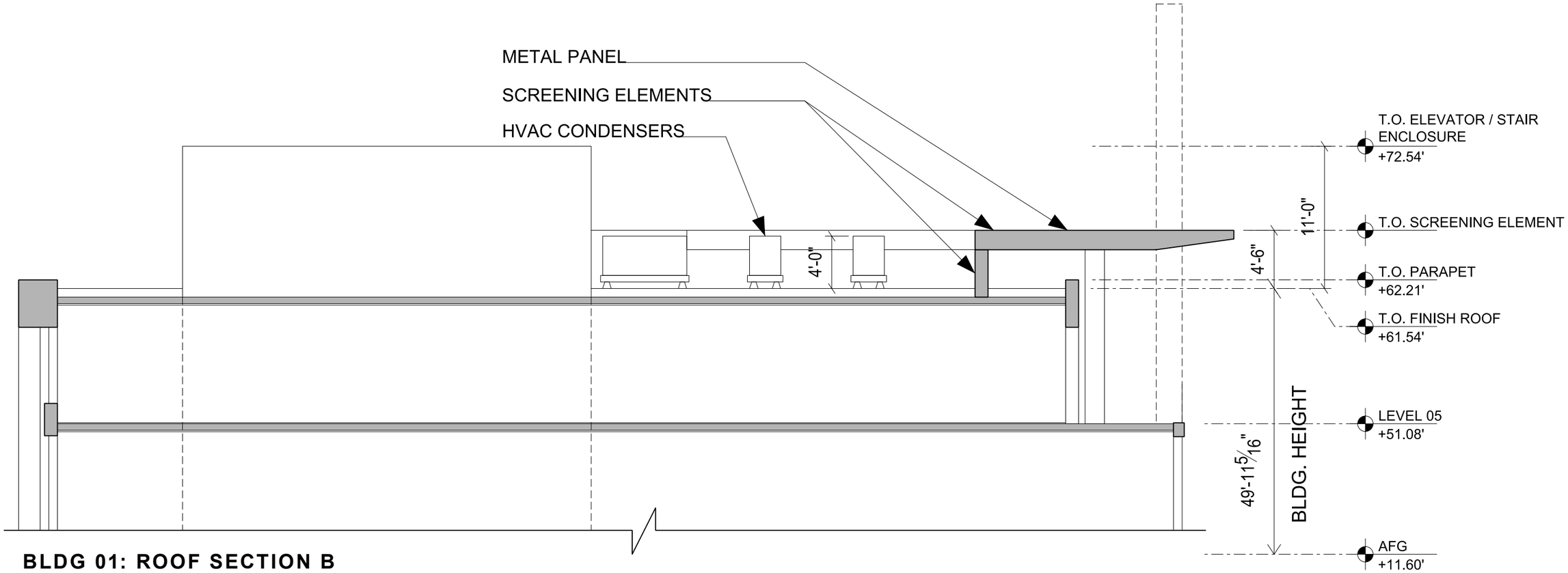


LEGEND

- DEVELOPMENT
- RESIDENTIAL
- AMENITY
- COMMERCIAL
- PARKING
- CORE

0' 2' 4' 8' 16'

SCALE 1/8"=1'-0"

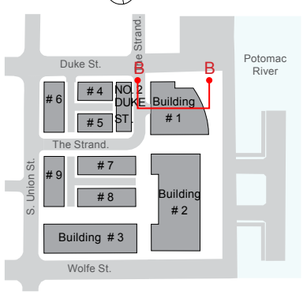


BLDG 01: ROOF SECTION B

LEGEND

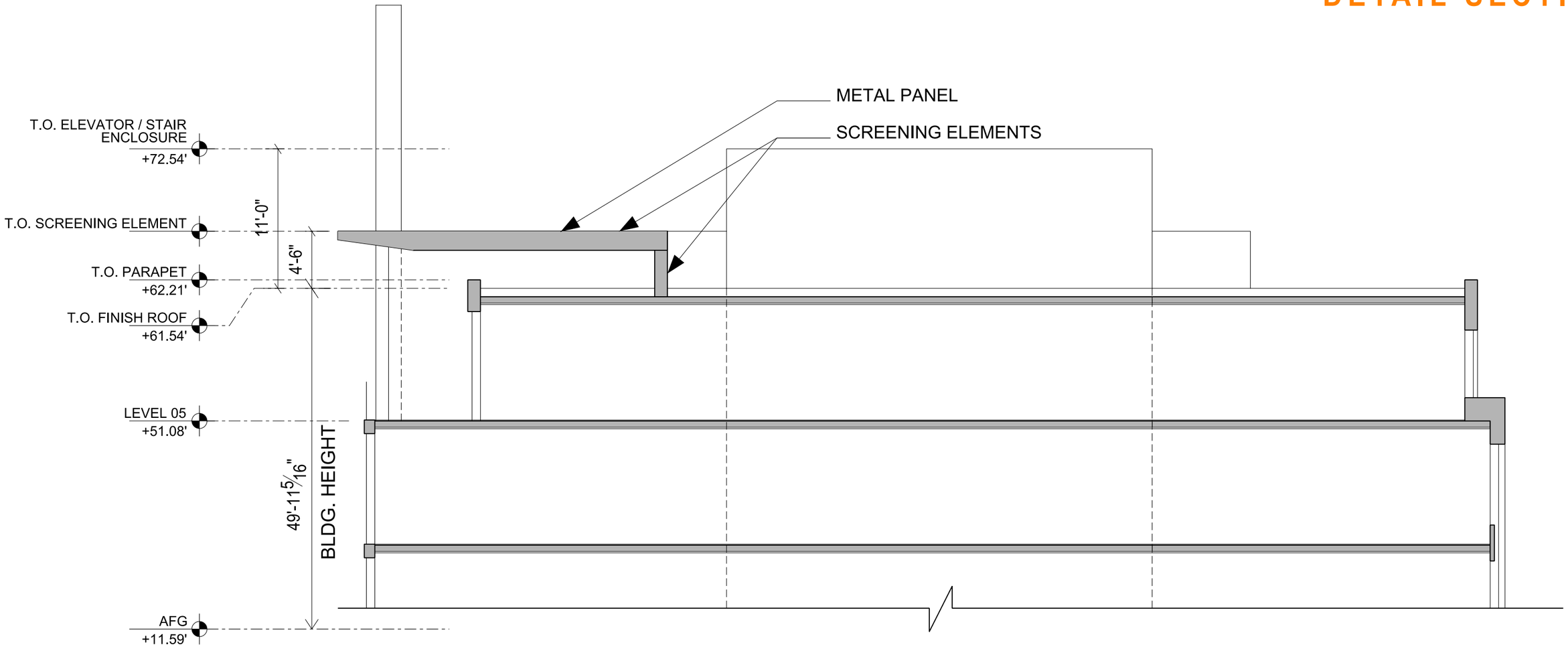
- DEVELOPMENT
- RESIDENTIAL
- AMENITY
- COMMERCIAL
- PARKING
- CORE

KEY PLAN

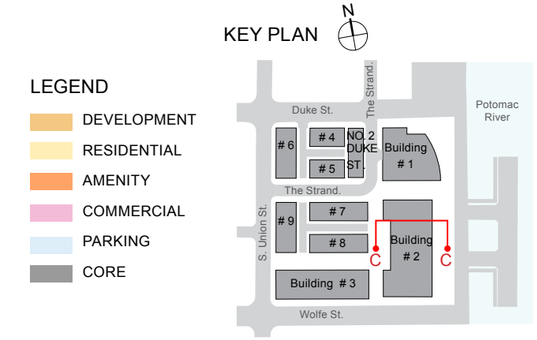


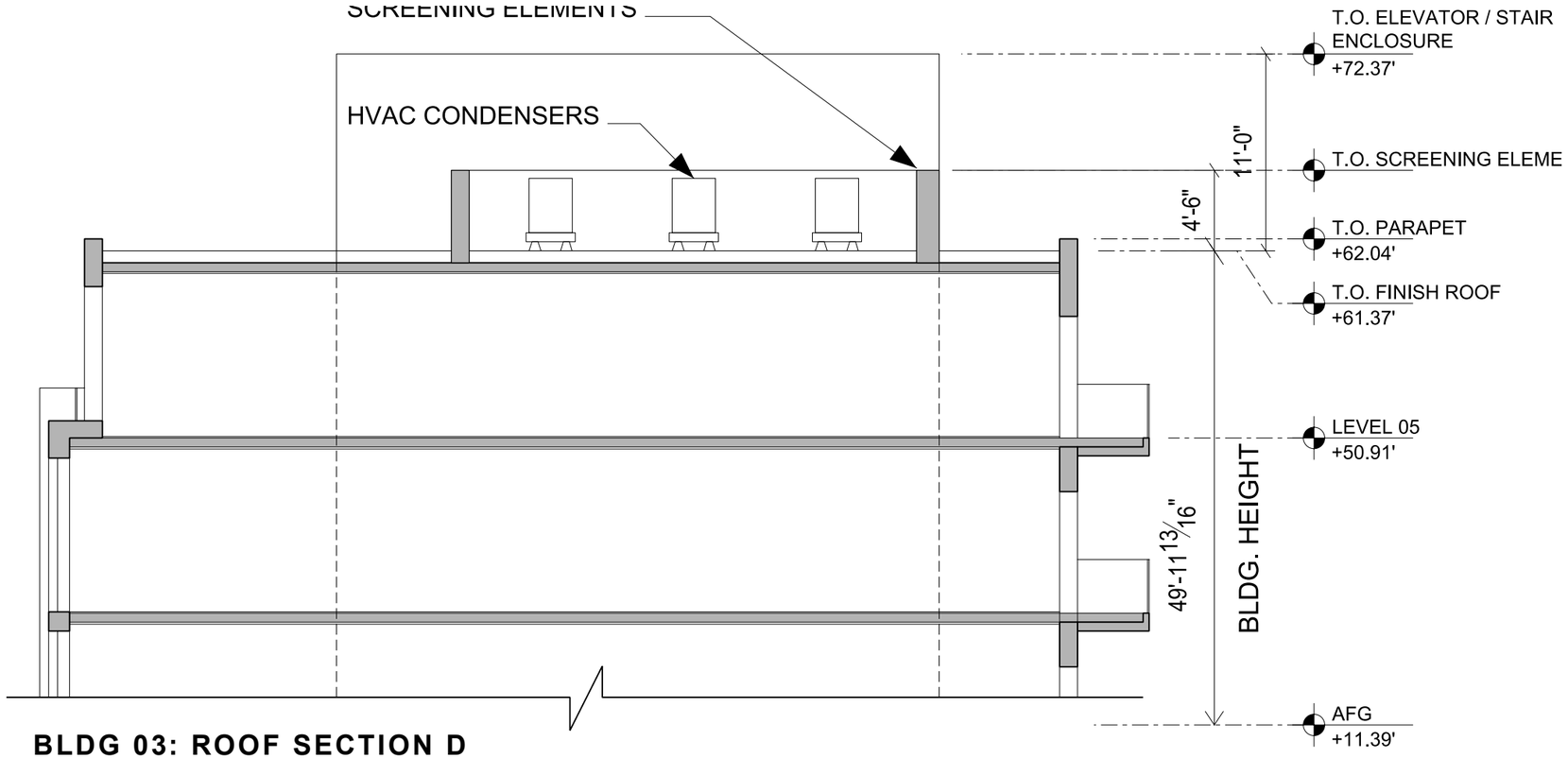
0' 2' 4' 8' 16'

SCALE 1/8"=1'-0"

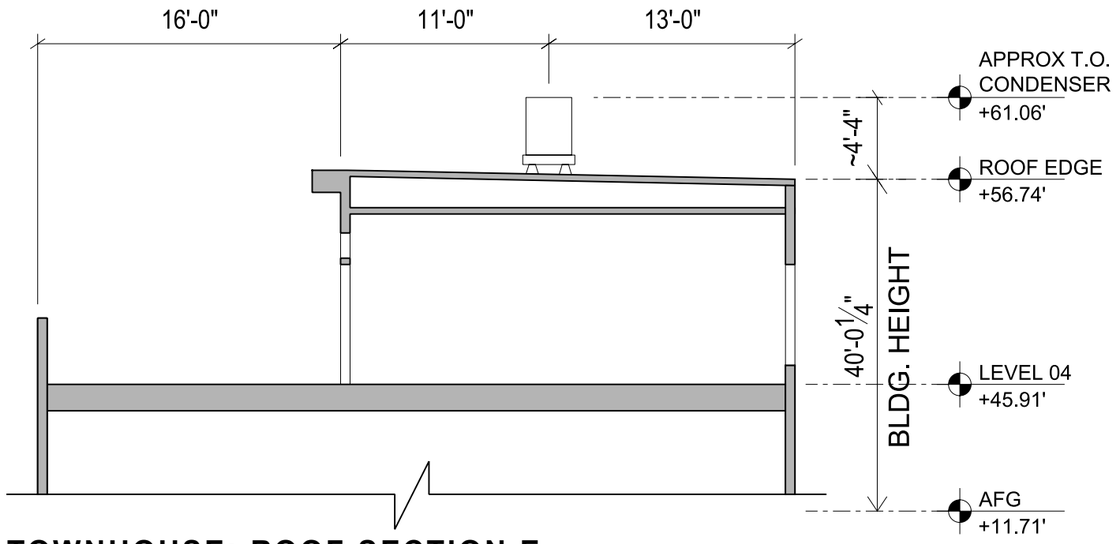


BLDG 02: ROOF SECTION C





BLDG 03: ROOF SECTION D

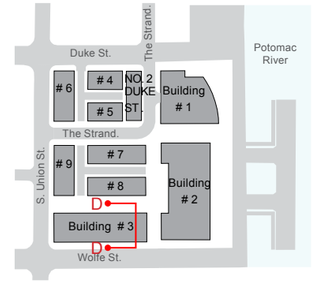


TOWNHOUSE: ROOF SECTION E

LEGEND

- DEVELOPMENT
- RESIDENTIAL
- AMENITY
- COMMERCIAL
- PARKING
- CORE

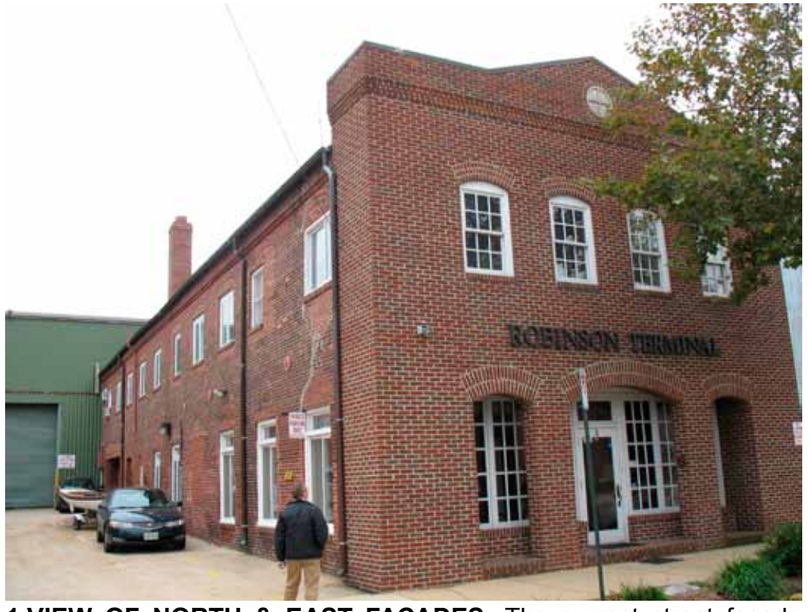
KEY PLAN



0' 2' 4' 8' 16'

SCALE 1/8"=1'-0"

NO. 2 DUKE STREET EXISTING CONDITIONS



1-VIEW OF NORTH & EAST FAÇADES: The current street façade dates from the early 1990s. The original east façade openings have been heavily altered.

2-VIEW OF THE SOUTH FAÇADE: Encapsulated by later construction, this elevation has been extensively modified. Despite the changes, the original three bay configuration is evident upon close inspection.

3-VIEW OF WEST FAÇADE: Similarly the west façade window openings have been extensively modified.

4-VIEW OF WEST FAÇADE: The portion of the west façade within the warehouse retains the outline in white of an earlier structure removed.

5-DETAIL AT EAST FAÇADE: Examination of the brickwork reveals the size and location of original narrower openings with segmental brick arched headers.

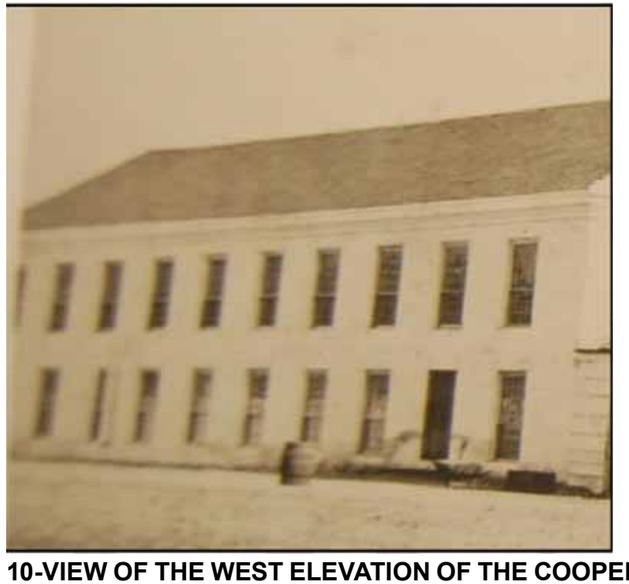
6-DETAIL AT WEST FAÇADE: The window sills have been raised.

7-DETAIL AT WEST FAÇADE: Windows at the ground and second levels were originally aligned. Note the concrete sills.

8-DETAIL AT WEST FAÇADE: Brick rolock sills were used when sills were raised.

HISTORIC PHOTOGRAPHS

9-VIEW OF THE BACKYARD OF PIONEER MILLS, circa 1880: Note the three bay south elevation of the original building at No. 2 Duke.

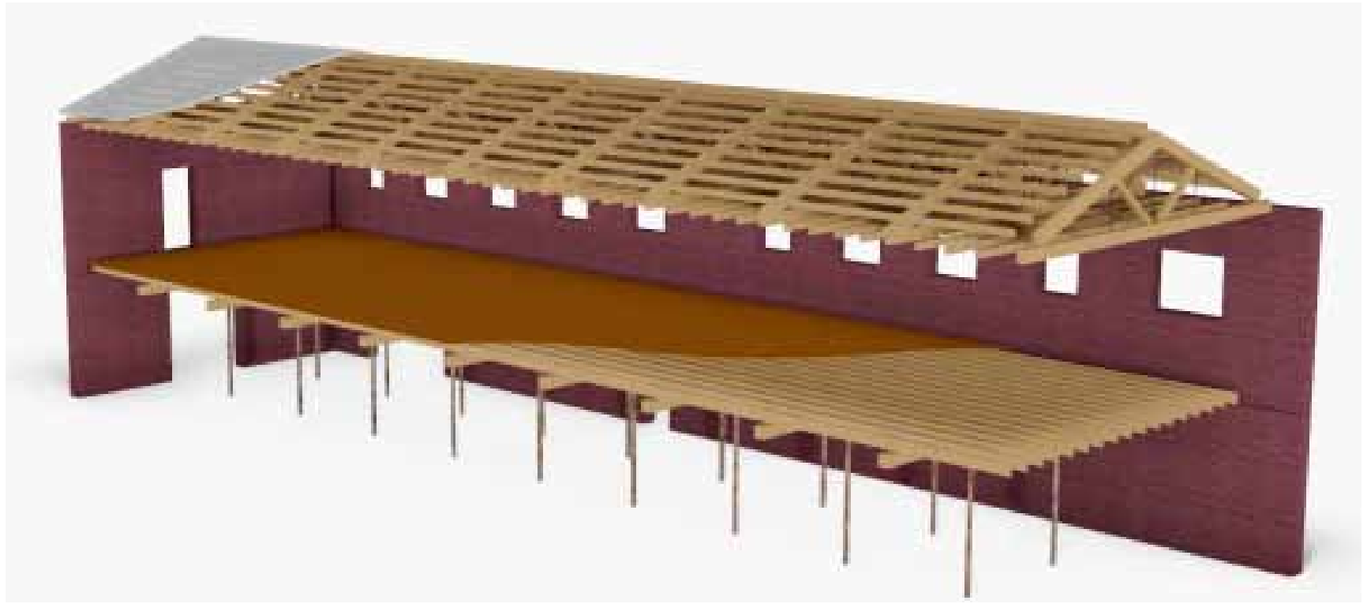


10-VIEW OF THE WEST ELEVATION OF THE COOPERS SHOP, circa 1864 (left) AND VIEW OF EXISTING BUILDING (right): The historic view shows that the second story windows were as large as the first story and had a straight header. Compare this with the segmental arched headers of the late 19th century building that replaced the earlier structure.

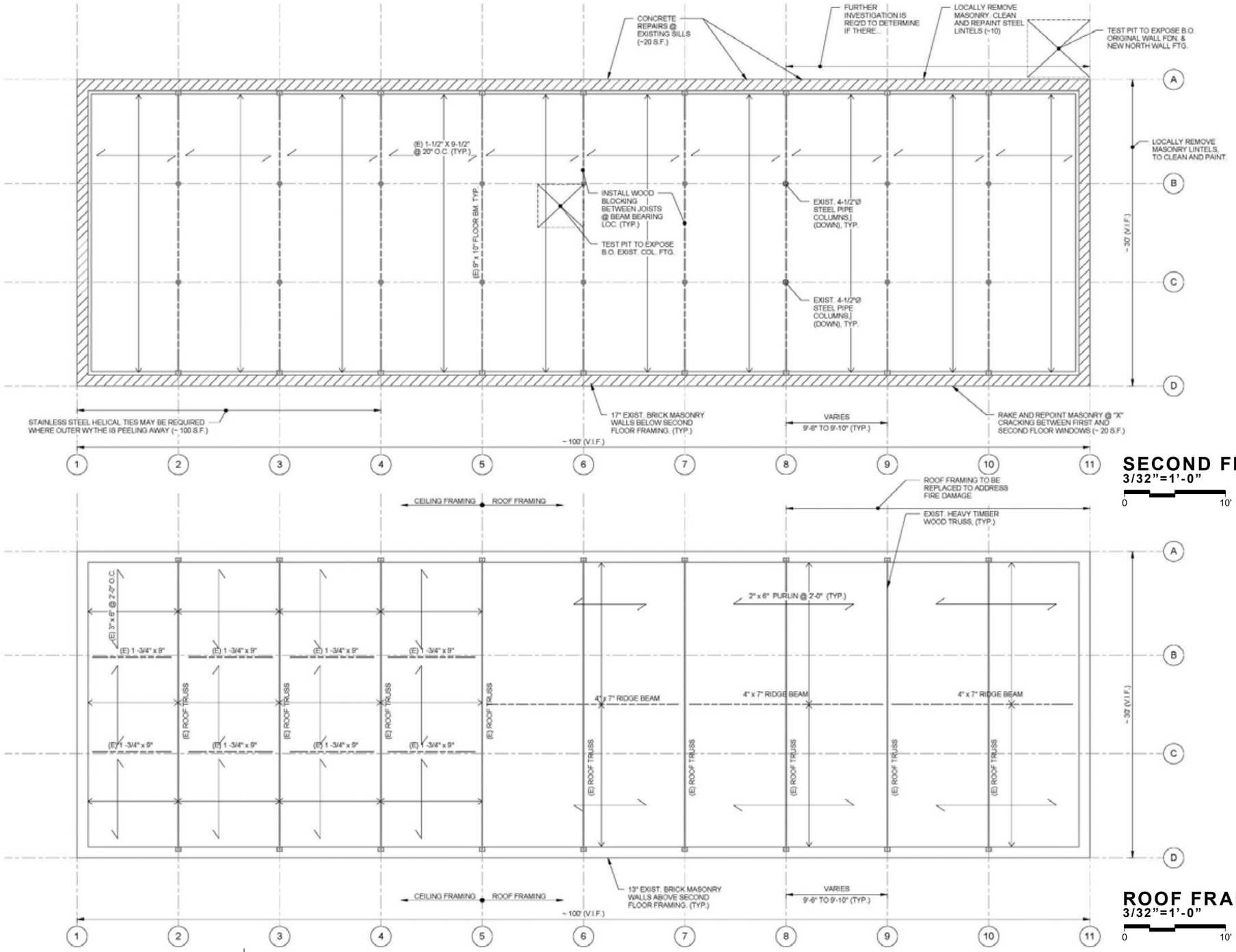
11-VIEW OF NO. 2 DUKE STREET FAÇADE, circa 1952 (photographed 1972): The façade was reconfigured.

12-EXAMPLE OF A HISTORIC WAREHOUSE IN ALEXANDRIA: Note the parapet of the three bay gabled front.

EXISTING BUILDING SECTION / TYPICAL ROOF FRAMING BAY



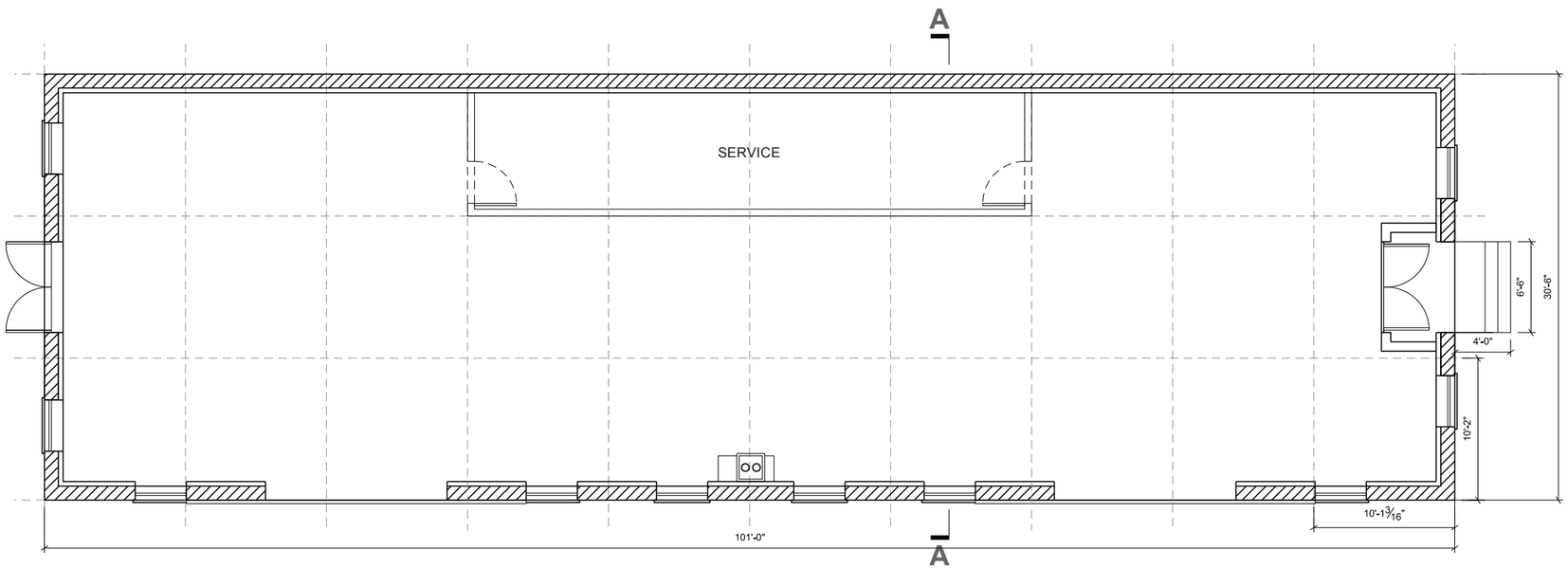
EXISTING STRUCTURE



SECOND FLOOR FRAMING PLAN
3/32"=1'-0"
0 10'

ROOF FRAMING PLAN
3/32"=1'-0"
0 10'

PROPOSED FLOOR PLAN / SECTION



PROPOSED_OPTION C_FLOOR PLAN

3/32"=1'-0"

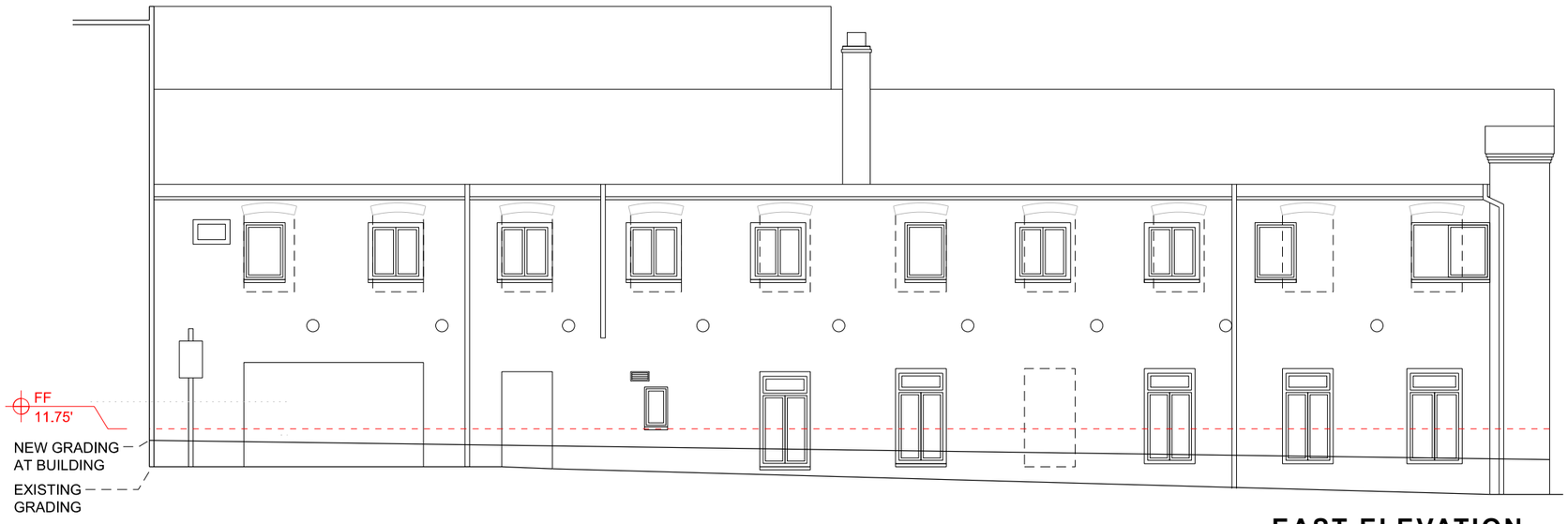
0 10'

PROPOSED_OPTION C_SECTION A-A

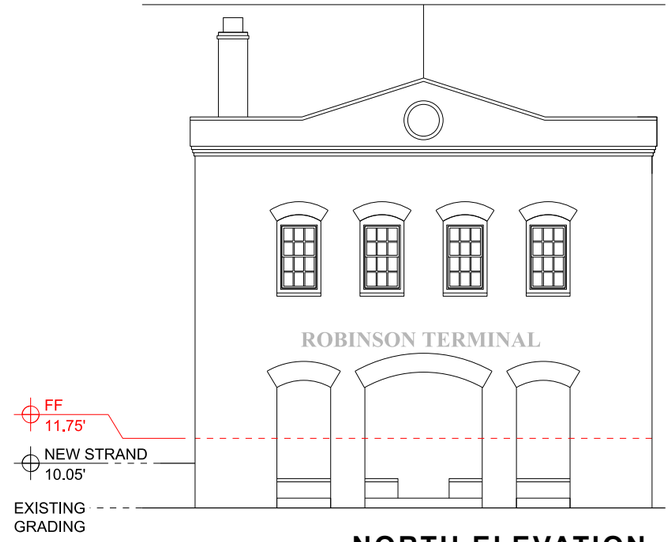
3/32"=1'-0"

0 10'

EXISTING ELEVATIONS

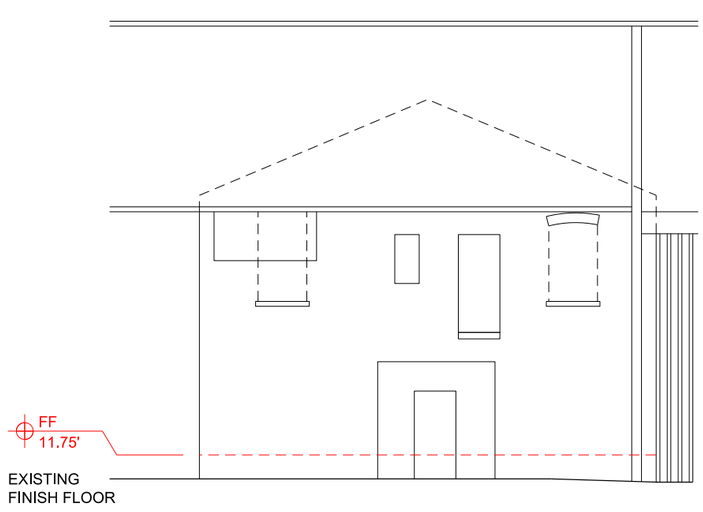


EAST ELEVATION
3/32"=1'-0"
0 10'



NORTH ELEVATION
3/32"=1'-0"
0 10'

WEST ELEVATION
3/32"=1'-0"
0 10'



SOUTH ELEVATION
3/32"=1'-0"
0 10'

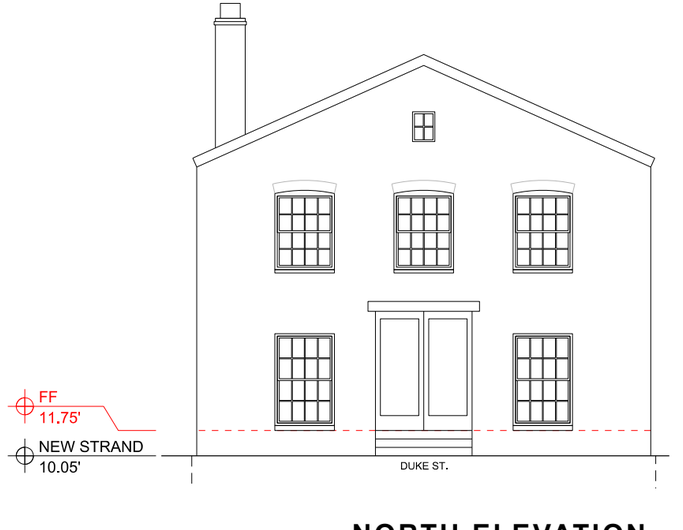
STUDY #1

REPLACE EXISTING WINDOWS IN CURRENT LOCATION

EAST ELEVATION

3/32”=1’-0”

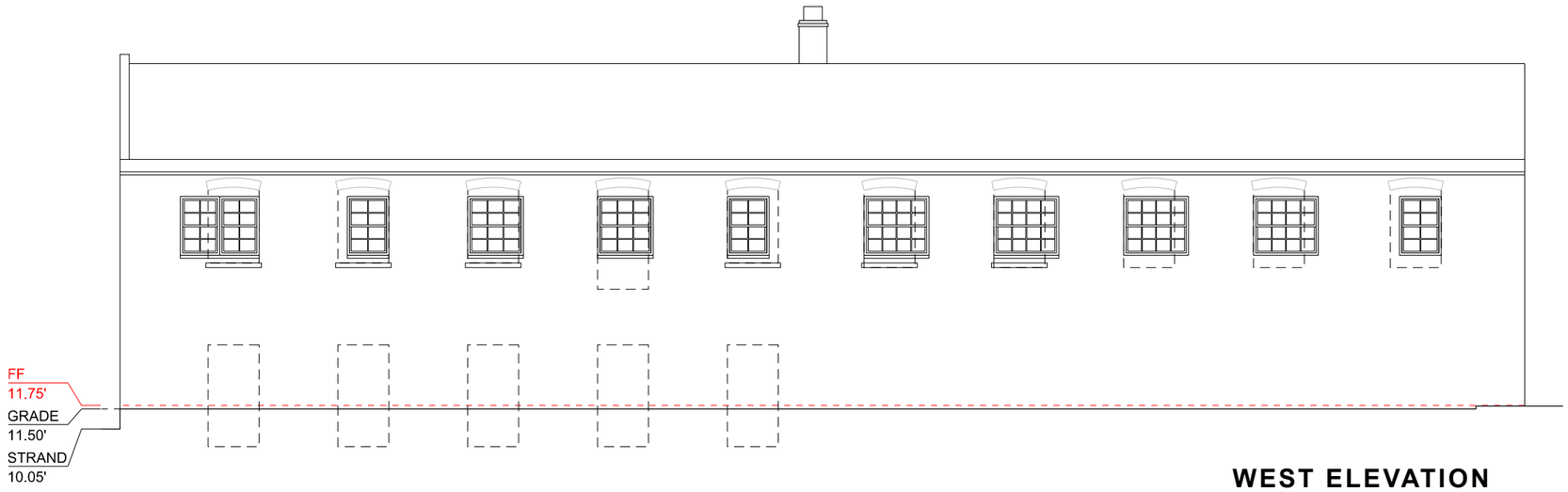
0 10'



NORTH ELEVATION

3/32”=1’-0”

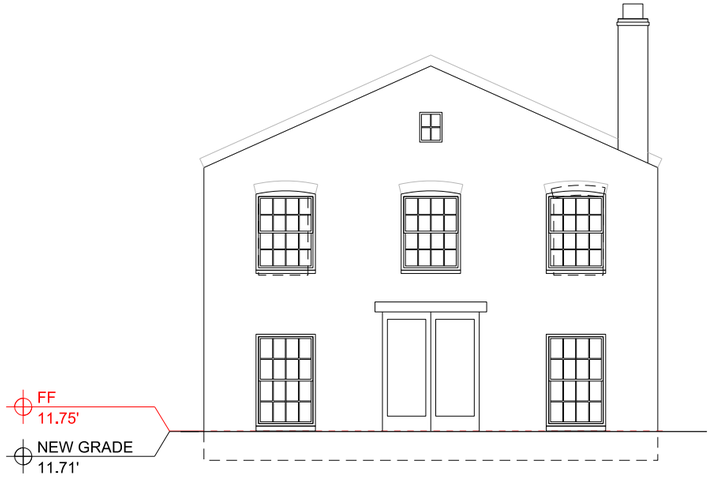
0 10'



WEST ELEVATION

3/32”=1’-0”

0 10'



SOUTH ELEVATION

3/32”=1’-0”

0 10'

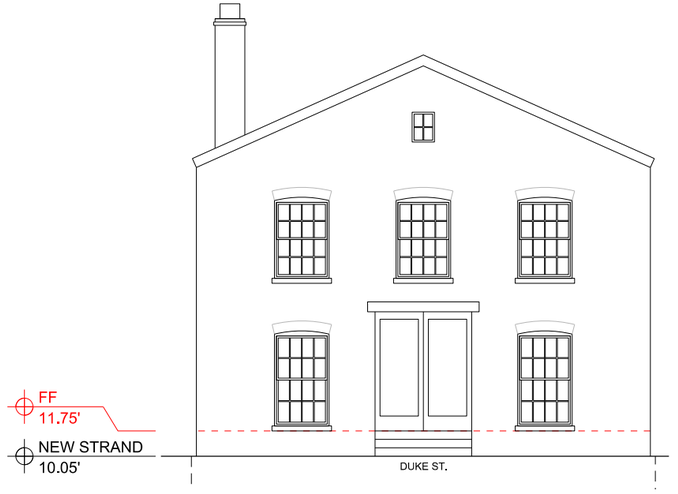
STUDY #2

RESTORE WINDOWS IN ORIGINAL BAY LOCATIONS

EAST ELEVATION

3/32”=1’-0”

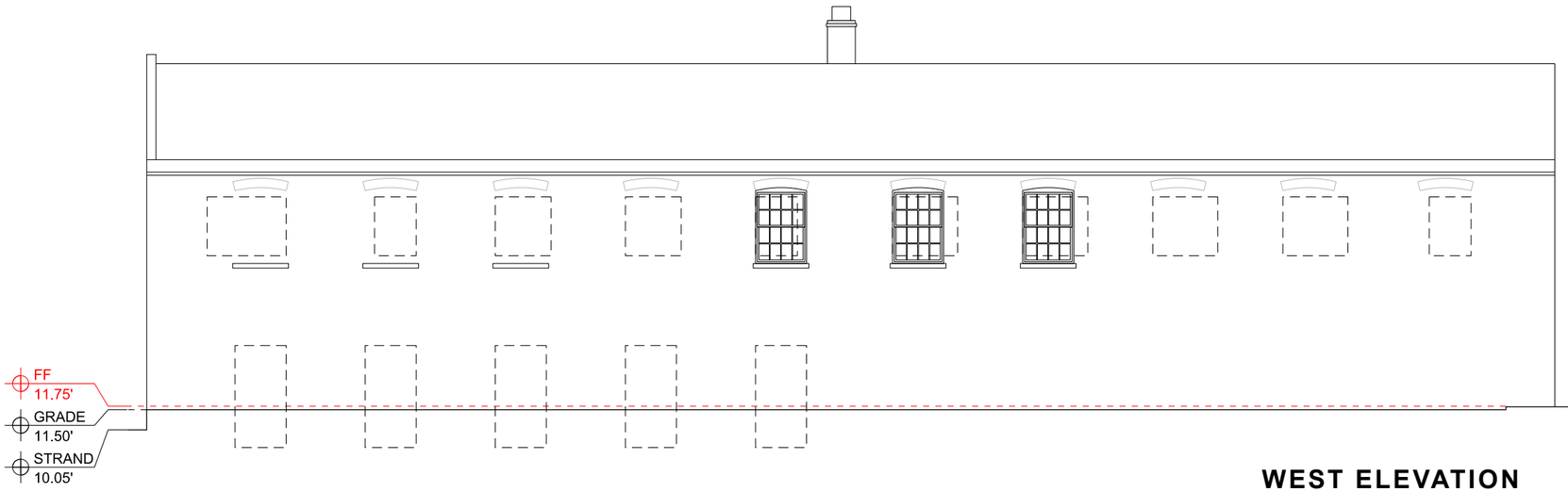
0 10'



NORTH ELEVATION

3/32”=1’-0”

0 10'



WEST ELEVATION

3/32”=1’-0”

0 10'

SOUTH ELEVATION

3/32”=1’-0”

0 10'

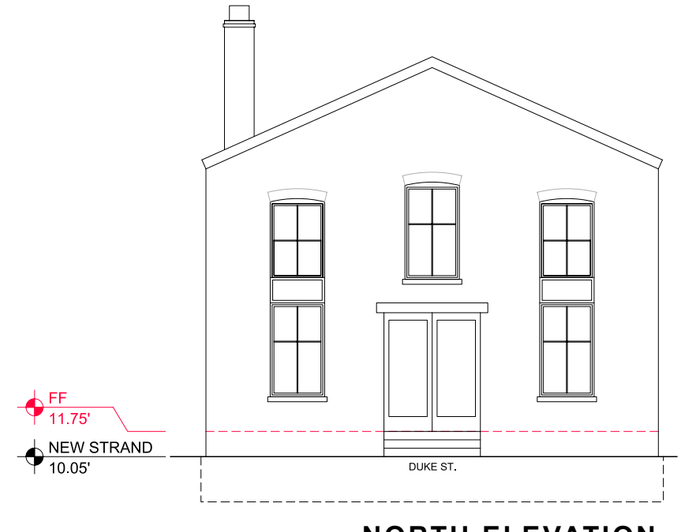
PROPOSED DESIGN

TWO STORY BAYS IN ORIGINAL LOCATIONS

EAST ELEVATION

3/32”=1’-0”

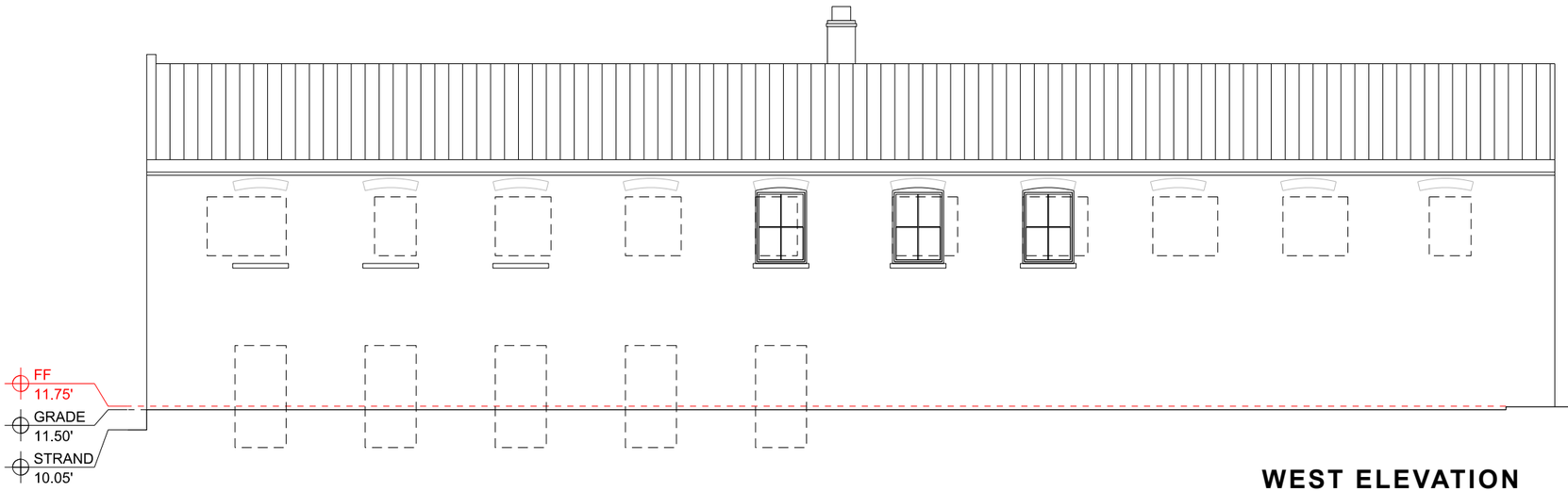
0 10'



NORTH ELEVATION

3/32”=1’-0”

0 10'



WEST ELEVATION

3/32”=1’-0”

0 10'

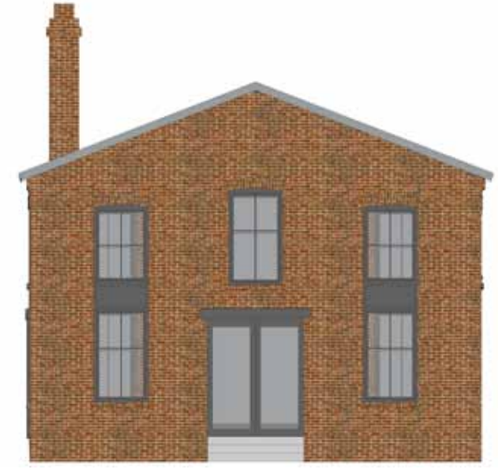
SOUTH ELEVATION

3/32”=1’-0”

0 10'

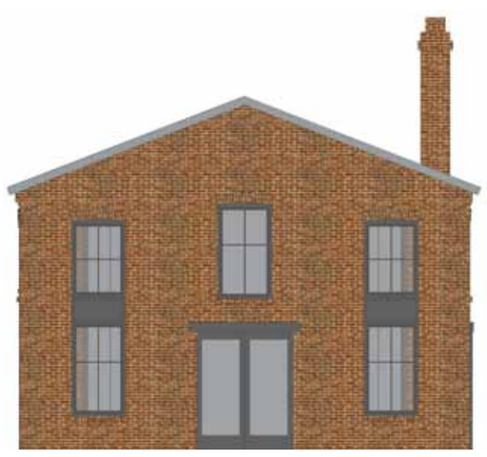
PROPOSED DESIGN - RENDERED ELEVATIONS

EAST ELEVATION
3/32”=1’-0”
0 10'



NORTH ELEVATION
3/32”=1’-0”
0 10'

WEST ELEVATION
3/32”=1’-0”
0 10'



SOUTH ELEVATION
3/32”=1’-0”
0 10'