

OTHER BUSINESS ON JULY 15, 2015: The BAR held a work session on Site Elements and Historic Interpretation at 2 Duke St.

SPEAKERS

The acting chair pointed out that Ms. Roberts has been involved on a work group, focused solely on site elements and interpretation. She expressed enthusiasm for the direction of the historic interpretation plan.

The applicant, represented by Greg Shron, Vice President of Architecture for the developer, EYA, introduced the project.

Edna Johnston, of History Matters, gave a brief overview of the historic themes proposed.

Rick Parisi, a landscape architect from M. Paul Friedberg and Partners, gave an overview of the site elements, focusing on themes of connectivity and history interpretation layered on the site.

Dr. Mary Palmer questioned how the site elements would relate to the buildings.

Susan Askew, 34 Wolfe Street, representing herself, stated that the community misunderstood where in the process they were. She said the design failed to fit in with the community, lacked imagination, and that the interpretative elements could not be evaluated if the building design was not nicely done.

Hal Hardaway, 311 S. Union Street, complemented History Matters for their research. He liked the interpretation of the shoreline. He very much supported the proposed interpretation of the railroad, given its significance to Old Town. He did not understand why the rails would be granite, since rails in actuality are steel. He liked the street names and reference to aeronautical history, although he felt the proposed shades were too modern.

Ms. Roberts asked the designer to clarify if steel could be used for the rails. Mr. Parisi responded that it could, provided designed to not be a tripping hazard. They were also complying with the Olin plan, which called for granite.

Jerry McAndrews, 12 Wolfe Street, stated that the community did not realize issues regarding the architecture still up for discussion.

Tony Cooper Smith, 214 S. Royal Street, felt that any historic interpretation would be a re-creation. He also felt that the Civil War should be included as an interpretive theme. He also reminded the applicant that the “ribs” are called the “frame” of a ship.

Robert Cvejjanovich, 702 S. Royal Street, stated that the proposed buildings exceeded the permitted height limit. He compared the project to another Shalom Baranes project on K Street in Washington, DC and warned that the proposed buildings at 2 Duke Street would lack integrity.

Van van Fleet, 26 Wolfe Street, representing himself, spoke against the proposed development at 2 Duke Street.

Jan Rivernburg, 606 S. Pitt Street, spoke against the proposed development at 2 Duke Street, finding them too large. She said the discussion on historic interpretation was a farce, as the building design was not yet decided.

Dan Bernstein, 121 Princess Street, expressed enthusiasm for historic interpretation at the site, but said that you cannot separate the design of the markers from the building design.

Phillip Maddis, a resident in the 200 block of Duke Street, did not want to saddle future generations with the maintenance costs of steel. He supported granite, due to its appearance, durability, and similarity to granite curbs in Old Town. Would like to ensure everything engraved in stone is presented to the public prior to its manufacture. He spoke against the scale and height of the building on page 25 of the application. He recommended that the City consider appointing a third party organization, such as Old Town Civic, to approve building heights. He also did not support the landscaped or garden “rooms” presented by the applicant, feeling that they were restrictive and deceptive regarding the amount of open space the public would actually enjoy in this development. He felt that founding fathers, and important foreign historical figures, such as Lafayette, be included in the interpretation so that visitors and tourists from abroad could relate and better understand “what it is like to live in America”.

Bob Wood, 209 S. Union Street, liked the shoreline markers, whether in granite or steel, but asked that the interpretation go further. He was glad to see the way building 2 was treated, but felt the composition of site elements, including buildings, was incongruous with each other and the neighborhood. He found the site too “mashed together” and spoke against the proposed mass and scale.

Pete Downs, 703 S. Fairfax Street, a consultant for Shalom Baranes for 20 years, felt the project lacked respect for Alexandria’s history and the proposed interpretative elements were simply “throwing a few bones” at the community. He spoke against the proposed mass and scale of the buildings at 2 Duke Street and stated that Shalom Baranes could do a better job than was presented, encouraging the Board to challenge the designer to do better.

Windsor Demaine, 8 Wolfe Street, spoke against the proposed development at 2 Duke Street.

Peter Kilcullen, a resident of Harborside, liked a lot of the interpretative elements presented, especially the railroad tracks. He would like the historic interpretation to cover a longer timeframe, including the Civil War. He felt the formal garden or room concept might be difficult and an expensive maintenance endeavor. He thought the performance platform at the southern end of the pier might be misused by the public as a skateboard ramp and be a nuisance.

Bert Ely, 200 S. Pitt Street, co-chair and speaking on behalf of Friends of the Alexandria

Waterfront, stated that the historic elements should not be addressed until the fundamental design issues relating to mass, scale, and compatibility of the buildings is addressed.

Yvonne Callahan, 735 S. Lee Street, stated that no one could explain how the project fits in with the rest of Old Town and that the proposed interpretative elements was akin to Urban Renewal across from City Hall. She said the interpretative elements presented did not matter in the big scheme of the site.

Mr. von Senden stated that for the record, he agreed with Ms. Callahan's suggestion the Board meet with the window curtains open.

Pat Miller, of the Art History Committee of the Waterfront Plan briefly described the points included in Ted Pulliam's letter to the Board. She thought the timeline was really good and the street names an interesting concept. She supported the proposed railroad interpretation. She reminded the Board that EYA would likely be deferring to Olin regarding the final selection of materials, to ensure consistency with the other waterfront sites.

Greg Luce, 450 S. Union Street felt the historic interpretation was "lip service" to the history of Alexandria. He did not support the proposed development at 2 Duke Street.

BOARD DISCUSSION

Ms. Roberts, who attended the previous history meeting, said she like the two shorelines as opposed to three and overall found the proposal suitable.

Mr. Neale said he felt the proposed pier was a terrific idea because it tripled the length of the shoreline, had wide access ways open to the public, and would create a new energy that would be welcomed in Alexandria. He liked the idea of different activity areas located within the pier as these would create synergy along the waterfront. He reminded the Board that the pier would have a low profile and be inviting to ships, which he found a good quality. He was nonplussed by the canopies proposed; he found the salvaged beams too ordinary, but would support them if they were being salvaged for green reasons. He suggested there may be a better place on site for them, such as in a bulkhead. On page 15.4 of the application, he referenced the masts of boats in the foreground, and thought the masts proposed for the buildings would be better located here, with tent coverings.

Ms. Kelley very much liked the direction of the proposed interpretation plan. She responded to the public's concerns that a wider range of history be interpreted, stating that may be done on other waterfront sites.

Mr. Carlin reminded the Board and public that the proposal at 2 Duke Street was only one element in Olin's plan, which he felt was an excellent guidance document and would help the entire waterfront be a coherent experience. He expressed enthusiasm for the potential of programmable events on the site. He supported recycling the pier.

Ms. Finnigan asked for the applicant's preference on whether or not two or three shorelines were appropriate. Mr. Parisi responded that he liked three shorelines, citing the location where the three shorelines come together would create a more complete understanding of the shoreline and pier history.

Ms. Finnigan asked for clarification on the interpretative panels proposed. Mr. Parisi said they could include a map that would draw the visitor into the site and better understand the site. Ms. Finnigan responded that she would like ensure the interpretation have multiple levels of engagement because the applicant is designing a living and active museum through the site. She stated that she wants the site elements to be tasteful and authentic, so not to create a busy landscape that lacked meaning or was too condensed in its historic interpretation. She supported the reuse of materials on-site. She did not support the ribbed benches due to the fact that they were designed as recliners. She stated concern that the garden rooms would be too restrictive and not provide fluid access between them due to steps and landscape elements. She also wanted to clarify that the barrels were not trash enclosures. Staff clarified that the barrels were interpreting the cooper that historically existed on site. Mr. Parisi responded that they would be seats or benches. She liked Mr. Neale's points regarding reorienting the canopies to visualize ship masts, which would address some community concerns regarding masts on the building. She supported the historic themes presented, but thought they may be too isolated and could be broader.

Ms. Roberts responded that it is difficult to examine this site without seeing the entire waterfront interpretation; that in fact, this is a small piece of the puzzle and they have yet to see the details of the other pieces, so it may indeed seem isolated.

Ms. Miller had no comments.

Mr. von Senden pointed out that most of what was being interpreted here has been gone for some time and that it is good that we remember and memorialize what was here. He liked the timeline, but felt that the point where it turns the corner should be a significant point in time. He said he was curious as to when the timeline will end. He asked who would maintain the promenade. Staff and Mr. Shron responded that the promenade itself would be deeded to the City and maintained by the City, but the portion behind would be maintained by the building owner, and have public access easements in perpetuity.

Mr. von Senden acknowledged that there was some validity to the public comments stating this discussion was putting the cart before the horse, but felt it was important to give the applicant direction on the interpretation plan. Regarding the shorelines, he did not feel strongly about having two, three, and suggested four (including a shoreline from 1950, perhaps).

Dr. Mary Palmer asked for clarification on how this site's interpretative plan fit within the larger waterfront plan.

Ms. Roberts responded that there was an overall programmatic plan; the Waterfront Plan and Olin's plan called for specific portions of history interpreted at different locations on

the waterfront. The site under discussion at 2 Duke Street was planned for interpretation of the economic and industrial history of Alexandria. She expressed interest in a BAR work session that would explain the overall interpretative program on the waterfront.

Dr. Mary Palmer said that such a work session would be beneficial to the public too.

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 15, 2015

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

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: 2 DUKE STREET (ROBINSON TERMINAL SOUTH)
SITE ELEMENTS AND HISTORIC INTERPRETATION WORK SESSION
BAR CASE # 2015-0205

I. BACKGROUND

The applicant will be requesting approval of a Certificate of Appropriateness for site elements and historic interpretation on this site in the fall but is seeking BAR feedback at an informal work session on only the historic interpretation elements at this time.

Over the past year, the BAR has reviewed this redevelopment project at five work sessions. In December 2014, the BAR approved a Permit to Demolish the existing “non-historic” buildings, as well as to partially demolish and capulate the historic warehouse. In May 2015, the Planning Commission and City Council approved a Development Special Use Permit (DSUP) for the project. At this point, the applicant is in the process of returning to the BAR for approval of separate Certificates of Appropriateness for each building or building type.

A central tenet of this project has always been the retention, preservation and adaptive reuse of the only historic building on the site, a two-story brick warehouse fronting onto Duke Street, as well as integrated historic interpretation to bring to life the rich and varied history of this important waterfront block.

The current package also includes some placeholder information related to site elements and finishes. OLIN’s *Phase I Waterfront Landscape and Flood Mitigation Design* was presented at the June 14, 2014 City Council Public Hearing. At that hearing, City Council unanimously approved the Phase I design and directed staff to continue with Phase II. In March 2015, after ongoing consultation with the City, OLIN prepared a palette of Common Elements for only lighting and paving materials, in part to provide guidance for several projects in development review including Robinson Terminal North, the new Old Dominion Boat Club and Robinson Terminal South. Site features, which include street and site lighting, paving materials, gutters, trash receptacles, and similar items are addressed in the approved DSUP, with several specific conditions approved by City Council. These are included for reference as Attachment 1. It should be noted that although some site element information has been provided in the present

application, it is premature for the BAR to review these elements because further coordination is necessary with OLIN and other city staff regarding the Common Elements, so the applicant is not asking the BAR for approval of these elements at this time.

II. SUMMARY

At the previous concept review work sessions, the BAR focused on reviewing the new construction and ensuring that the historic warehouse at 2 Duke Street would be respected with regard to the site layout and rehabilitation of the building. It was understood from the beginning of the project that extensive and appropriate historic interpretation of the site would be integral to the project. The BAR selected Christine Roberts as their representative to attend working meetings with staff, the project team and representatives from the Waterfront Commission and Archaeology Commission. These meetings are ongoing, so the BAR has not yet had substantial discussion regarding historic interpretation.

Current Submission

The current submission presents a proposal for both historic interpretation and site finishes. The historic interpretation elements include street names; a time line of the site's history embedded into the pavement; a depiction of the 1749 shoreline, 1845 pier line and 1877 pier line; public space street furnishings; commemorative seat-walls and fountains; and a representation of the former railroad tracks along South Union Street. The site finishes include light fixtures, bollards, bike racks, paving materials, and the like. These elements are discussed individually below.

III. ANALYSIS

Staff finds that it is not appropriate to discuss lighting fixtures, paving materials and other site finishes at this time because additional coordination is necessary with OLIN and City staff to ensure conformance with approved conditions related to the DSUP and overall waterfront plan. For example, OLIN's Common Elements plan identifies the selected promenade light fixture (similar to the George Washington Memorial Parkway street light) and the DSUP requires that the pier light fixtures be consistent with the Common Elements plan. Therefore, staff finds that it is premature to discuss these site elements until the proposal is more fully aligned with the Common Elements and DSUP approval. The only item staff will comment on related to site elements and finishes are the proposed pier structures because they incorporate and interpret material from the site. It is anticipated that there will be a presentation to the BAR regarding the Common Elements in the fall, following additional work by OLIN to coordinate the overall waterfront Common Elements design scheme.

The analysis that follows will focus entirely on historic interpretation. At this time it is important to broadly consider whether the proposed themes are an appropriate historical interpretation direction for the project site and to then consider whether the specific interpretive elements are appropriate. The content will continue to evolve and be developed in more detail prior to request for a Certificate of Appropriateness.

A primary goal of the approved Waterfront Plan is to "celebrate and honor the broad history and culture of the Alexandria Waterfront from prehistory to now" and to "adaptively reuse identified historic buildings." Regarding this particular site, the Plan notes the following:

“This property is located on one of the most historically significant sites in the City, and redevelopment proposals must make a special effort to find opportunities to recall or interpret the site’s history in the design and function of the project and its surroundings. The southern point of the City’s original shoreline can be found on this property at Duke Street...History should inform every decision about uses, activities, structures, plantings, architecture and design, names, and programming.” (p. 78)

In general, staff finds that the direction of the proposed historic interpretation plan is consistent with and supportive of the Waterfront Plan as well as the BAR’s *Standards* outlined in the zoning ordinance which promote historic preservation and education of the city’s cultural and historic heritage.

Pier Structures

The pier structures are to be constructed of structural steel channel beams topped with a solar fabric. The applicant proposes to reuse existing steel beams from the Robinson Terminal warehouses to be demolished. One structure will house a seasonal refreshment venue and the other will simply provide shade. The proposed designs are clean and simple and will not detract from nearby historic buildings of merit. The structures complement the adjacent buildings on the site and function as visually delicate elements that will shade and permit the public to better experience the water from the pier. Staff strongly supports the integration of material from the existing warehouses to be demolished into the new design and advocates that this be done to the greatest extent possible.

Street Names

The project proposes to continue The Strand from the north through the site southward to Wolfe Street. While vehicular access will only be provided along The Strand extension halfway into the site, there is a clear pedestrian passage that continues through to Wolfe Street. In a previous meeting, staff suggested that naming the new east-west street as well as some of the alleys would be a way to incorporate the history as well as strengthen the sense of place for the passages throughout the site that are envisioned to be much more inviting than traditional non-descript alleys. The applicant suggests that the new east-west street be Pioneer Mill and the other passages and alleys include Annie Moore Place, Fleming Alley, Harrison Alley and Emerson Walk. The applicant has proposed names reflective of the merchants and businesses that operated on the site (Attachment 2).

While the final street names must be approved by the Planning Commission, staff finds the selected names to be an appropriate and a tangible way to connect the rich mercantile history of the site with the new development.

Historic Shorelines

The presentation to City Council in June 2014 included a graphic depicting two historic waterfront features: the 1749 shoreline and the 1845 pier line (Figure 1). It is expected that both of these lines will be depicted continuously across the waterfront to show how the shoreline was extended out to the Potomac River channel in pursuit of industry and maritime commerce.

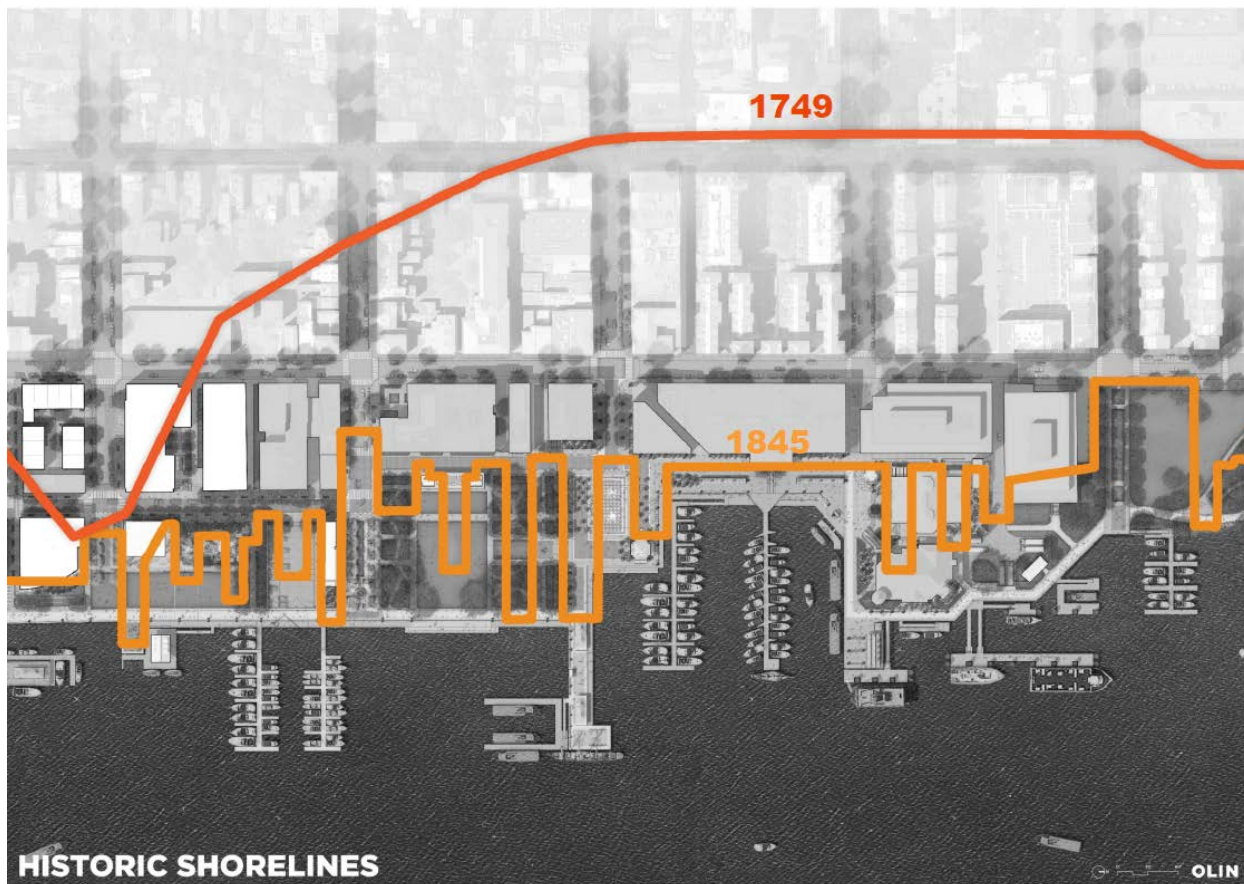


Figure 1. Historic shorelines as depicted in OLIN's June 2014 presentation to City Council.

The applicant's proposal at the RTS site is to interpret both of these shorelines, as well as the 1877 pier line because that provides greater insight into the evolution of this particular block which had such a strong industrial history. While it might be too busy to interpret the 1877 pier line across the entire Waterfront Plan area, on the RTS site it provides a great snapshot into the complexity of the ever-changing edge of land and water as many different industries operated on this site over time. Therefore, staff supports the choice to add a third interpretive line here. It should be noted that the 1749 and 1845 delineation must be done in conformance with the overall depiction of these two elements across the plan area, utilizing a common material and vocabulary. The City is currently refining the material selection to delineate the different periods and the applicant will work with city staff and OLIN through this process.

Timeline

The proposal includes a timeline that will be etched into stone along one of the primary pedestrian paths on the site, the east-west connection between The Strand (extended) and the waterfront. The timeline is proposed as a progression of the changing industrial uses over time. Staff supports this conceptually but requests that this be more fully developed so that it does not become an element "lost in translation."

Railroad Tracks

On the western edge of the project site—the east side of South Union Street—the applicant proposes to interpret the railroad tracks through the sidewalk paving materials. While the

original rail line travelled down the middle of Union Street, by 1896 the Southern Railway constructed a second rail line to the east of the center rail line. The applicant proposes to interpret this second rail line in the approximately original location along the sidewalk at the western edge of the project site, with the anticipation that it might relate to a larger rail interpretation extending from the Wilke Street Tunnel. Staff finds that this element is an intriguing one that will be most successful if it can be incorporated beyond this site. This element also provides an interesting connection between the transport of goods from the waterfront over land.

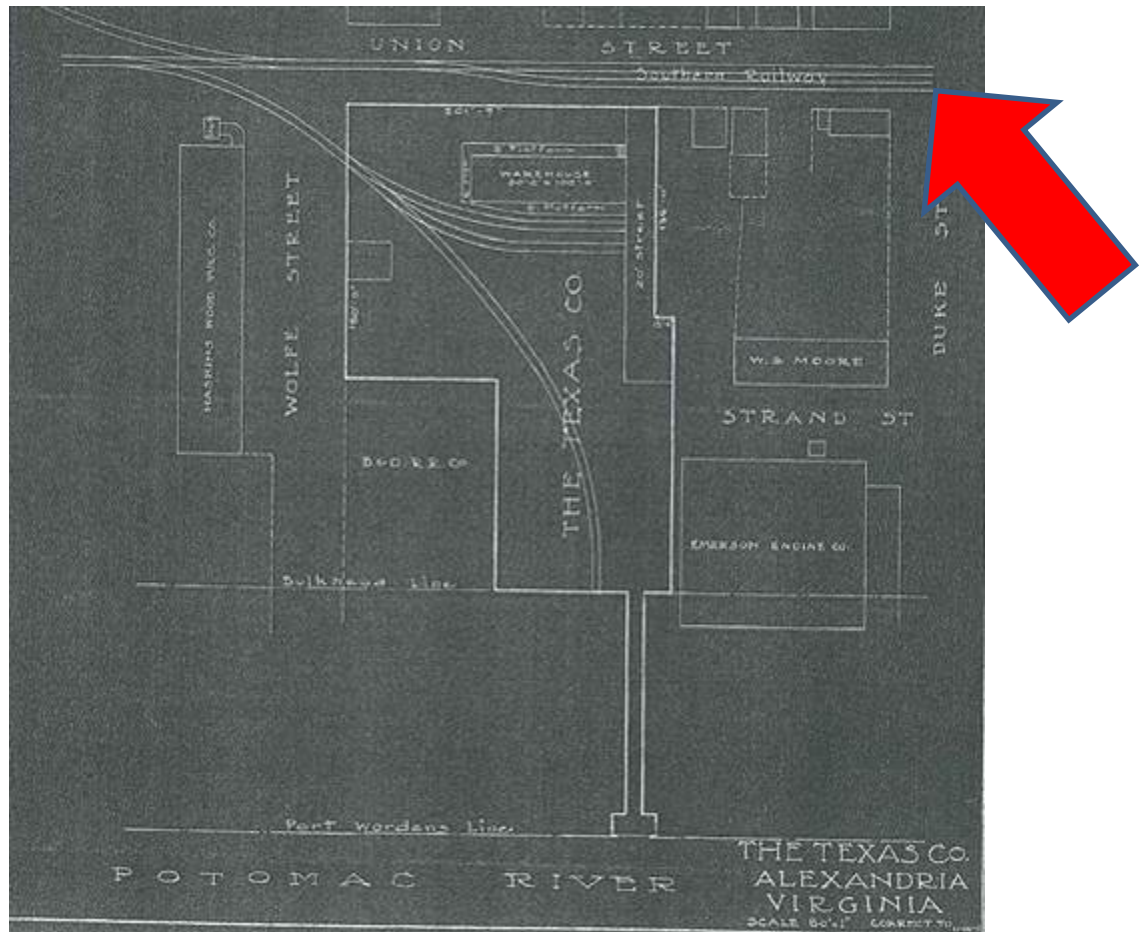


Figure 2. 1912 Building permit for RTS showing location of pair of railroad tracks on Union Street. Source: Alexandria Special Collections

Site Seat-walls, Steps and Fountain Commemoration

While these types of elements may be appropriate, the package only shows precedent images making it unclear how such items may be integrated into the interpretation. Therefore staff recommends continued study of how seat-walls, steps and fountains could be integrated without creating a cacophony of historic interpretation elements.

Benches, Lounges and Other Outdoor Furniture

The applicant proposes to harken to the shipbuilding history on the site for various outdoor furniture including benches and large curving lounges. These are proposed to be constructed of wood and steel or Cor-Ten (a brand of steel alloy which oxidizes to form a protective outer

coating after weathering for a few years and does not require painting). The forms of some furnishings will derive from shipbuilding structure studies and the materials and joinery will also reflect this same construction heritage. If done well, this proposal can truly integrate historic interpretation into the site design and staff strongly supports the idea, in concept.

Next Steps

The city will be working with OLIN and the applicant to more fully develop an appropriate Common Elements palette as the site design continues. Additionally, City staff will prepare a presentation for the BAR for this fall to review the work that has already occurred since the approval of the Waterfront Plan, such as the selection of the Common Elements for lighting and paving.

IV. STAFF RECOMMENDATION

At this time, staff recommends general support for the conceptual historic interpretation proposal and selected themes that include:

1. Reused materials at pier structure from 20th-century warehouse to be demolished
2. Street names derived from merchants who operated on the site
3. Physical representation of the 1749 shoreline, the 1845 pier line and the 1877 pier line
4. Physical timeline depicting the different uses and occupants of the site over the years
5. Physical representation of the former railroad tracks at the site
6. Site seat-walls, steps and fountains as commemoration
7. Industrially inspired outdoor furnishings such as the lounges and benches derived from the site's shipbuilding past

Staff recommends that the applicant continue to work with staff and OLIN, to develop an appropriate palette of materials for paving, lighting, bollards and similar site elements that are consistent with the waterfront area's Common Elements and that promote public accessibility of the site. Staff also recommends that the applicant continue to develop content for markers or interpretive signs, in coordination with BAR and Archaeology staff, as well as consider how to include historic interpretation as part of the site's future event programming.

STAFF

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

ATTACHMENTS

- 1 – Planning & Zoning Development Division Comments including DSUP conditions related to site elements*
- 2 – Applicant's Explanation of Alley Names*
- 3 – Supporting Materials for RTS Historic Interpretation and Site Finishes (separately bound for BAR members' dockets)*

ATTACHMENT 1

BAR #2015-0205

Development Comments

Common Elements – Development Staff Position on Common Elements

Phase I of the Schematic Design for the Waterfront Landscape and Flood Mitigation project identified the need for “common elements” within the Waterfront Plan area to support the goal of creating a waterfront which is authentic, connected, inclusive, dynamic, variable, manageable and sustainable. Common elements include features such as paving materials, lighting, benches, waste receptacles, and planters, amongst other items. While the Schematic Design identified the need for common elements, the actual selection of these features was anticipated during Phase II of the Waterfront implementation process. However, in order to ensure coordination between the public infrastructure and the private development sites, including Robinson Terminal South, staff explored options for the paving and lighting in advance of Phase II.

Staff, with assistance from OLIN, reviewed several reference materials such as the Phase I Common Elements Narrative; existing City-standard paving materials and lighting fixtures; applicable design guidelines; and the City’s Park Facilities Manual, as examples. Staff and OLIN then developed a palette of paving materials and lighting fixtures for the following areas: The Strand; the intersections of The Strand with Wolfe, Duke and Prince Streets; North Union Street between Oronoco and Pendleton Streets; and the promenade.

The resulting paving and lighting palette emphasizes the importance of the waterfront location, but provides a foundation in the City’s historic character and existing palette for Old Town. As a result, staff recommends a palette which consists of a yellow/brown brick within the streets, such as The Strand, together with the City’s standard red brick sidewalks. Lighting for the promenade will be based on an acceptable alternative for the City standard Gadsby lights to achieve more energy efficiency, and their posts may be slightly modified from those fixtures along South Washington Street.

General Development Staff Comments

1. The proposal is good with regard to showing an initial concept for the purpose of beginning the conversation on the details. However, before we offer too many specific comments Development staff recommends that we have an internal City meeting to review the proposal to reach general consensus on the design approach and material selection for the various streetscape related improvements (paving, street furniture, lighting, etc.).
2. All proposed elements shall be consistent with the OLIN Phase I Common Elements for the streetscapes, promenade with regard to paving and lighting fixtures. Refer to the DSUP conditions noted below.
3. Careful consideration is necessary to ensure that the interpretive elements (special seating slabs, delineation of the historic waterfront, etc.) do not clutter or compete with other

elements of the public spaces and building architecture. We should aim to keep things clean and simple, focused on key interpretive events, periods, personages, etc. We are particularly concerned about the delineation of the historic waterfront and whether the various depicted “frontages” are going to be discernable from one another. How will they be labeled? Of the options shown, the Berlin wall marking is relatively simple and cobbles would be appropriate to the waterfront area. Keeping the labels, designating the “frontages”, simple and limited in number should be a goal.

4. Stone seat walls – Recommend the solid, straight edged version as shown in the upper right-hand corner as shown on page 16.
5. Page 18: Consider limiting the number of bollards proposed adjacent to 2 Duke St.
6. Page 31. We need more information about the proposed Ferrari Fabric Soltis being proposed for the two pier structures. Is a fabric the right option for long term durability and maintenance?

Common Elements – Relevant DSUP Conditions

A. PEDESTRIAN/STREETSCAPE:

7. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements associated with each building prior to the issuance of a final certificate of occupancy permit for that building.
 - b. All materials in the right-of-way shall be consistent (in terms of material selection and installation techniques) with those in the Phase I Schematic Design and the ‘Common Elements’ palette, as enumerated in Planning and Zoning comment F-1. These materials shall include the sidewalk paving, curb and tree well elements.
 - c. Install ADA accessible pedestrian crossings serving the site.
 - d. Construct all sidewalks to City standards. The minimum unobstructed width of newly constructed public sidewalks shall be 6 feet. Sidewalks on The Strand (private) shall be a minimum unobstructed width of 5 feet.
 - e. All brick sidewalks shall comply with the City’s Memos to Industry 05-08 and 01-13, unless otherwise modified by the Phase I Schematic Design and Common Elements palette.
 - f. Sidewalks shall be flush across all driveway crossings.
 - g. All newly constructed curb ramps in Alexandria shall conform to ADA requirements and current VDOT standards.
 - h. Provide separate curb ramps for each direction of crossing where field conditions allow (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - i. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving

materials so as to minimize any potential visible impacts. ***
(P&Z)(RP&CA)(T&ES)

8. Pavement materials and patterns on the private portion of The Strand and the pedestrian extension of The Strand shall be consistent with the materials and patterns identified in the Phase I Schematic Design and Common Elements palette. Pavement materials within the vehicular and pedestrian alleys shall be high quality materials, which are comparable to those selected in the Phase I Schematic Design, Common Elements palette and approved by the Old and Historic Alexandria Board of Architectural Review. (P&Z)

9.

B. OPEN SPACE/LANDSCAPING:

10. Develop, provide, install and maintain an integrated Landscape Plan with the final site plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
 - a. Ensure positive drainage in all planted areas.
 - b. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
 - c. Provide detail sections showing above and below grade conditions for plantings above a structure.
 - d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
 - e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)(RP&CA)
11. Provide the following modifications to the landscape plan and supporting drawings:
 - a. The trees within the pedestrian connection between Buildings 1 and 2 shall be clipped to contain the tree canopy and preserve the views of the Potomac River from South Union Street. (P&Z)(RP&CA)
12. Develop a palette of site furnishings in consultation with staff which is consistent with the Phase I Schematic Design and the Common Elements palette.
 - a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RP&CA, P&Z and T&ES.

- b. Site furnishings shall include benches, bicycle racks, trash and recycling receptacles, and other associated features. (RP&CA)(P&Z)(T&ES)
- 13. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
- 14. In conformance with the Waterfront Plan and the Phase I Schematic Design, both of which contain strong art and history/cultural components, work with staff and the landscape designers to integrate, incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, provide details for all proposed interpretive elements subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and RP&CA.* (Arch)(P&Z)(RP&CA)
- 15. The promenade shall be constructed from the southern boundary of Point Lumley Park to the northern boundary of Roberdeau Park to the satisfaction of the Directors of P&Z, DPI, T&ES and RP&CA prior to issuance of a certificate of occupancy. The design of the promenade, including the materials, lighting and site amenities shall be consistent with those identified in the Phase I Schematic Design and Common Elements palette. The portion of the promenade which is currently owned by the applicant shall be dedicated to the City prior to the issuance of the first certificate of occupancy permit for the waterfront buildings (i.e. Building 1 and Building 2). (P&Z)(DPI)(T&ES)(RP&CA)
- 16. All materials in public parks, open space or right-of-way shall be consistent (in terms of material selection and installation techniques) with those in the Phase I Schematic Design and the Common Elements palette. Elements not identified in the Phase I Schematic Design or the Common Elements palette shall be consistent with the City of Alexandria Park Facility Standards Manual and Landscape Guidelines. (P&Z)(RP&CA)(T&ES)

C. PIER AND BULKHEAD

- 17. Temporary / seasonal structures on the pier are subject to review and approval by the BAR if in place for more than 30 consecutive days. All pier improvements require approval by the BAR. (P&Z)
- 18. The bulkhead, from the north side of Duke Street to Wolfe Street shall be stabilized and/or reconstructed, with appropriate transitions to the existing bulkhead prior to the issuance of the final Certificate of Occupancy for the waterfront buildings to the satisfaction of the Directors of T&ES, DPI, RP&CA and P&Z. The promenade shall be constructed above the bulkhead, consistent with the Phase I Schematic Design to the satisfaction of the Directors of T&ES, DPI, RP&CA and P&Z. (T&ES, DPI, RP&CA, P&Z)

D. SITE PLAN

19. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Proposed street lights and lights on the promenade and pier shall be consistent with the light fixtures selected through the Phase I Schematic Design and the Common Elements palette.
 - c. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
 - d. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
 - f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
 - g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
 - h. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - i. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - j. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - k. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - l. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - m. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)(BAR)

ATTACHMENT 2

Historical Background for Proposed Street Names – Robinson Terminal South

July 8, 2015

The street names that EYA proposes were selected to highlight Robinson Terminal South's importance as a center of Alexandria's maritime trade and manufacturing throughout the city's history. The names pay tribute to important merchants, manufacturers, and city leaders who operated significant businesses on the site during the 18th, 19th, and 20th centuries.

Annie Moore Place: Named for Annie L. Moore who purchased the parcel that contained the Pioneer Mill coopers shop in 1892. Annie worked with her husband William S. Moore in their machine shop and iron foundry operation that was located on the north side of Duke Street, and, when William died in 1894, led a new firm of titled W.S. Moore Sons. In 1896, a cyclone heavily damaged the coopers shop, and Annie hired architect Phillip N. Dwyer to design the building that currently stands at 2 Duke Street and that most likely incorporates some foundations of its predecessor.

Emerson Walk: In 1910, the Emerson Engine Company bought the Pioneer Mills property, demolished the fire-damaged mill building, and constructed a large boat engine manufacturing plant. In 1912, Emerson also acquired 2 Duke Street from W.S. Moore Sons and operated a marine engine shop there. Although Emerson sold their properties in 1914, various companies used the plant to manufacture airplanes and foundry products until the building was destroyed by fire in 1932.

Fleming Alley: Named for Thomas Fleming who leased land at Point Lumley in 1751 for his shipbuilding operations, the first such business in Alexandria. In 1770, Fleming purchased Lot 77 which included property now on the southeast corner of South Union and Duke Streets.

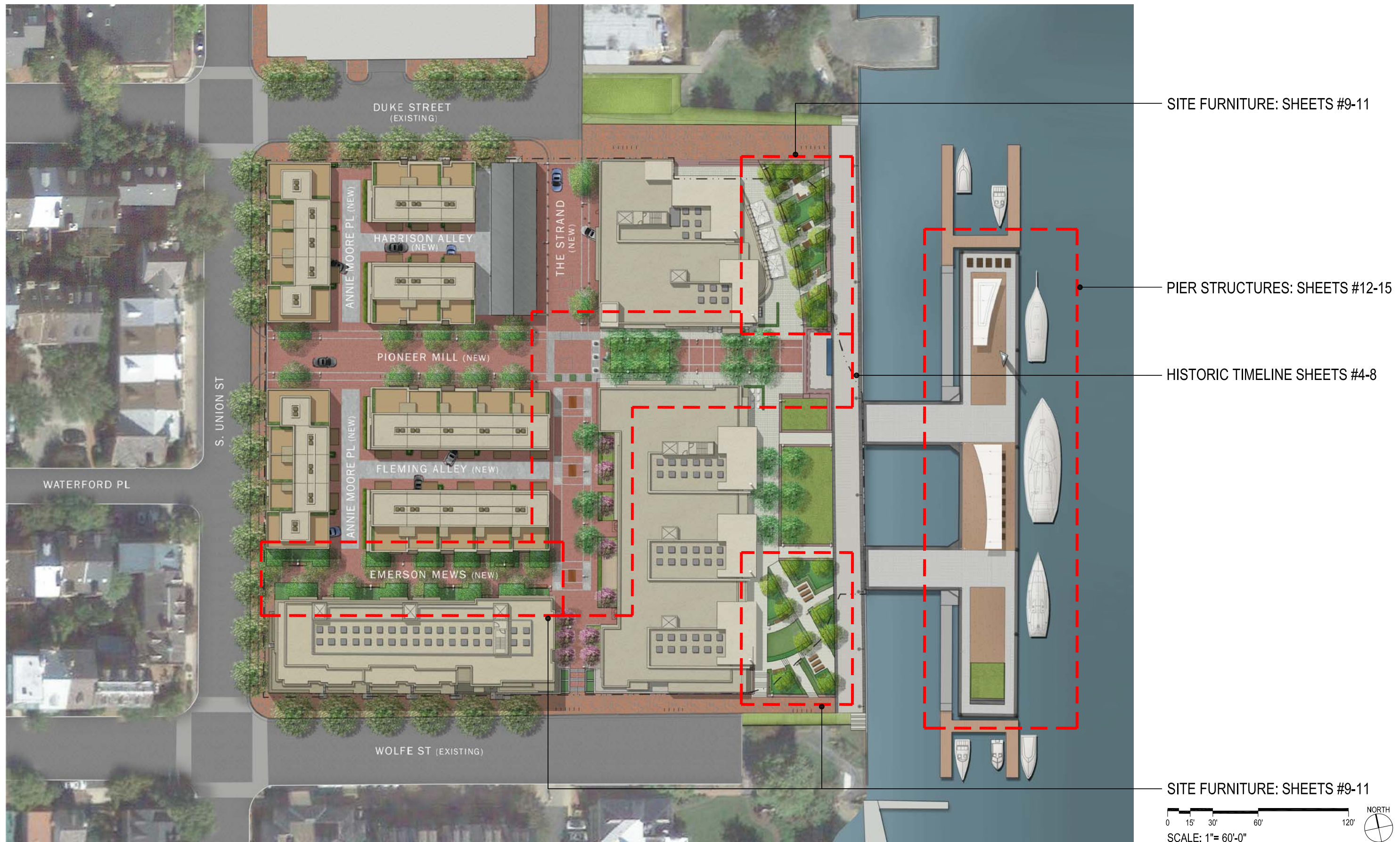
Harrison Alley: Named for merchant Richard Harrison who formed a mercantile firm with his cousin Robert Townshend Hooe and constructed a three-story store and warehouse on the site of 2 Duke Street circa 1783. From these facilities, Hooe and Harrison shipped tobacco, wheat, flour, and corn to Europe and the West Indies; they imported consumer goods by return ship.

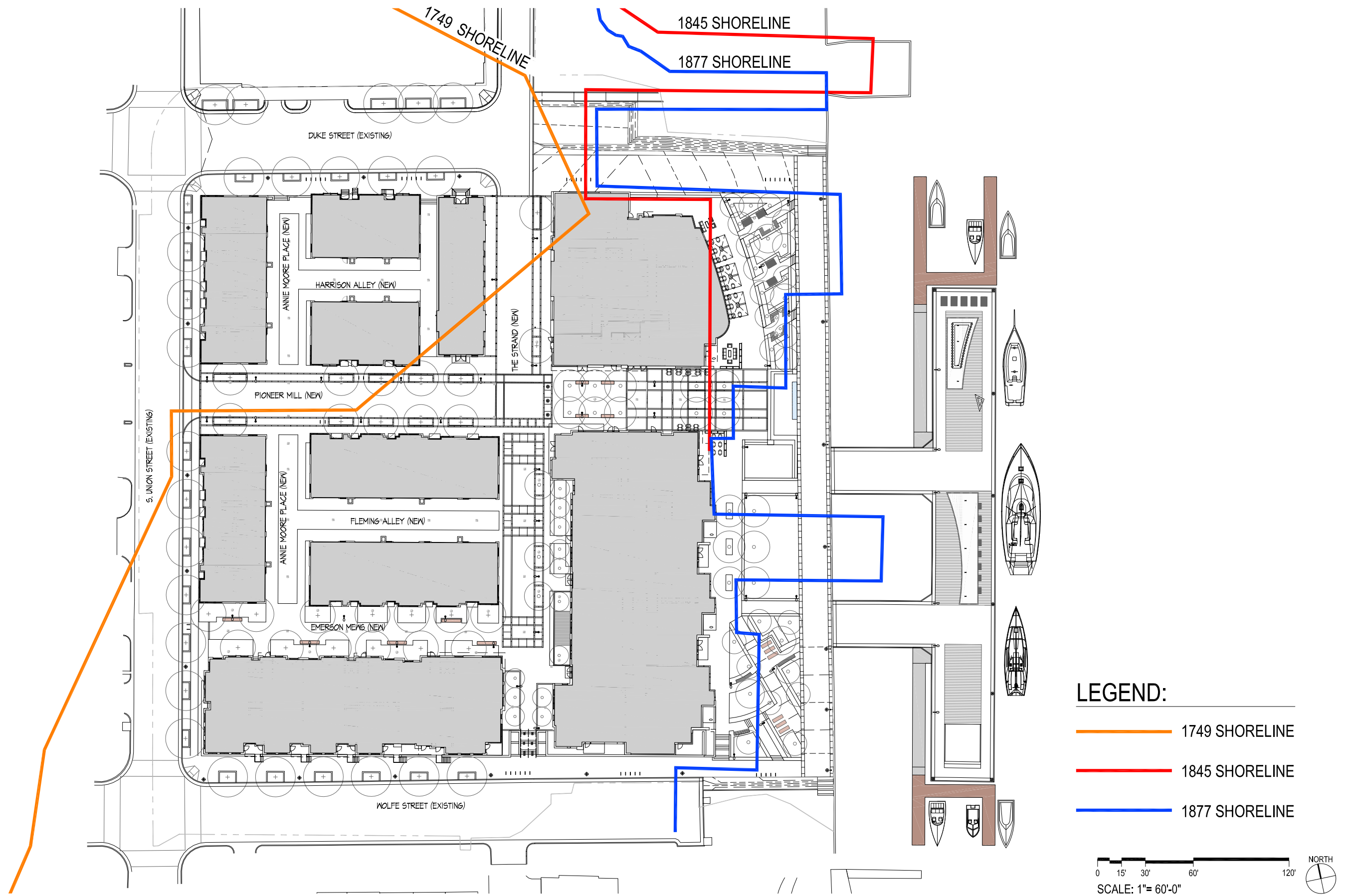
Pioneer Mill: Completed in 1854 by the Alexandria Flour Mill Company, Pioneer Mill stood 4 ½-stories high and was the largest building on the Alexandria waterfront until it was destroyed by fire in 1897. At peak operation, the mill produced over 10,000 barrels of flour in a month. During the Civil War (1861-1865), the Union Army used the mill building as a commissary and storehouse.

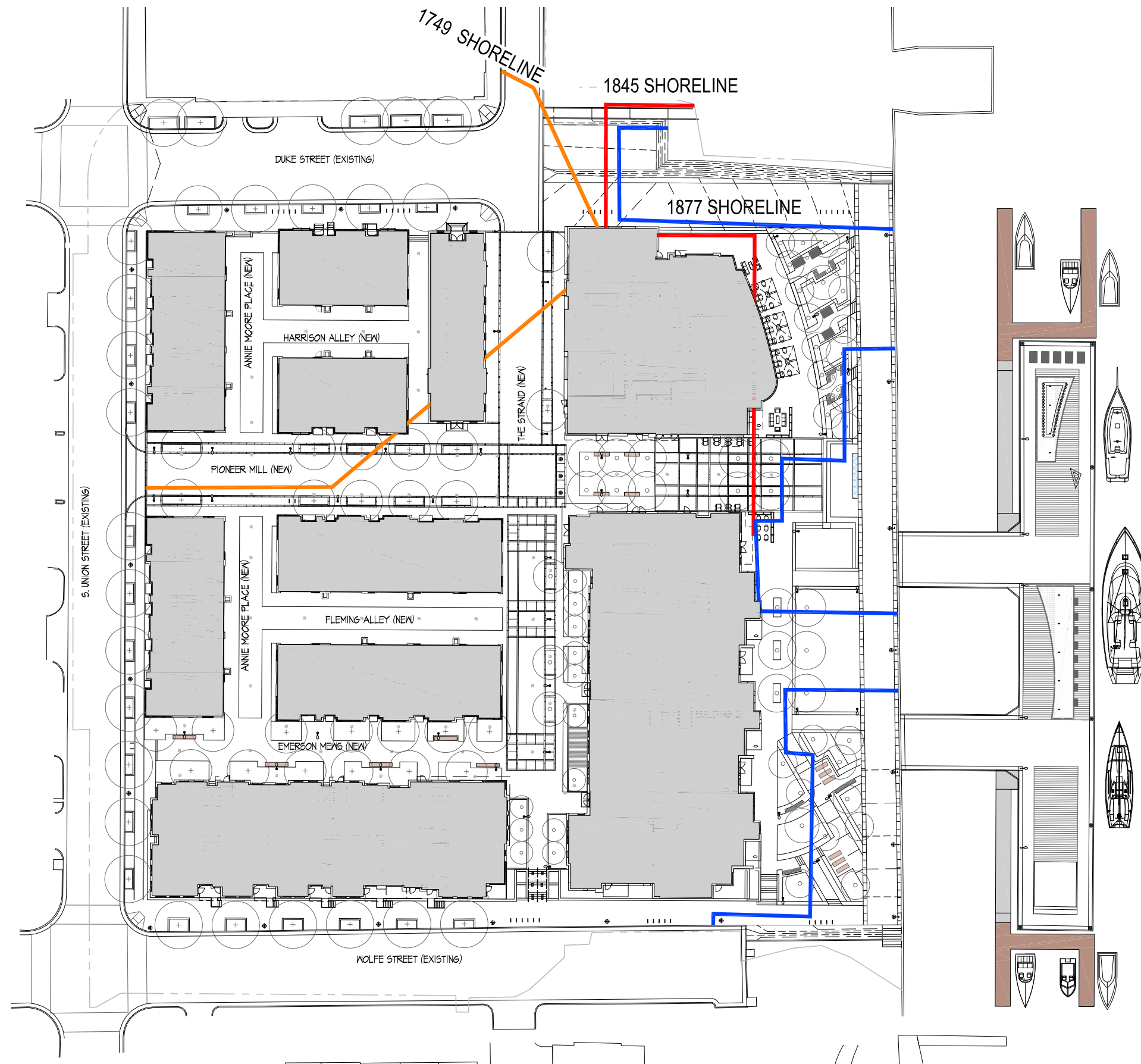
ROBINSON TERMINAL SOUTH

Alexandria, VA

HISTORIC INTERPRETATION AND SITE FINISHES

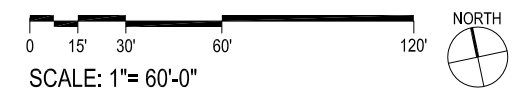


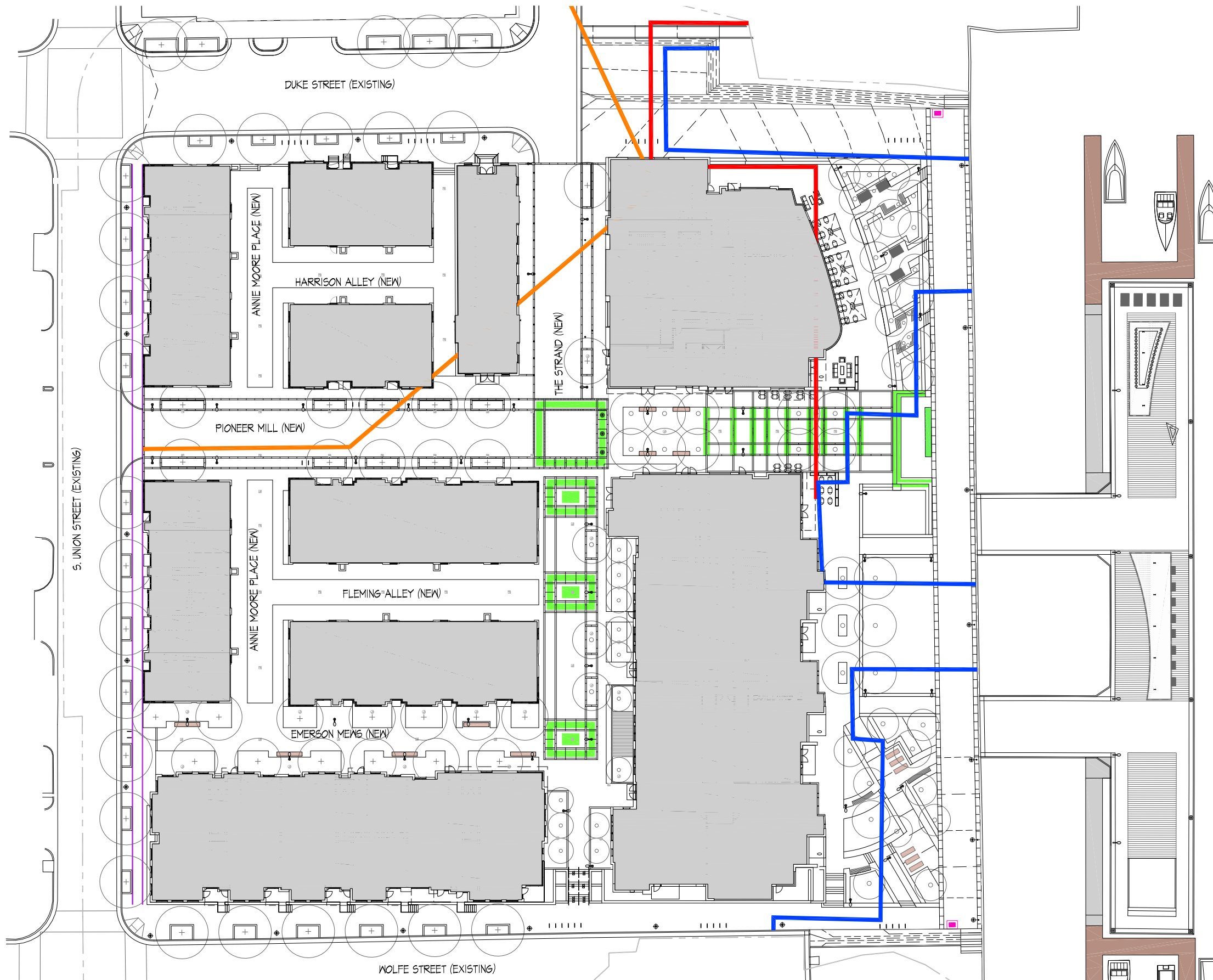




LEGEND:

- 1749 SHORELINE
- 1845 SHORELINE
- 1877 SHORELINE





LEGEND:

1749 SHORELINE

1845 SHORELINE

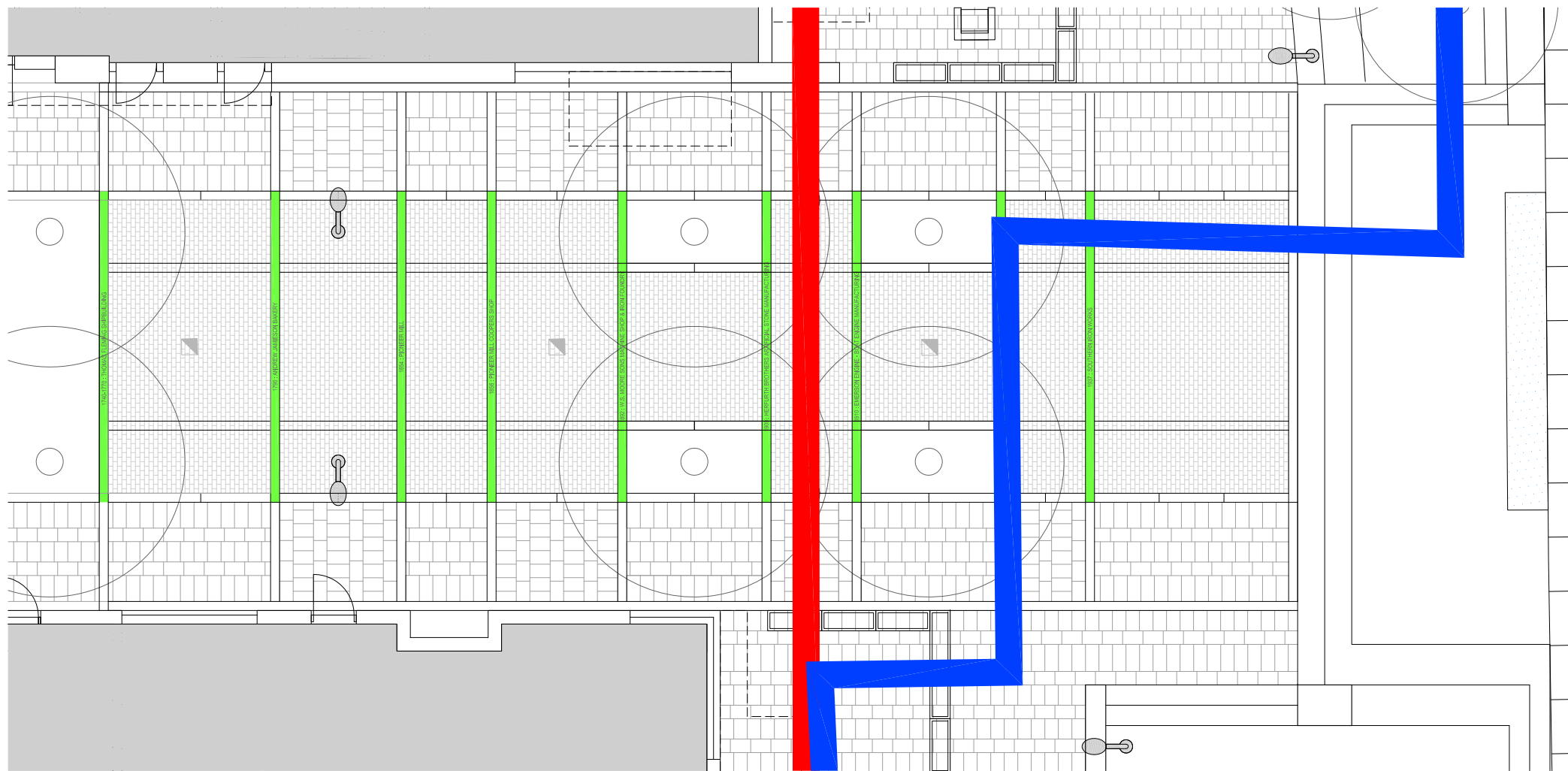
1877 SHORELINE

TIMELINE: PROGRESSION OF INDUSTRIAL USE
FINAL CONTENT APPROVAL OF TEXT AND IMAGES TO BE THE PURVIEW OF OFFICE OF HISTORIC ALEXANDRIA WITH AN ADVISORY REVIEW BY HISTORIC PRESERVATION STAFF

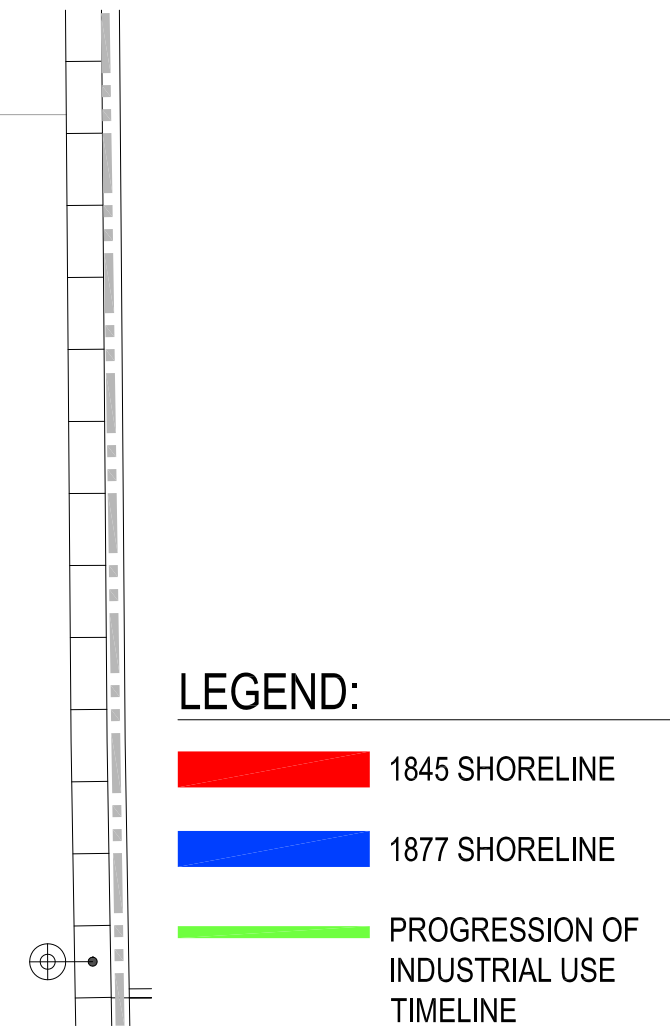
THE RAILS ON UNION ST
STONE BAND DEPICTION

INTERPRETIVE SIGNAGE
FINAL CONTENT APPROVAL OF TEXT AND IMAGES TO BE THE PURVIEW OF OFFICE OF HISTORIC ALEXANDRIA WITH AN ADVISORY REVIEW BY HISTORIC PRESERVATION STAFF

0 15' 30' 60' 120' NORTH
SCALE: 1"= 50'-0"



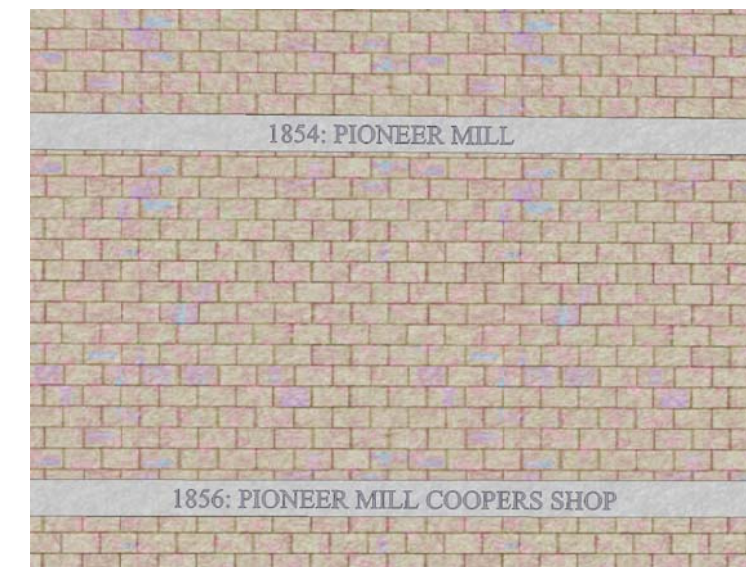
1 PROGRESSION OF INDUSTRIAL USE TIMELINE
SCALE: 3/32"=1'-0"



2 TIMELINE—VIEW FROM STRAND EXTENSION
SCALE: NTS



3 VIEW OF TIMELINE
SCALE: NTS



4 VIEW OF TIMELINE
SCALE: NTS





HISTORIC EVENTS & SHORELINE IN PAVEMENT COMMEMORATION - METAL PRECEDENT



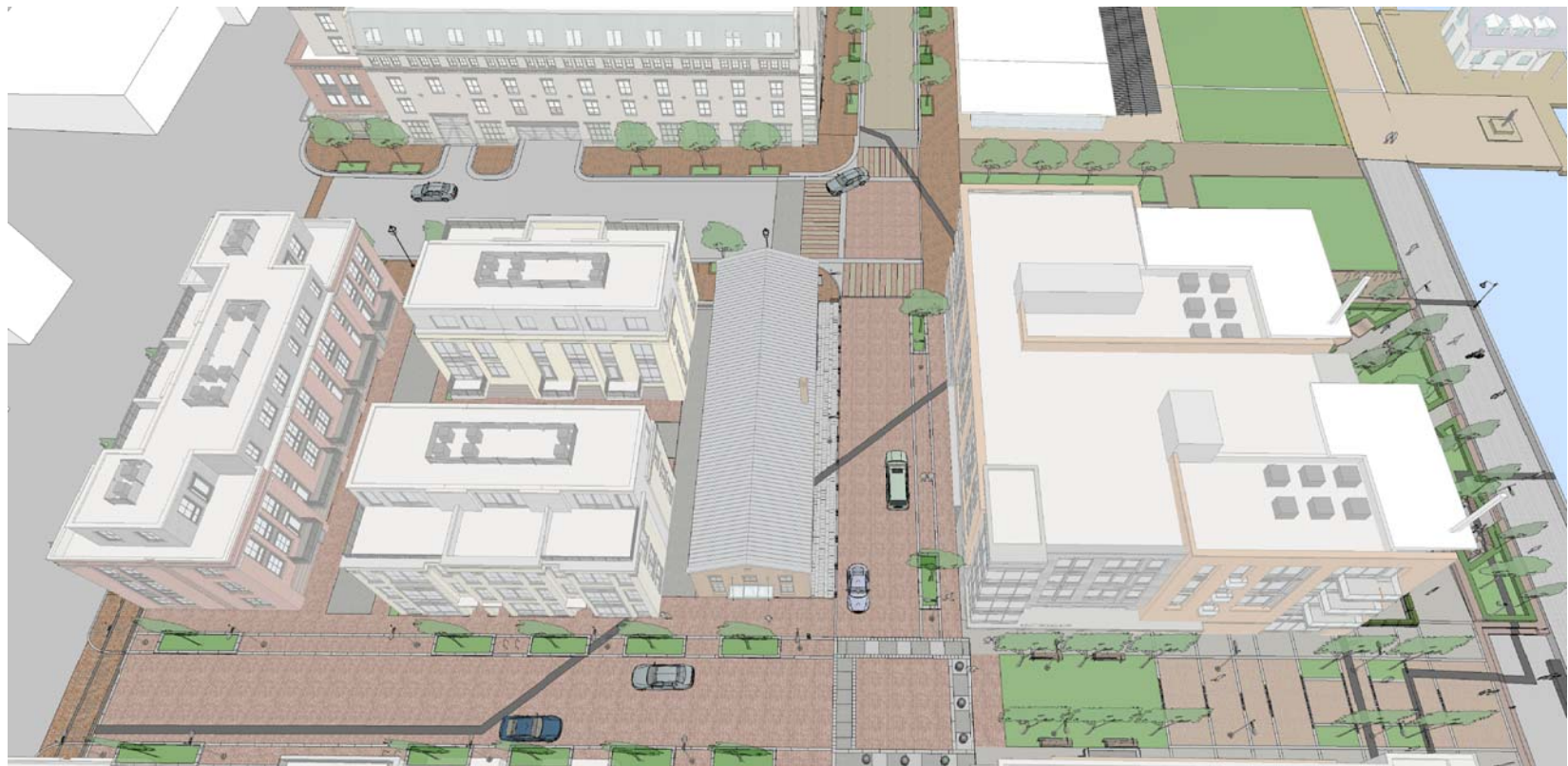
HISTORIC EVENTS & SHORELINE IN PAVEMENT COMMEMORATION - STONE PRECEDENT

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

PRECEDENT IMAGES | 6.1



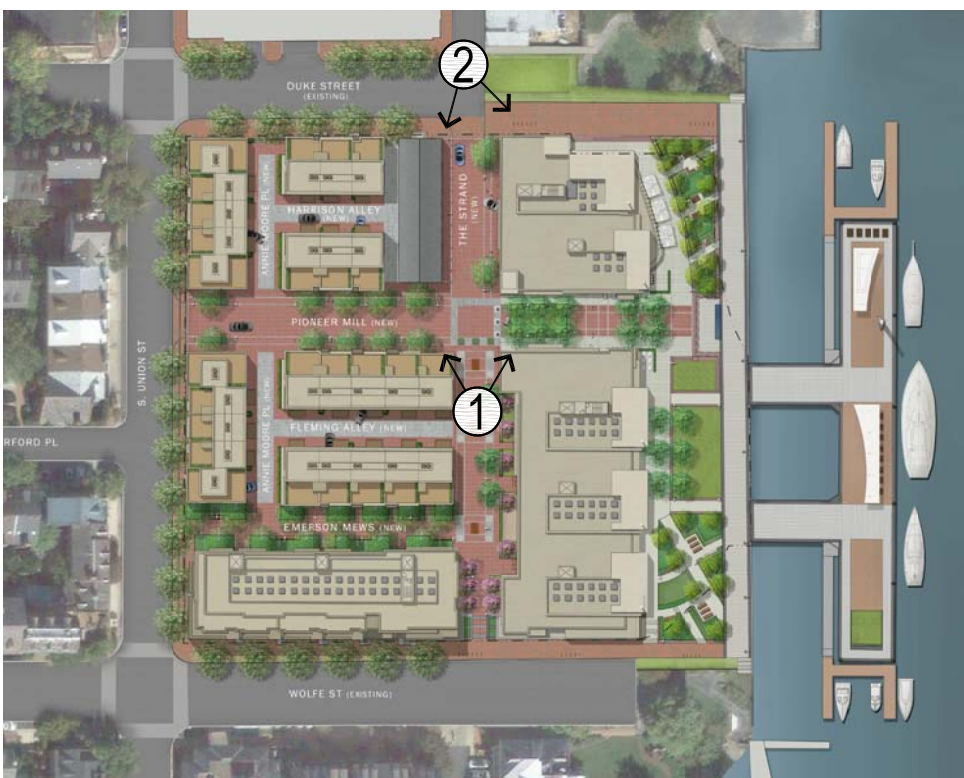
SITE SEATWALLS, STEPS AND FOUNTAIN COMMEMORATION - STONE PRECEDENT



1 AERIAL VIEW OF HISTORIC SHORELINE
SCALE: NTS



2 AERIAL VIEW OF HISTORIC SHORELINE
SCALE: NTS



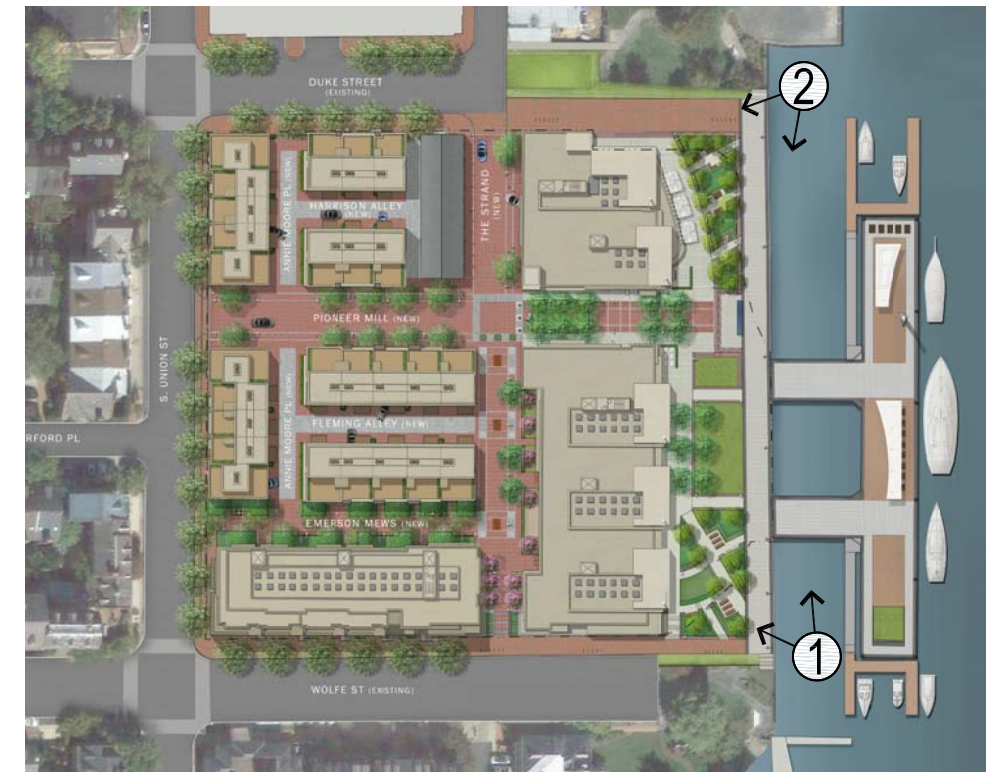
KEY PLAN
NORTH



1 AERIAL VIEWS OF HISTORIC SHORELINE DELINEATION
SCALE: NTS



2 AERIAL VIEWS OF HISTORIC SHORELINE DELINEATION
SCALE: NTS



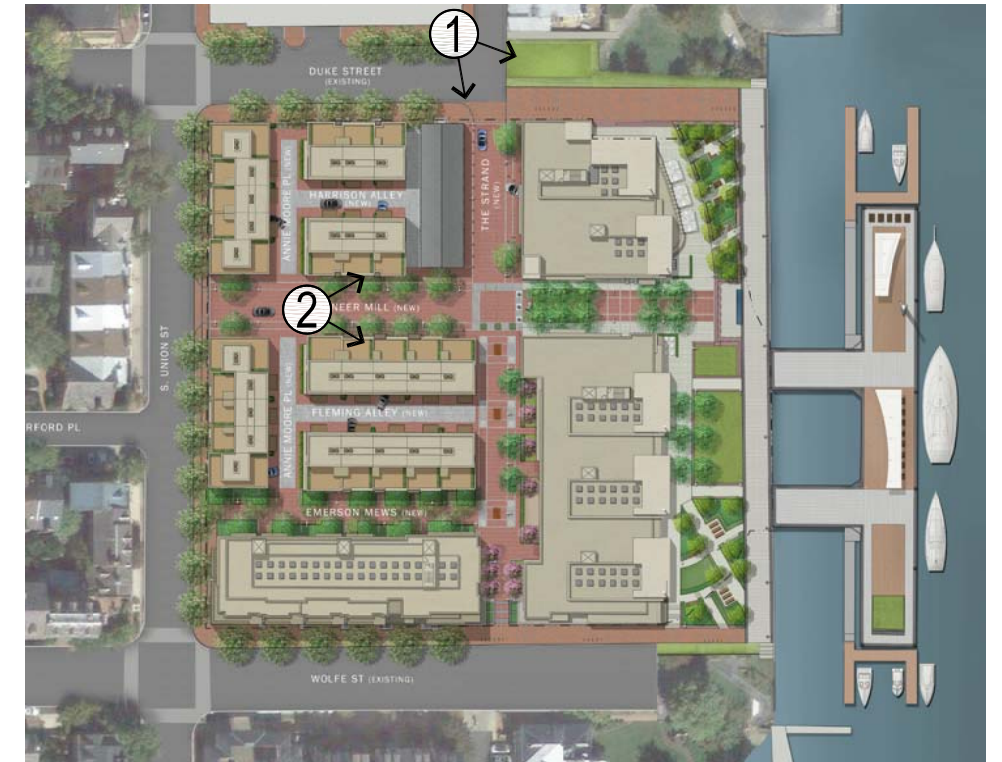
KEY PLAN



1 THE EXPERIENCE OF THE HISTORIC SHORELINE – DUKE & STRAND
SCALE: NTS



2 THE EXPERIENCE OF THE HISTORIC SHORELINE AT THE STRAND
SCALE: NTS



KEY PLAN
NORTH



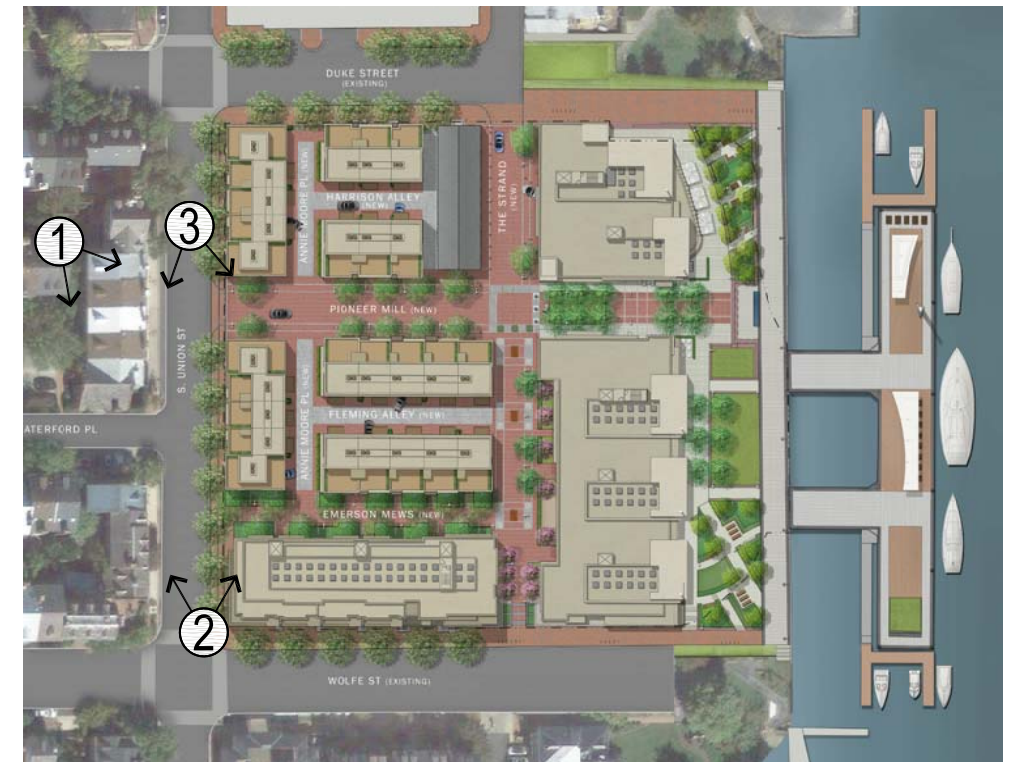
1 THE RAILS ON UNION STREET – AERIAL
SCALE: NTS



2 THE EXPERIENCE OF THE RAILS ON UNION STREET
SCALE: NTS



3 THE EXPERIENCE OF THE RAILS ON UNION STREET
SCALE: NTS



KEY PLAN
NORTH



● BOLLARD
TYPE: B1 SERIES - COLOR TBD
MFR: FAIR WEATHER SITE FURNISHING - CITY STANDARD
LOCATION: THE STRAND



● NAUTICAL BOLLARD - INSPIRATIONS
TYPE: TBD
MFR: TBD
LOCATION: INTERSECTION OF PIONEER MILL AND THE STRAND



● NAUTICAL BOLLARD - INSPIRATIONS
TYPE: TBD
MFR: RELIANCE FOUNDRY OR EQ
LOCATION: PIER



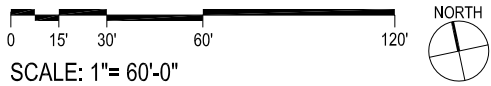
●● TRASH AND RECYCLING RECEPTACLES
TYPE: SD - 42 LITTER RECEPTACLE
MFR: VICTOR STANLEY - CITY STANDARD
LOCATION: INTERSECTION OF UNION WITH DUKE AND WOLFE (R.O.W.)



● BIKE RACK
TYPE: BK-6 BIKE RACK
MFR: VICTOR STANLEY - CITY OF ALEXANDRIA APPROVED VENDORS LIST
LOCATION: UNION, DUKE AND WOLFE PIONEER MILL



●● TRASH AND RECYCLING RECEPTACLES
TYPE: PARC VUE LITTER RECEPTACLE
MFR: LANDSCAPE FORMS
LOCATION: PIONEER MILL, MEWS, WATERFRONT GARDENS





- CANTO LED PEDESTRIAN POLE LIGHT
POLE: 16'-0" STRAIGHT
MFR: HESS AMERICA
LOCATION: STRAND, MEWS, WATERFRONT GARDENS
- CANTO G 450 LED PEDESTRIAN POLE LIGHT
POLE: 17'-0" ARCHING
MFR: HESS AMERICA
LOCATION: PIER
- CANTO 450 LED WALL MOUNTED LIGHT
POLE: N/A
MFR: HESS AMERICA
LOCATION: ALLEYS



- GADSBY CITY OF ALEXANDRIA GAS STREET LIGHT
POLE: VIRGINIA DOMINION POWER FLUTED STREET POLE
MFR: HADCO
LOCATION: UNION, DUKE, WOLFE STREETS (R.O.W.)



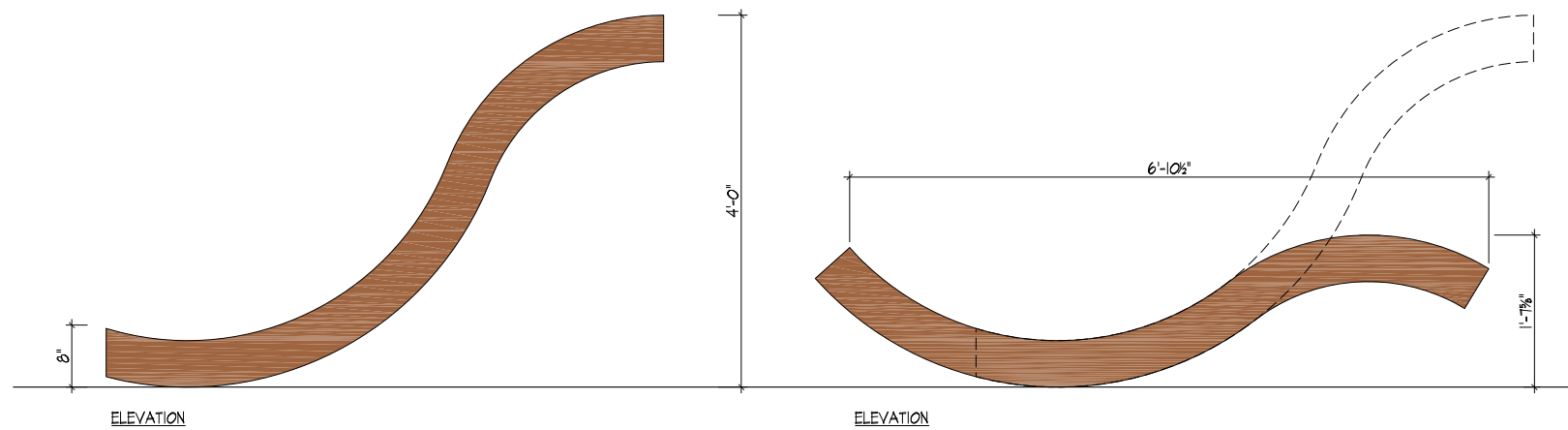
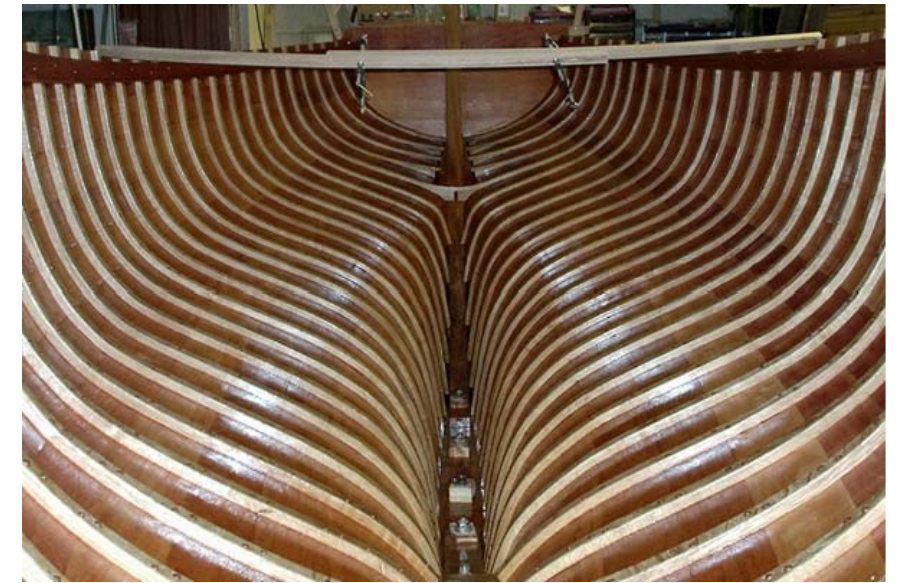
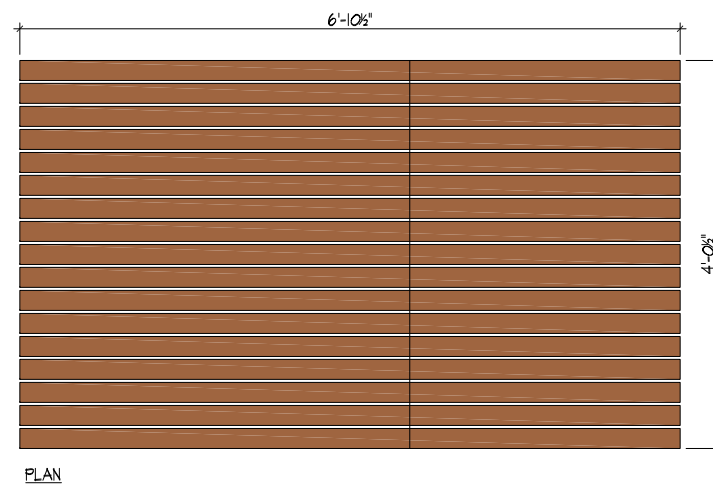
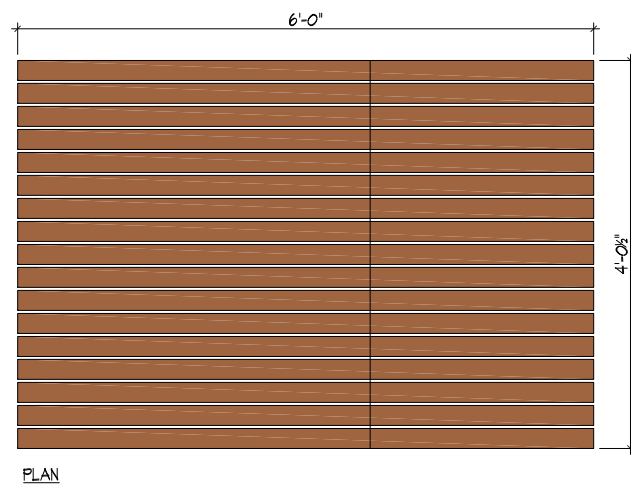
- MUNICH PENDANT POLE LIGHT - ALT A
POLE: 12'-0" HIGH CENTRAL PARK
MFR: ANTIQUE STREET LAMPS
LOCATION: PROMENADE (BY OLIN)



- TEAR DROP - ALT B
POLE: ALEXANDRIA STANDARD
MFR: HADCO
LOCATION: PROMENADE (BY OLIN)



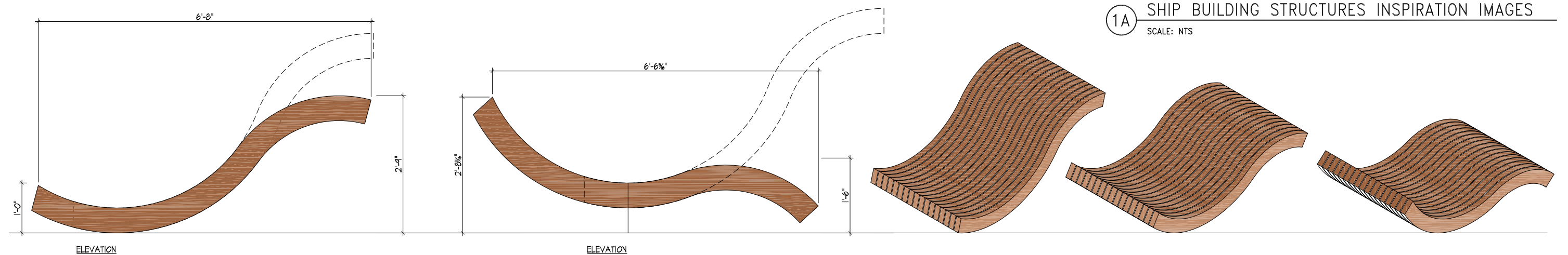




1 SHIP BUILDING STRUCTURE STUDIES
SCALE: 1/2"=1'-0"

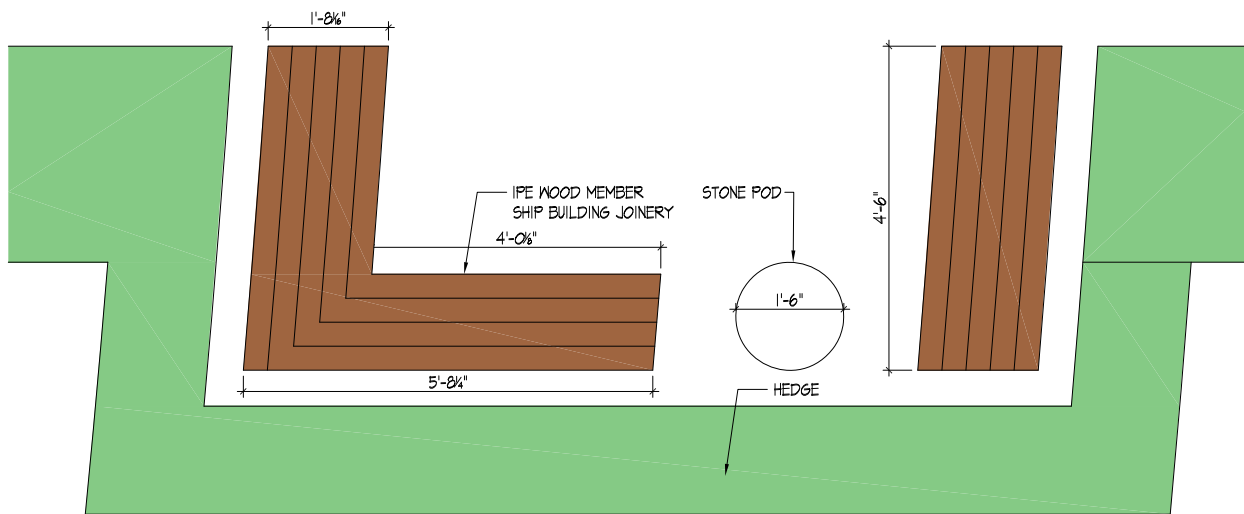


1A SHIP BUILDING STRUCTURES INSPIRATION IMAGES
SCALE: NTS

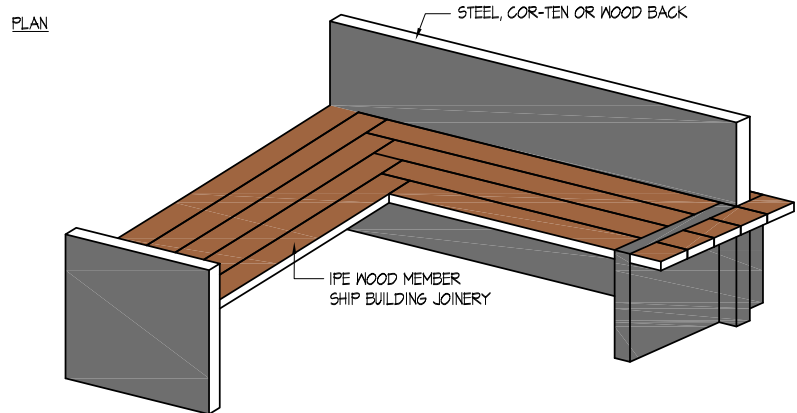


2 SHIP BUILDING STRUCTURE STUDIES
SCALE: 1/2"=1'-0"

2A SHIP BUILDING STRUCTURE STUDIES
SCALE: NTS

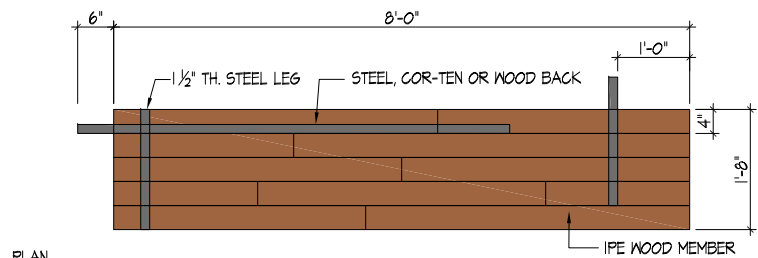


1A SHIP BUILDING WOOD JOINERY INSPIRATION IMAGES
SCALE: NTS

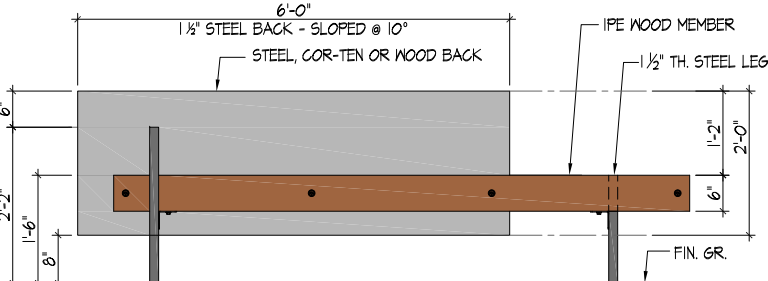


ISOMETRIC

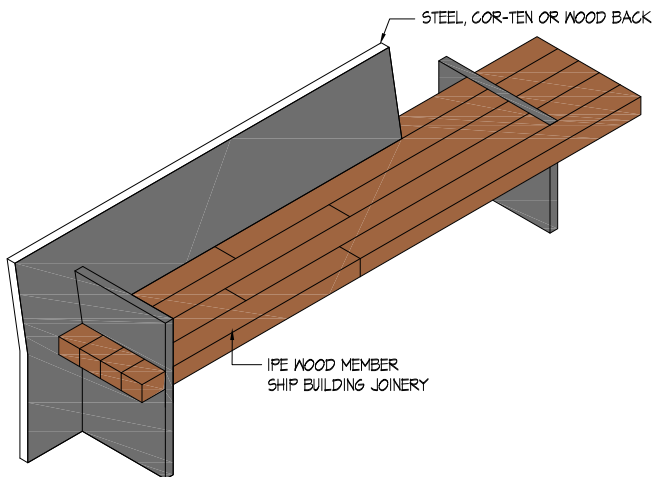
1 SHIP BUILDING WOOD JOINERY & IRON FURNITURE STUDIES
SCALE: 3/8"=1'-0"



PLAN

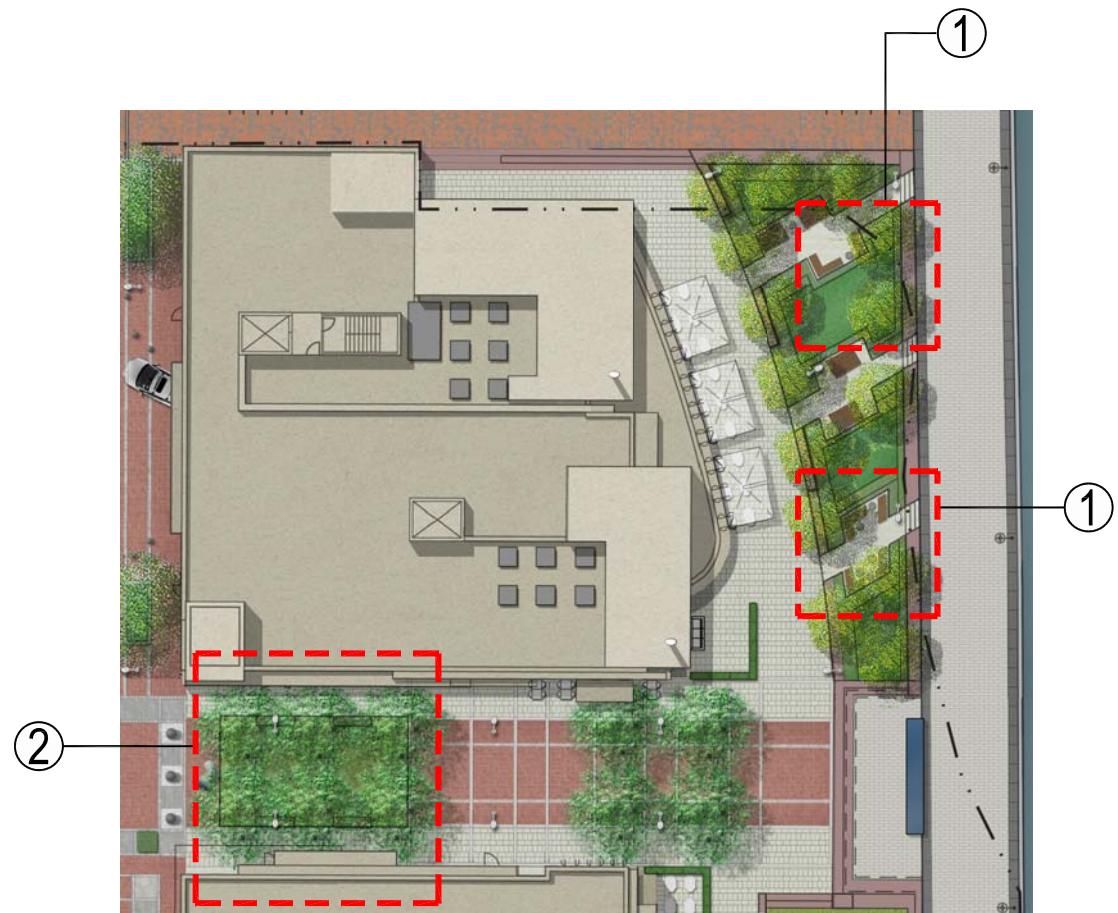


SECTION / ELEVATION



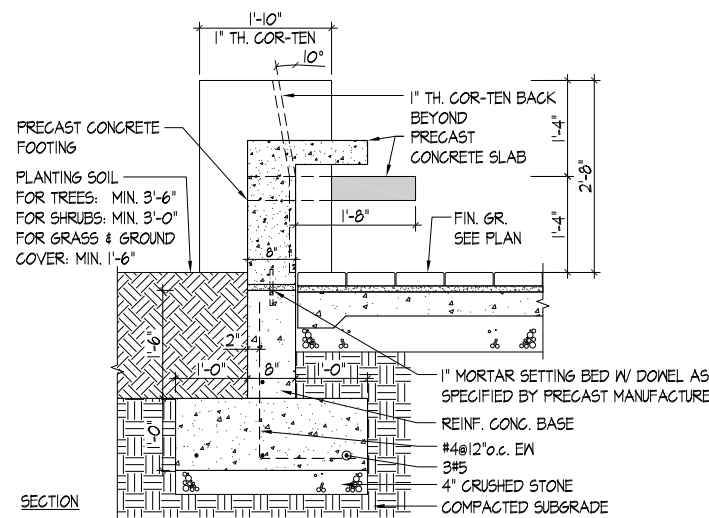
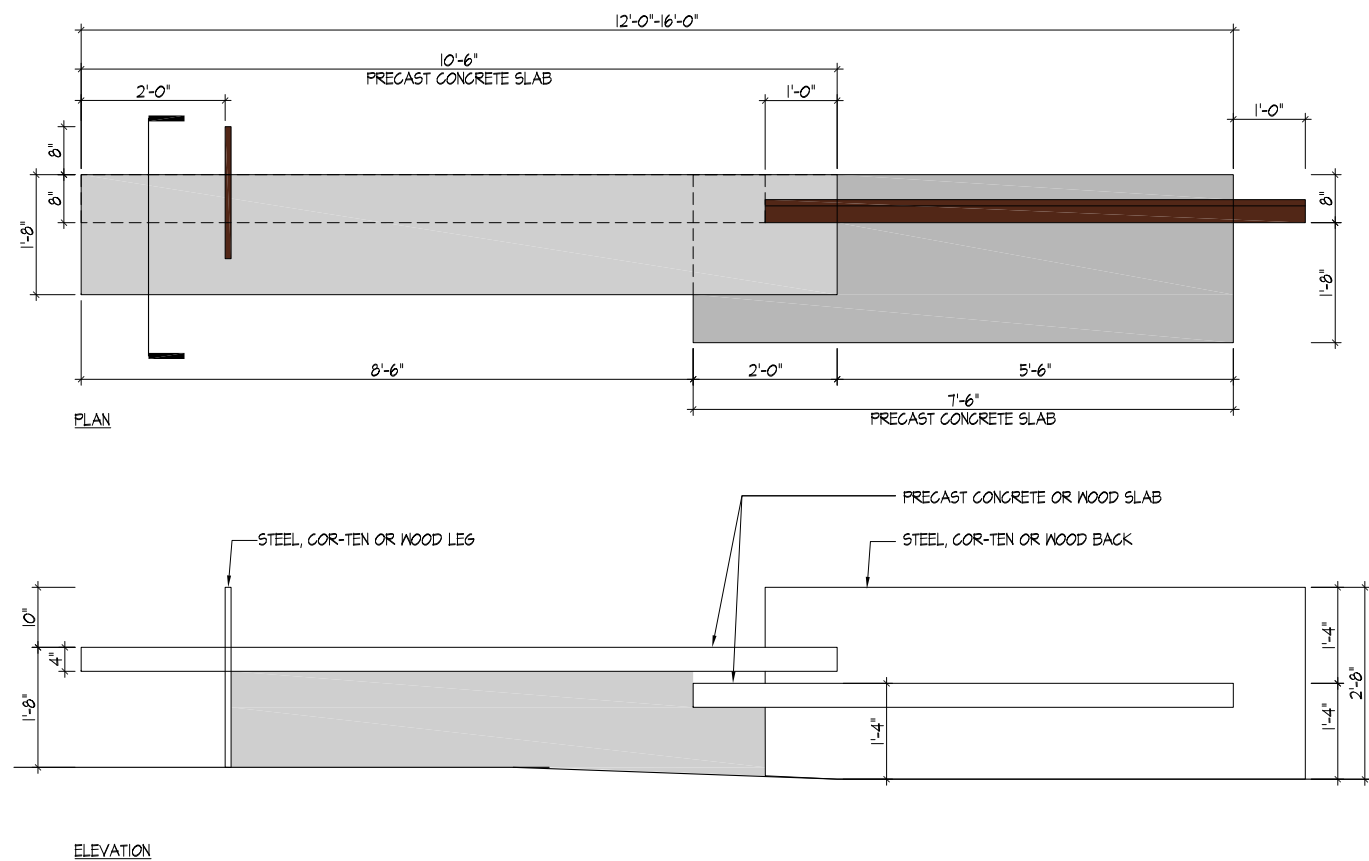
ISOMETRIC

2 SHIP BUILDING WOOD JOINERY & IRON FURNITURE STUDIES
SCALE: 3/8"=1'-0"



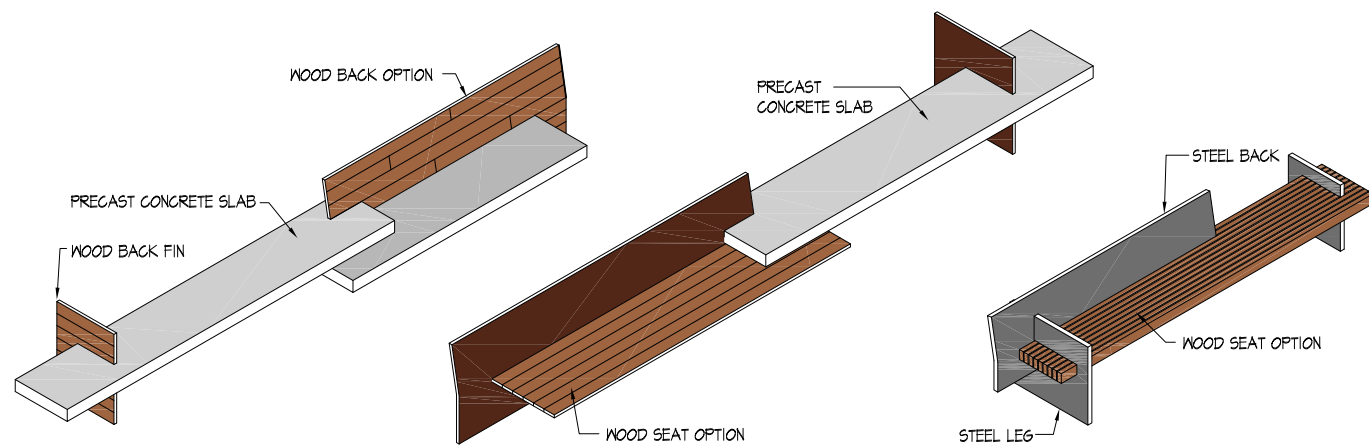
KEY PLAN





1 SHIP BUILDING WOOD JOINERY & IRON FURNITURE STUDIES
SCALE: 3/8"=1'-0"

1A SHIP BUILDING WOOD JOINERY INSPIRATION IMAGES
SCALE: NTS



1B SHIP BUILDING WOOD JOINERY & IRON FURNITURE STUDIES
SCALE: NTS



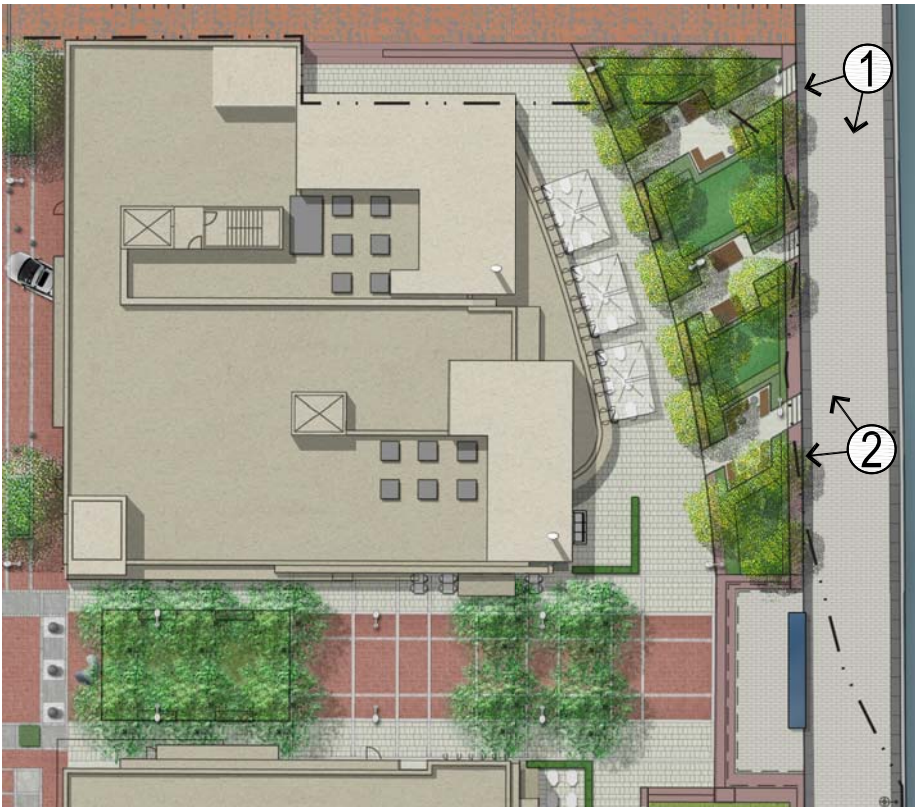
KEY PLAN



1 NORTH GARDENS VIEW FROM PROMENADE
SCALE: NTS



2 NORTH GARDENS VIEW FROM PROMENADE
SCALE: NTS



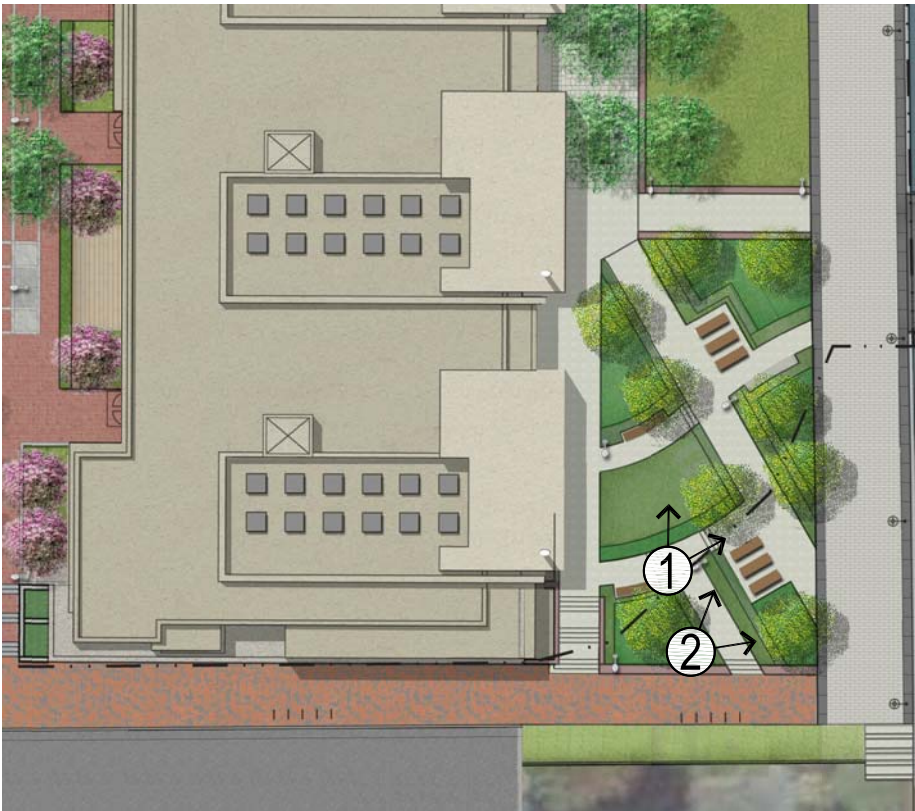
KEY PLAN



1 SOUTH GARDENS VIEWS FROM PROMENADE
SCALE: NTS



2 SOUTH GARDENS VIEWS FROM PROMENADE
SCALE: NTS



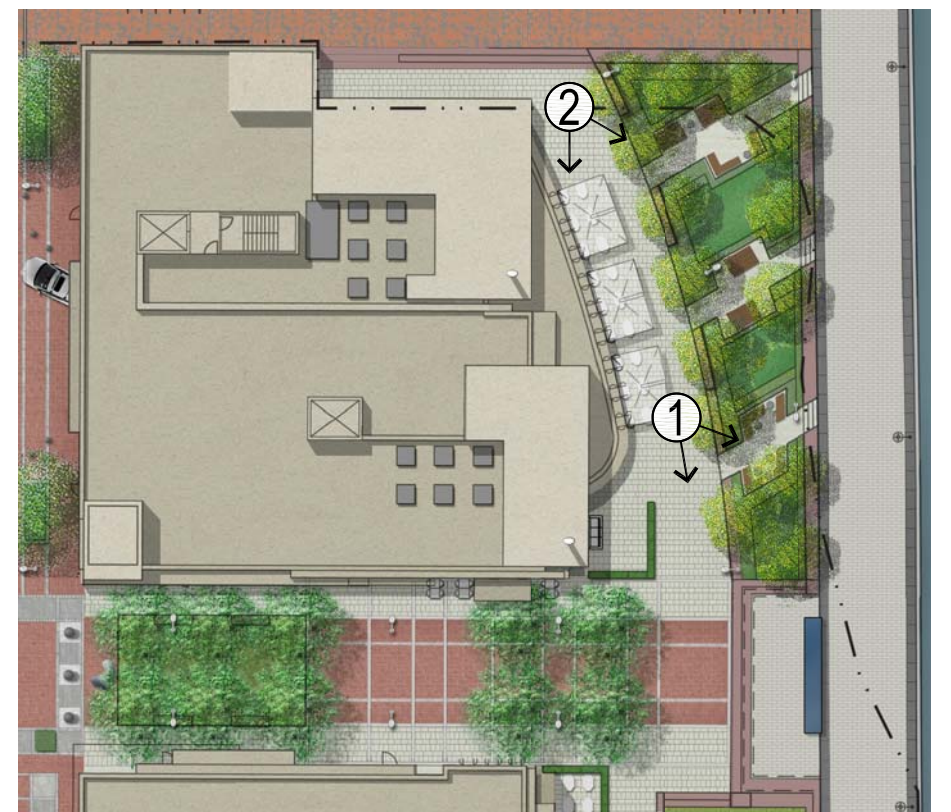
KEY PLAN



1 SOUTH GARDENS VIEW TO PROMENADE
SCALE: NTS



2 SOUTH GARDENS VIEW TO PROMENADE
SCALE: NTS



KEY PLAN



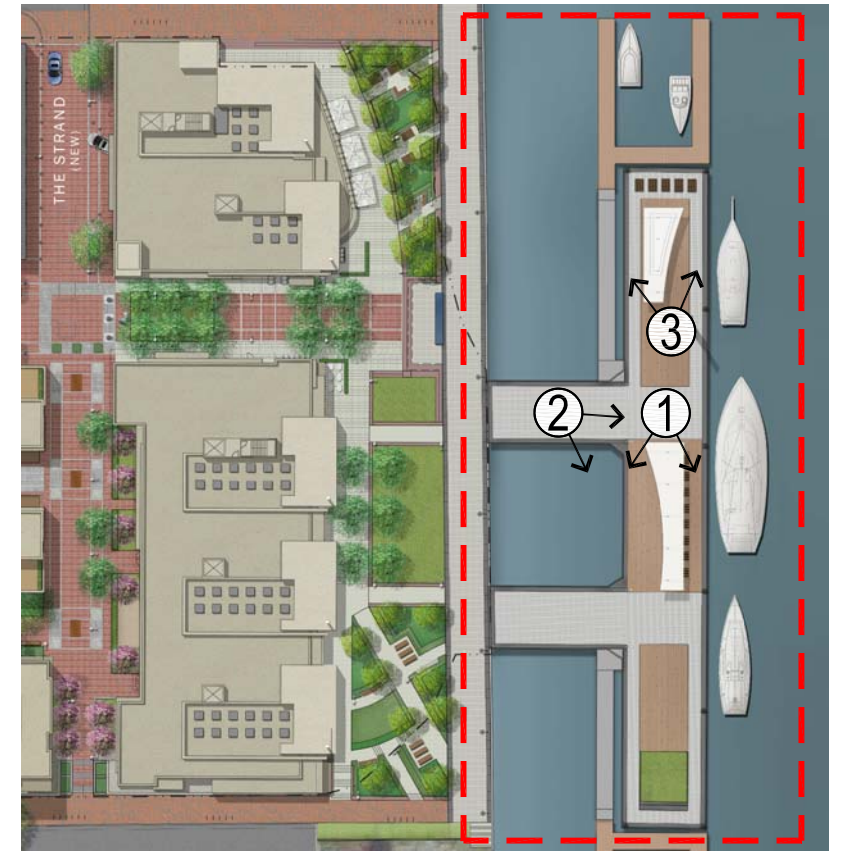
1 EXISTING PIER – LOOKING SOUTH
SCALE: NTS



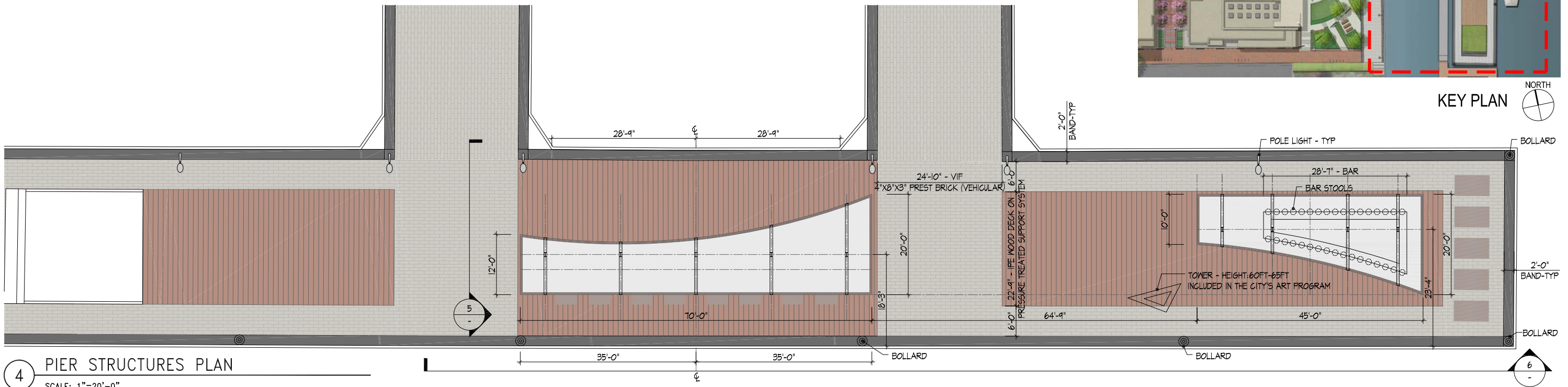
2 EXISTING PIER –LOOKING SOUTH/EAST
SCALE: NTS



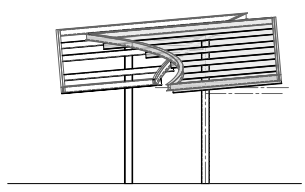
3 EXISTING PIER –LOOKING NORTH
SCALE: NTS



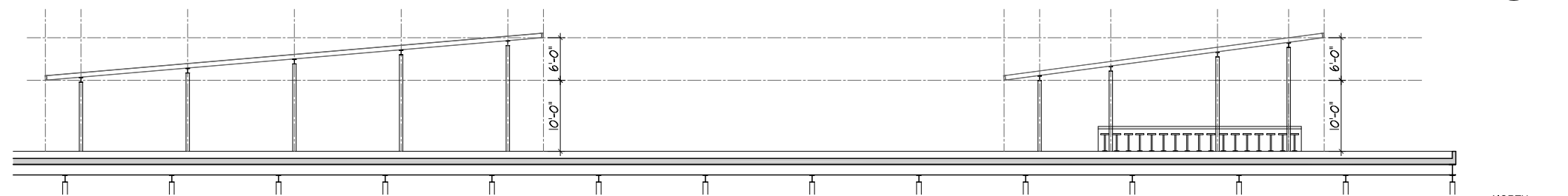
KEY PLAN
NORTH



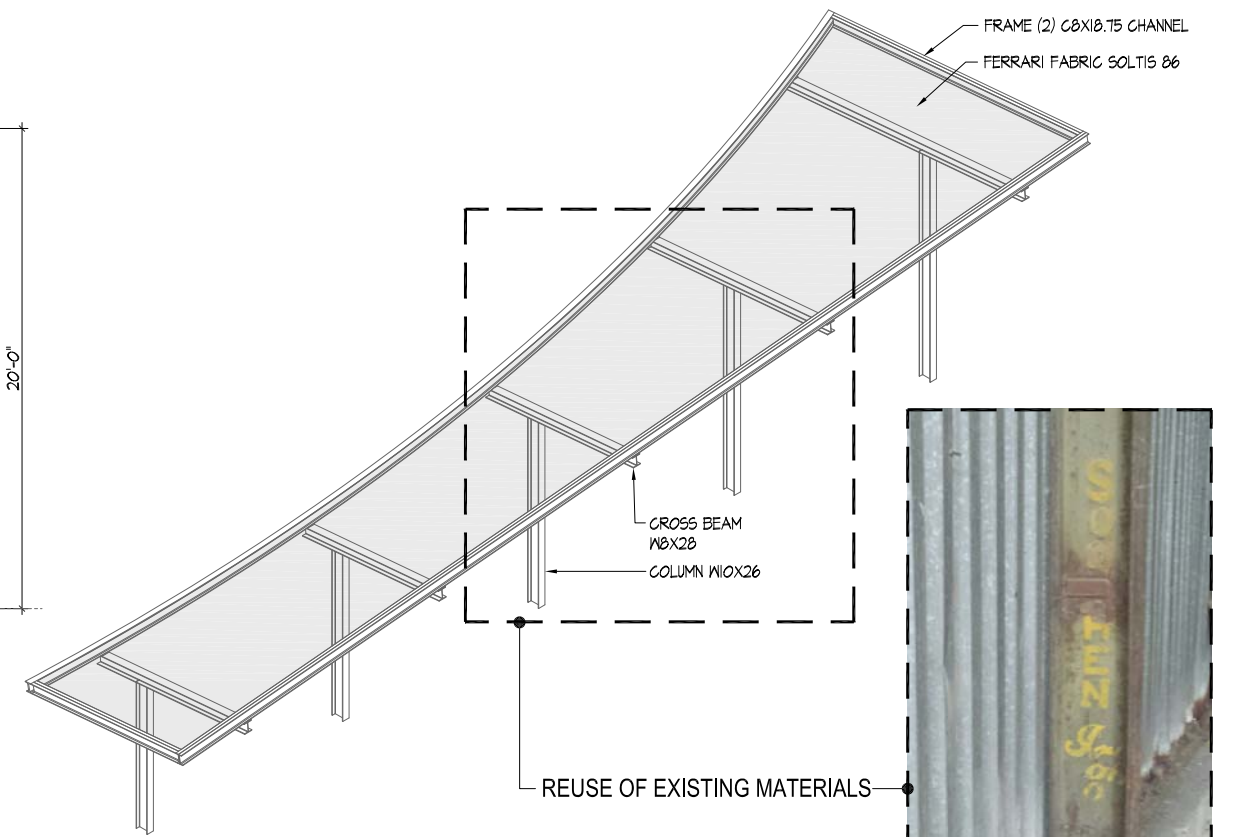
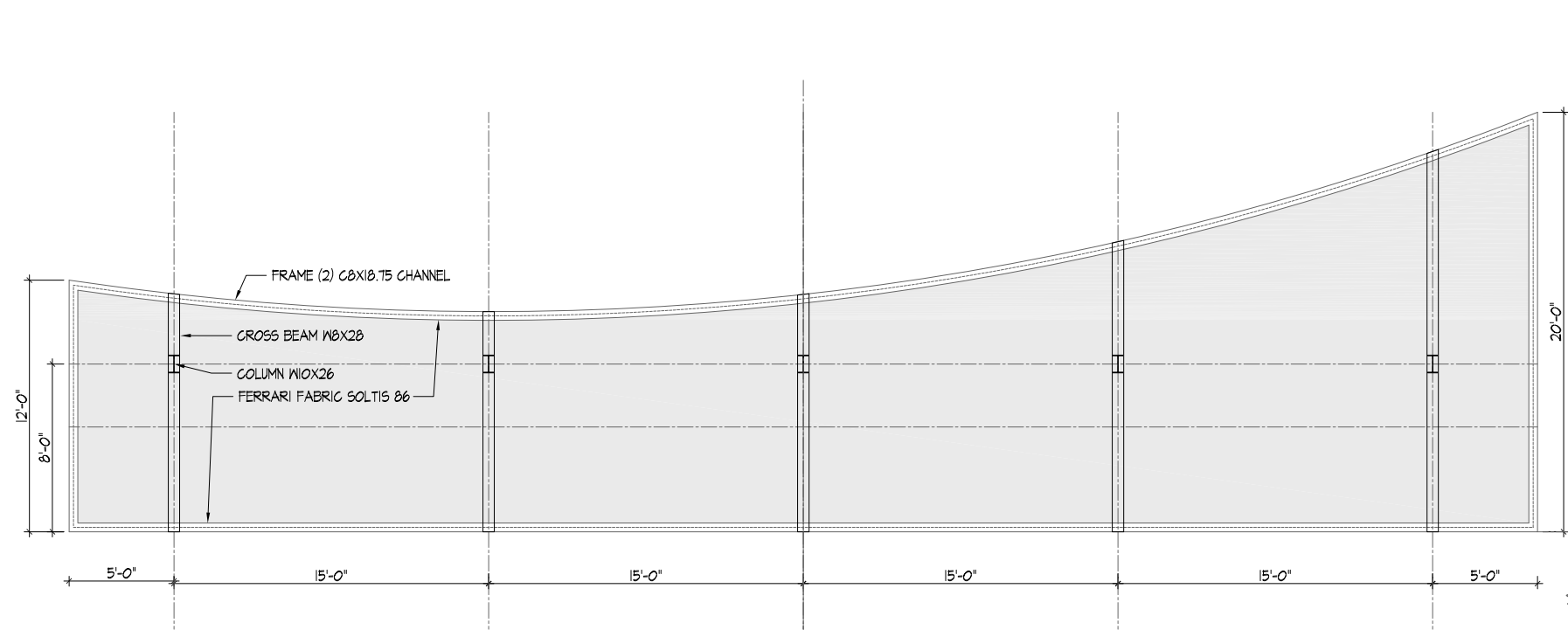
4 PIER STRUCTURES PLAN
SCALE: 1"=20'-0"



5 PIER STRUCTURES SIDE ELEVATION
SCALE: 1"=20'-0"

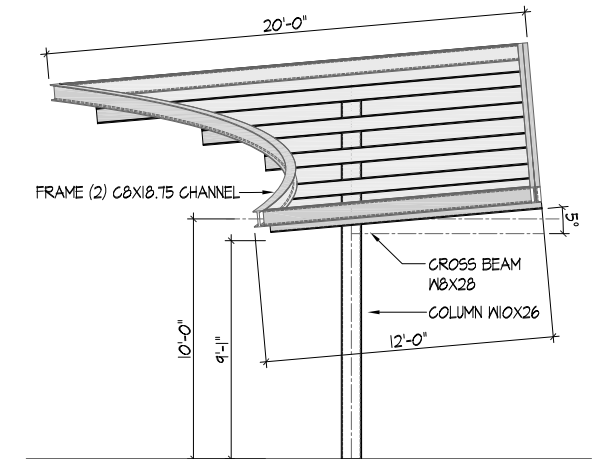
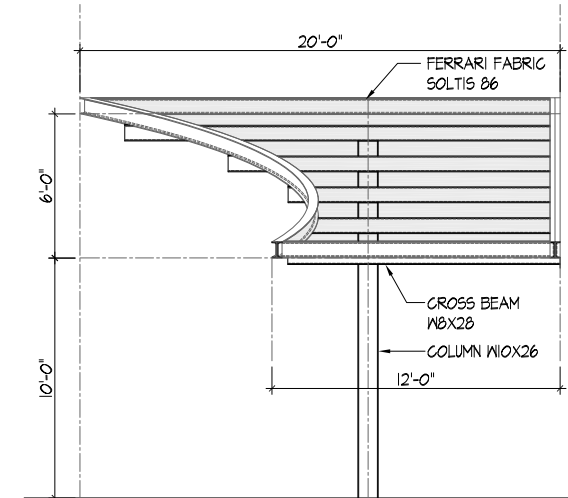
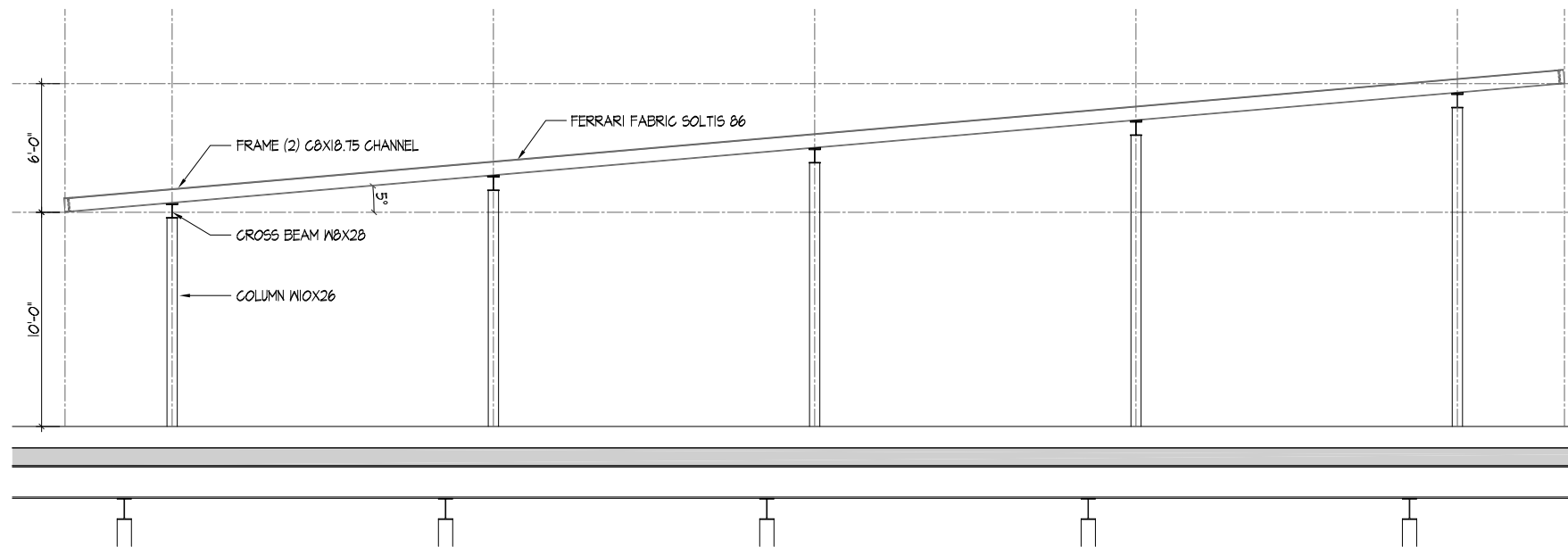


6 PIER STRUCTURES FRONT ELEVATION
SCALE: 1"=20'-0"



1 PIER SHADE STRUCTURE PLAN
SCALE: 1/8"=1'-0"

1A PIER SHADE STRUCTURE - ISOMETRIC
SCALE: NTS

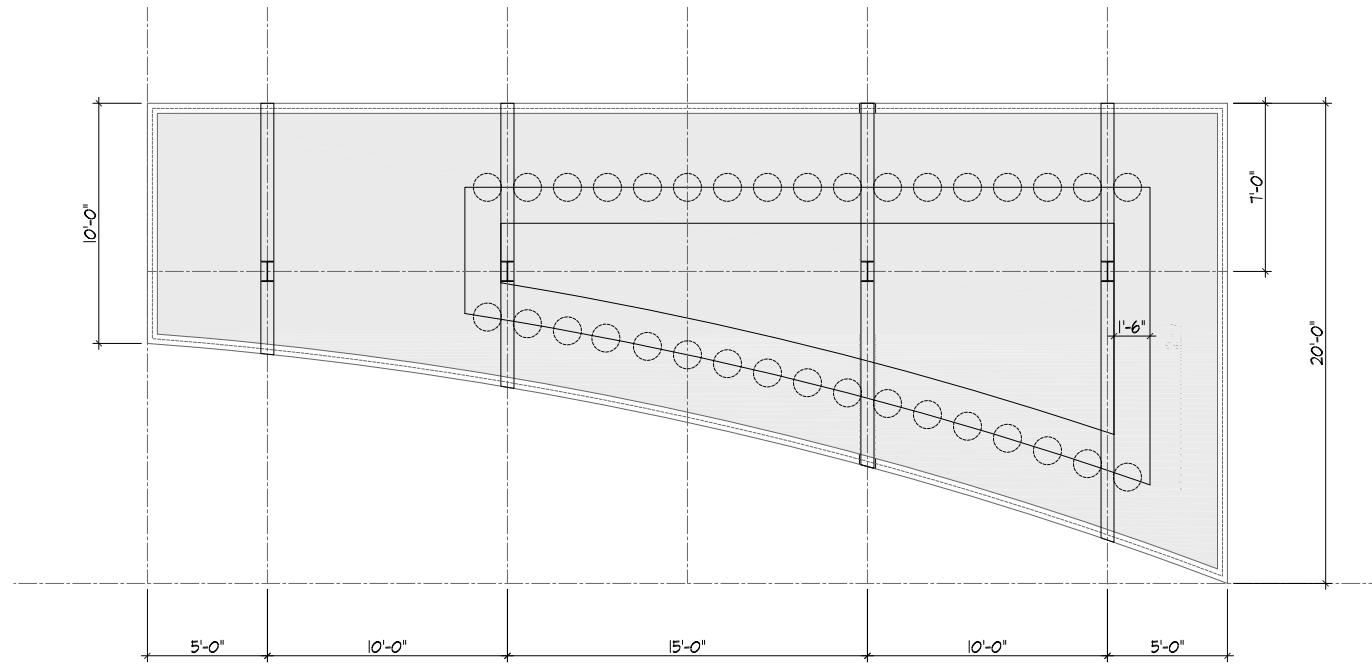


2 PIER SHADE STRUCTURE FRONT ELEVATION
SCALE: 1/8"=1'-0"

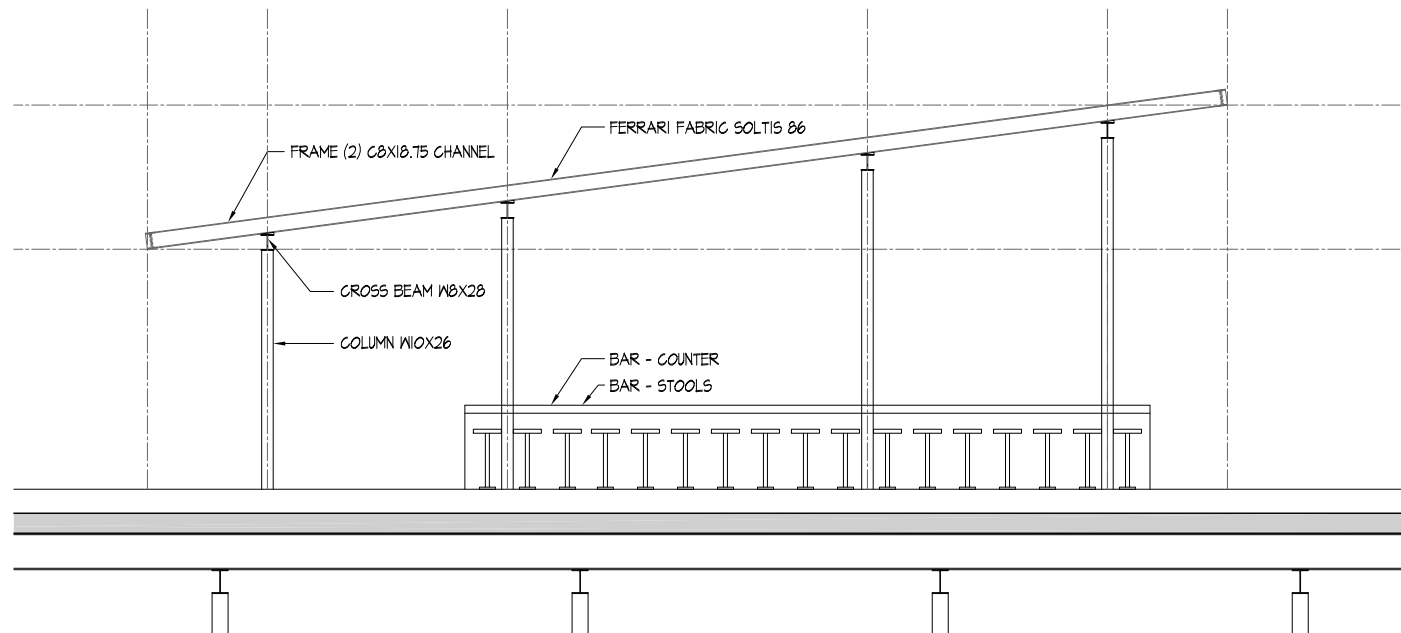
3 SIDE ELEVATION-STRAIGHT OPTION
SCALE: 1/8"=1'-0"

3A SIDE ELEVATION-TILT OPTION
SCALE: 1/8"=1'-0"

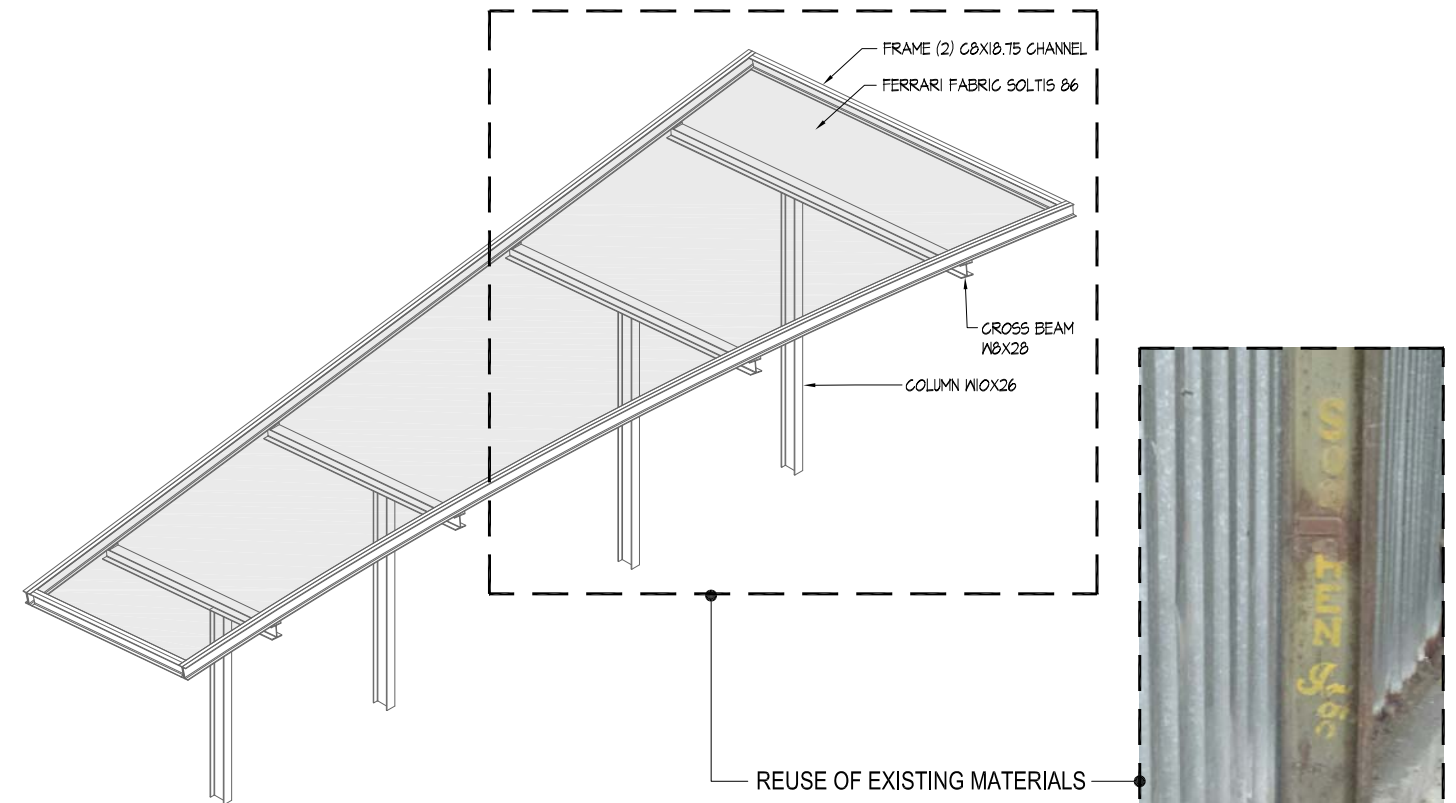




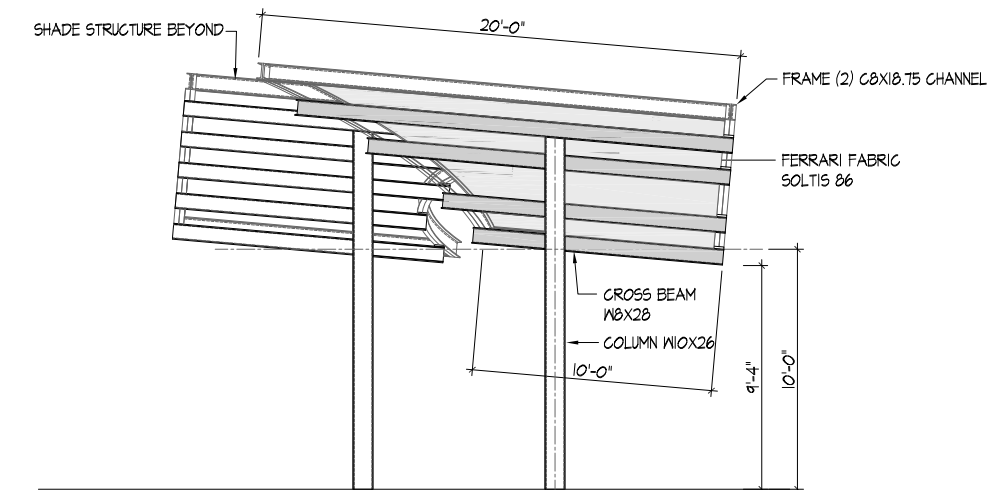
1 PIER CAFE STRUCTURE PLAN
SCALE: 1/8"=1'-0"



2 PIER CAFE STRUCTURE FRONT ELEVATION
SCALE: 1/8"=1'-0"



1A PIER CAFE STRUCTURE - ISOMETRIC
SCALE: NTS



3 SIDE ELEVATION - TILT OPTION
SCALE: 1/8"=1'-0"





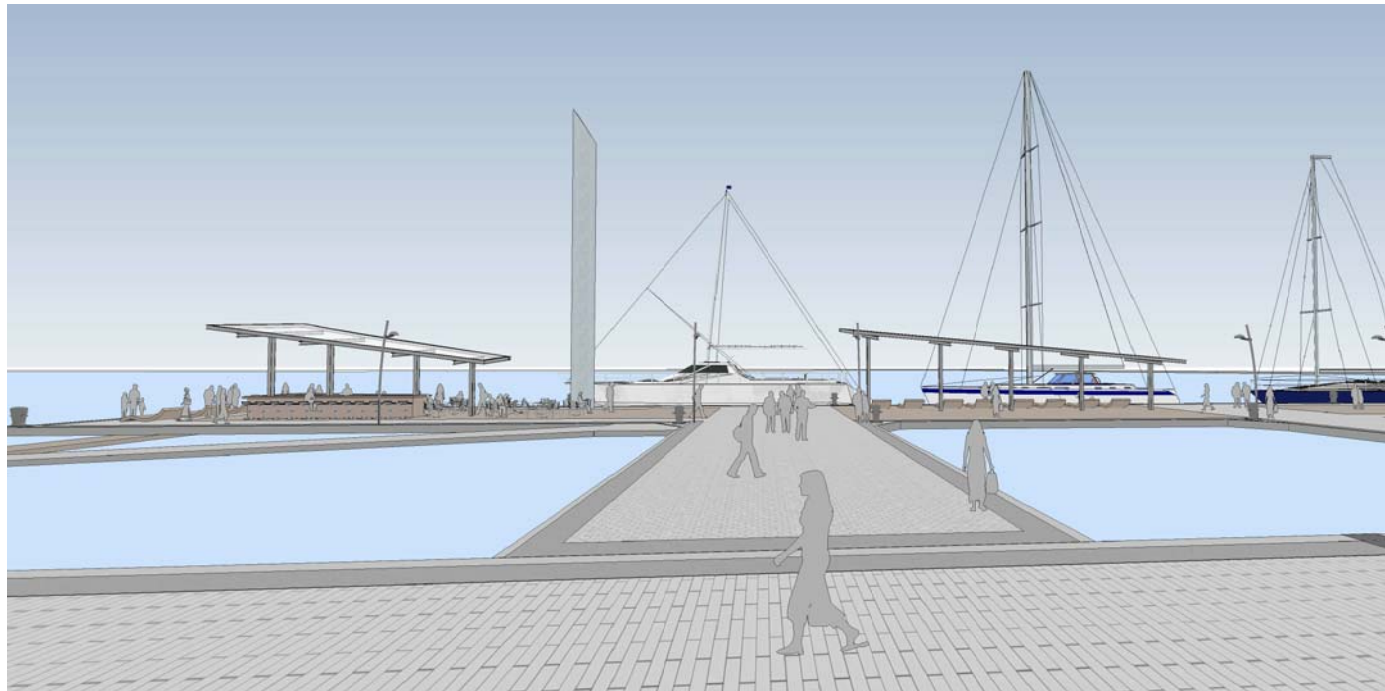
1 PIER STRUCTURES AERIAL VIEWS
SCALE: NTS



2 PIER STRUCTURES AERIAL VIEWS
SCALE: NTS



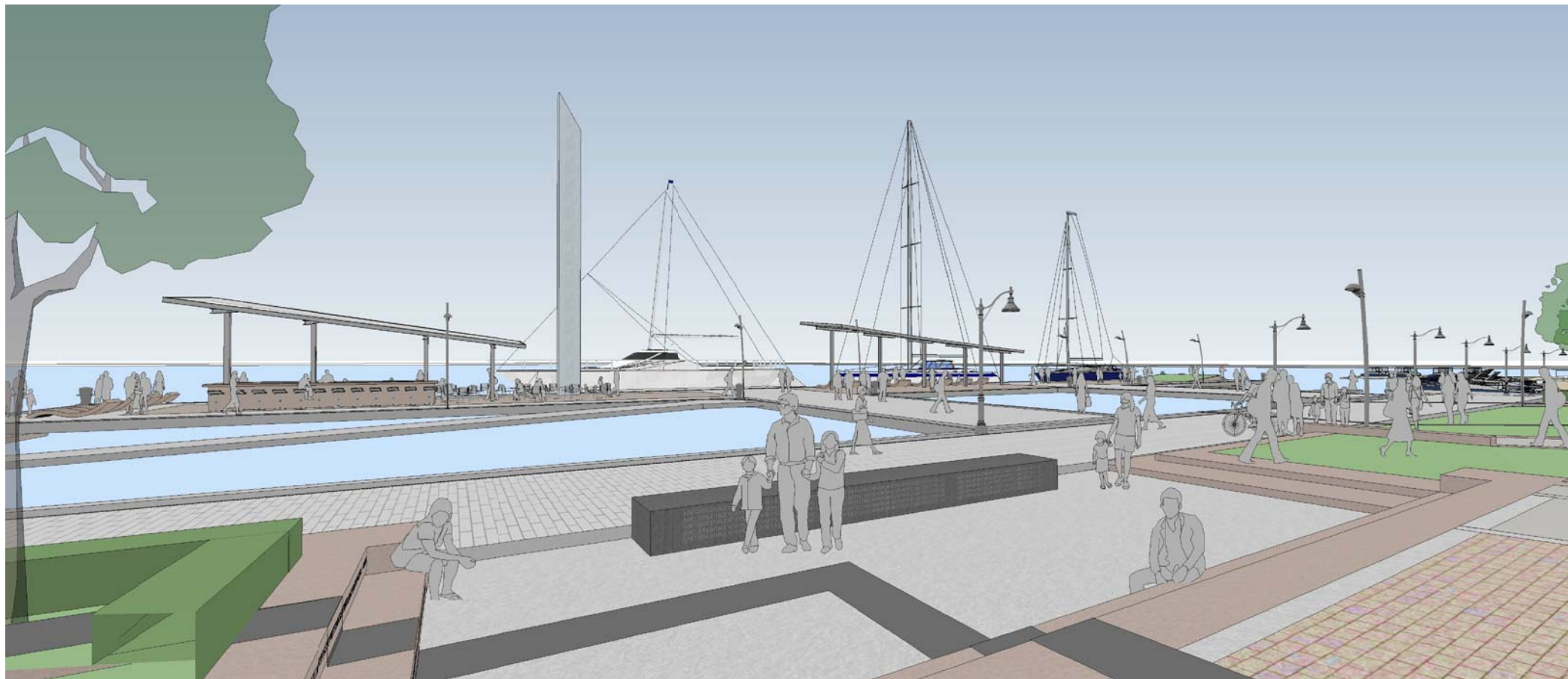
KEY PLAN



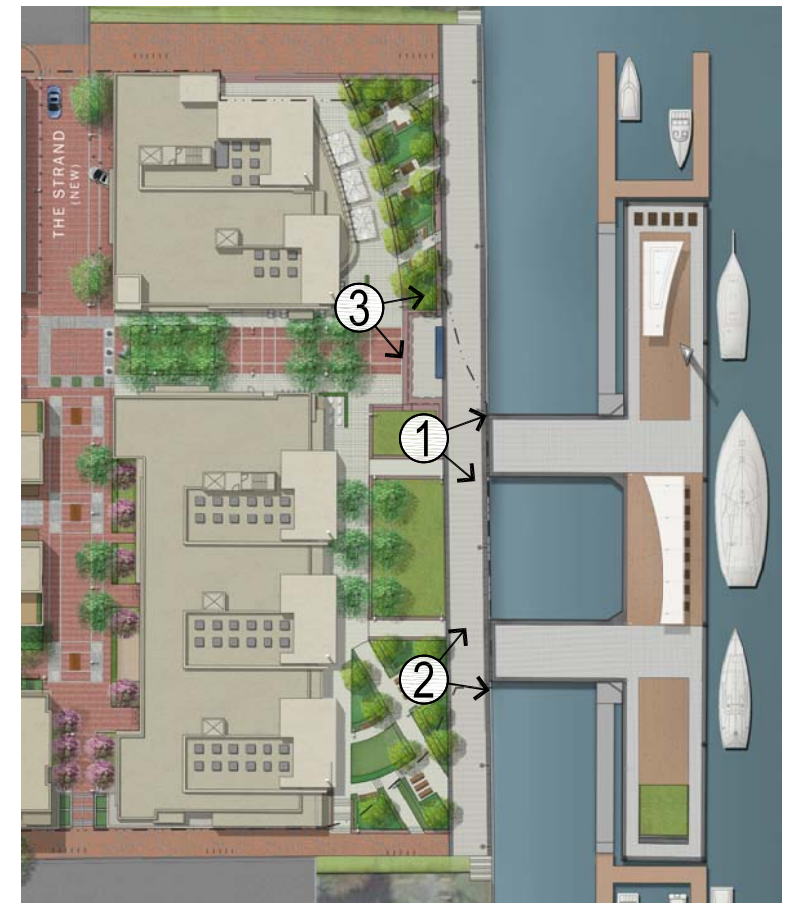
1 PIER STRUCTURES AS VIEWED FROM PROMENADE
SCALE: NTS



2 PIER STRUCTURES AS VIEWED FROM PROMENADE
SCALE: NTS



3 PIER STRUCTURES AS VIEWED FROM PROMENADE
SCALE: NTS



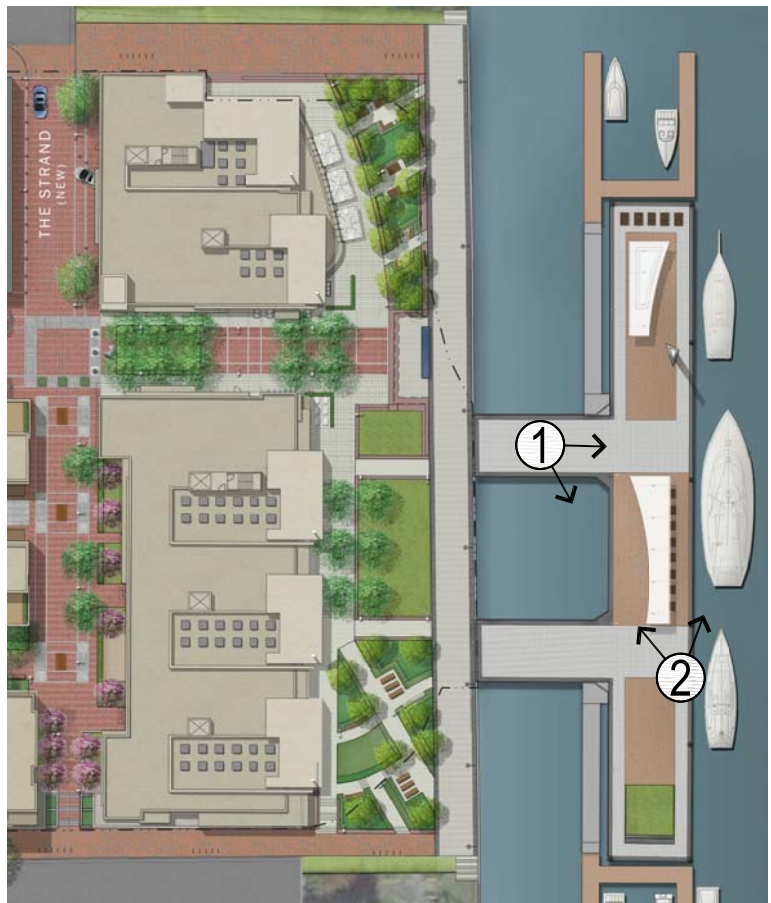
KEY PLAN



1 SHADE STRUCTURE AS VIEWED FROM THE PIER
SCALE: NTS



2 SHADE STRUCTURE AS VIEWED FROM THE PIER
SCALE: NTS



KEY PLAN NORTH

ROBINSON TERMINAL SOUTH - ALEXANDRIA, VA BOARD OF ARCHITECTURAL REVIEW: CERTIFICATE OF APPROPRIATENESS

PIER STRUCTURES 15.2



1 SHADE STRUCTURE AS VIEWED FROM THE OUTDOOR CAFE
SCALE: NTS



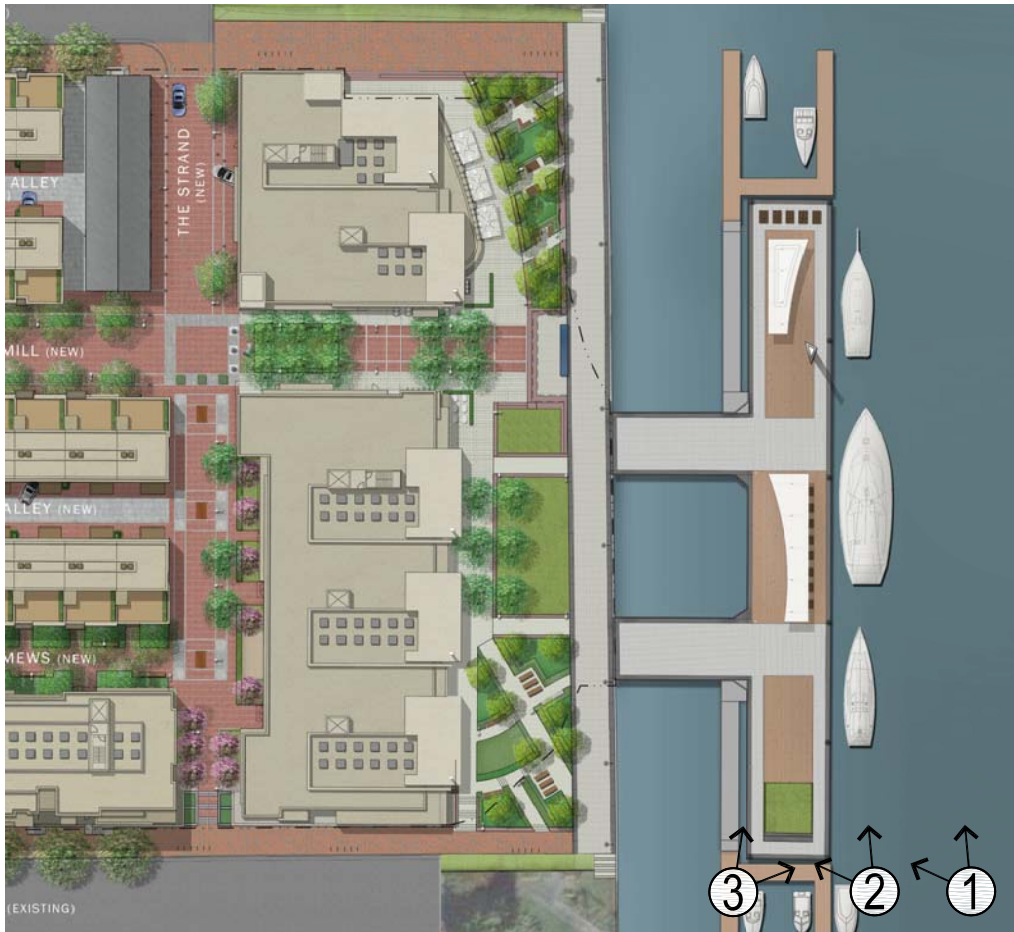
2 CAFE STRUCTURE AS VIEWED FROM THE PIER
SCALE: NTS



KEY PLAN



1 PIER SOUTH END AERIAL VIEW
SCALE: NTS



KEY PLAN



2 SHIP STRUCTURE LOUNGE CHAISE WITH LAWN BERM
SCALE: NTS



ROBINSON TERMINAL SOUTH - ALEXANDRIA, VA BOARD OF ARCHITECTURAL REVIEW: CERTIFICATE OF APPROPRIATENESS

PIER STRUCTURES 15.4