

Docket Item # 12
BAR CASE # 2015-0311

BAR Meeting
October 7, 2015

ISSUE: Historic Interpretation and Site Elements

APPLICANT: RTS Associates, LLC

LOCATION: 2 Duke Street

ZONE: W-1 / Waterfront

BOARD ACTION on October 7, 2015: Approved as amended, 6-0. On a motion by Mr. Carlin, seconded by Ms. Roberts, the OHAD Board of Architectural Review voted to approve BAR Case #2015-0311, as amended. The motion carried on a vote of 6 to 0.

CONDITIONS OF APPROVAL

1. All paving, walls, lighting and similar elements within the public way or in areas with public-access easements shall conform to the Common Elements palette for the waterfront area currently being developed by OLIN and to be approved by the City. Final approval of the materials will be confirmed with a mock-up in the field.
2. The rails in the sidewalk on South Union Street should be metal and representative of the width of standard gauge rails and placement found historically in Alexandria.
3. The new north-south street/walkway through the site should have a common and continuous paving pattern consistent with the paving approved for The Strand to the north to enhance this connection. The Strand shall have light brick paving. The new east-west street named Pioneer Mill shall not have light brick paving.
4. The applicant shall add a third interpretive panel for the site, similar to the two proposed on the promenade, near the intersection of The Strand and Pioneer Mill. The interpretive panels shall be consistent with the City's adopted Wayfinding Program and final text and graphics shall be reviewed and approved by Alexandria Archaeology and Planning & Zoning staff in consultation with the applicant's history consultant.

REASON

The Board enthusiastically supported the historic interpretation plan, noting that it was one of the most extensive and thoughtful interpretation plans ever reviewed by the Board. The Board supported the various elements and thought that a plaque on 2 Duke Street was useful for understanding the history of the site. There was discussion that the chaise lounges proposed for the pier not recline too much and not provide areas for trash to collect. The Board found the site elements and historic interpretation to be appropriate and consistent with the Design Guidelines.

SPEAKERS

Jonathan Rak, representing the applicant, responded to questions.

Rick Parisi, landscape architect for the applicant, responded to questions.

Greg Shron, the applicant, responded to questions.

Ted Pulliam, 2506 Sanford Street, spoke in support.

Charles Ablard, representing the Historic Alexandria Foundation, spoke in support of the project and noted that the Waterfront Commission was very receptive of the proposal.

Cheryl Lavoie, 1608 West Abingdon Drive, spoke in support of the entire RTS redevelopment project.

Greg Hudgins, 1120 Colonial Avenue, was highly supportive of the entire project.

Dennis Auld, 215 Park Road, speaking for all RTS items, spoke in support.

Corinne Marlowe, 619 North Columbus Street, spoke in support for all the RTS items.

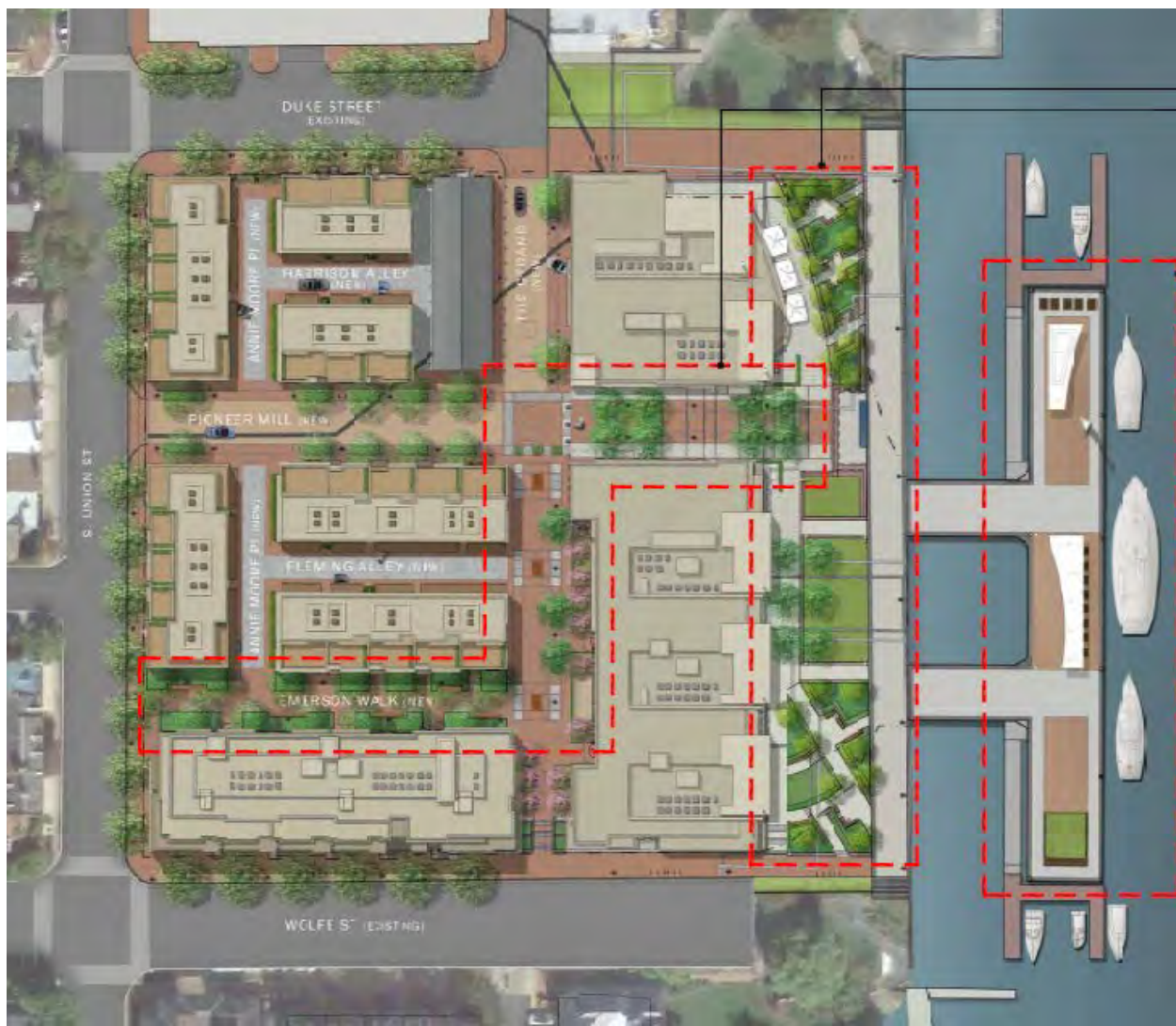
STAFF RECOMMENDATION

Staff recommends approval of a Certificate of Appropriateness for historic interpretation and site elements with the following conditions:

1. All paving, walls, lighting and similar elements within the public way or in areas with public-access easements shall conform to the Common Elements palette for the waterfront area currently being developed by OLIN and to be approved by the City. Final approval of the materials will be confirmed with a mock-up in the field.
2. The rails in the sidewalk on South Union Street should be metal and representative of the width of standard gauge rails and placement found historically in Alexandria.
3. The new north-south street/walkway through the site should have a common and continuous paving pattern consistent with the paving approved for The Strand to the north to enhance this connection. The Strand shall have light brick paving. The new east-west street named Pioneer Mill shall not have light brick paving.
4. The proposed historical plaque on the historic warehouse at 2 Duke Street should be removed.
5. The applicant shall add a third interpretive panel for the site, similar to the two proposed on the promenade, near the intersection of The Strand and Pioneer Mill. The interpretive panels shall be consistent with the City's adopted Wayfinding Program and final text and graphics shall be reviewed and approved by Alexandria Archaeology and Planning & Zoning staff in consultation with the applicant's history consultant.

GENERAL NOTES TO THE APPLICANT

1. **ISSUANCE OF CERTIFICATES OF APPROPRIATENESS AND PERMITS TO DEMOLISH:** Applicants must obtain a stamped copy of the Certificate of Appropriateness or Permit to Demolish PRIOR to applying for a building permit. Contact BAR Staff, Room 2100, City Hall, 703-746-3833, or preservation@alexandriava.gov for further information.
2. **APPEAL OF DECISION:** In accordance with the Zoning Ordinance, if the Board of Architectural Review denies or approves an application in whole or in part, the applicant or opponent may appeal the Board's decision to City Council on or before 14 days after the decision of the Board.
3. **COMPLIANCE WITH BAR POLICIES:** All materials must comply with the BAR's adopted policies unless otherwise specifically approved.
4. **BUILDING PERMITS:** Most projects approved by the Board of Architectural Review require the issuance of one or more construction permits by Building and Fire Code Administration (including signs). The applicant is responsible for obtaining all necessary construction permits after receiving Board of Architectural Review approval. Contact Code Administration, Room 4200, City Hall, 703-838-4360 for further information.
5. **EXPIRATION OF APPROVALS NOTE:** In accordance with Sections 10-106(B) and 10-206(B) of the Zoning Ordinance, any official Board of Architectural Review approval will expire 12 months from the date of issuance if the work is not commenced and diligently and substantially pursued by the end of that 12-month period.
6. **HISTORIC PROPERTY TAX CREDITS:** Applicants performing extensive, certified rehabilitations of historic properties may separately be eligible for state and/or federal tax credits. Consult with the Virginia Department of Historic Resources (VDHR) prior to initiating any work to determine whether the proposed project may qualify for such credits.



BAR 2015-0311: 2 Duke Street/Robinson Landing

I. ISSUE

The applicant is requesting a Certificate of Appropriateness for items related to historic interpretation and site elements at the Robinson Terminal South site which will be redeveloped as a mix of townhouses, multifamily buildings and commercial space, to be known as Robinson Landing.

The proposed historic interpretation elements include the following:

1. 1749 shoreline, 1845 pier line and 1877 pier line depicted as engraved stone bands
2. Timeline of the progression of industry with interpretive signage in stone
3. Rails on South Union Street through sidewalk
4. Interpretive sign panels along promenade at site ends
5. Historical markers
6. Street names

The proposed site elements include the following, in addition to the related historic interpretation elements:

1. Paving
2. Bollards
3. Light poles and fixtures
4. Benches and chaise longues
5. Planters and seat walls
6. Shade structures on pier with reused steel beams and structural elements

For this particular application, the BAR is *only* reviewing the site elements and interpretation elements noted above such as markers, light poles, paving, planters, street furnishings and the like. *The building architecture is not currently part of this discussion.* While the applicant will be constructing the promenade and pier, and maintaining the pier for a specified period of time, the City will take ownership of the promenade and pier. The cost of maintenance is not within the BAR's purview. The internal streets, alleys, walk ways and open space will have public access easements.

II. HISTORY

This waterfront block has a long history of industrial and commercial uses adjacent to the Potomac River. Portions of the block contain the original Point Lumley, which was the southern extension of land that formed the shallow crescent-shaped bay and one of the earliest wharfs for the City. The largest building on Alexandria's 19th century waterfront, Pioneer Mill, was once located on this site. Currently, the site contains a late-19th-century, two-story brick warehouse that has undergone significant alteration over the years, including being partially contained within a larger metal and brick warehouse, located at 2 Duke Street (Building A). The other existing buildings are metal or metal and brick warehouses constructed between 1940 and 1965 that the BAR approved for demolition in the fall of 2014 (BAR Case #2014-0394). A full history of the site was prepared by History Matters and was submitted as part of the Permit to Demolish application.

The BAR has now reviewed this project, or portions of the project scope, at twelve separate work sessions or public hearings as docket items since April 2014. In April 2015, City Council approved a Development Special Use Permit (DSUP 2014-00006) to redevelop the site into a mix of townhouses, multifamily and retail/commercial. The BAR discussed historic interpretation and site elements as part of the five concept reviews and noted that there was an expectation for the integration of high-quality and thoughtfully researched historic interpretation. The BAR reviewed a proposal for these elements at a work session on July 15, 2015 and generally supported the design and programmatic direction. It was noted that the historic interpretation at this site should be integrated with the larger proposal for historic interpretation throughout the Waterfront Plan area. Ms. Roberts had been a member of an informal work group that met three times focusing on historic interpretation on this site. The work group had also supported the proposal.

On September 17, 2015, the Waterfront Commission reviewed the proposal for historic interpretation and site elements and enthusiastically supported the scheme currently before the BAR. It was noted that the interpretation of 20th-century history, particularly the role of Clarence Robinson and the Robinson Terminal Corporation, should also be included.

III. ANALYSIS

Although the majority of the BAR's purview relates to buildings and structures, its underlying mission relates to the greater built environment and cultural landscape as a specific purpose identified in Section 10-101 is "to assure that new structures, additions, landscaping, and related elements be in harmony with their historical and architectural setting and environs." In general, staff strongly supports the proposal and notes that the porosity of the site design and depth of historic interpretation will provide public access and a rich historical narrative not currently found on the exterior of any other site on the Alexandria waterfront or, perhaps, anywhere in the City of Alexandria.

Historic Interpretation Elements

A purpose of the Old and Historic Alexandria District is "to educate residents and visitors about the city's cultural and historic heritage" as well as "to promote local historic preservation efforts through the identification and protection of historic resources throughout the city," as noted in Section 10-101 of the zoning ordinance. Staff finds that the applicant's proposal for historic interpretation successfully satisfies the purposes of the historic district as related to the Standards outlined in Section 10-105. The proposed interpretation highlights the complex and evolving industrial history of this particular site, providing a snapshot of the people, technology and commerce that occupied this site since the City's founding in 1749. The applicant has implemented a layered approach to historic interpretation that references the historic shore and pier lines, the presence of the railroad and acknowledgement and explanation of the many people and businesses that operated on the site. The applicant successfully does this with a range of permanent and substantial materials including metal for rail lines and engraved stone bands in the pavement, as well as more traditional interpretive panels.

While staff enthusiastically supports the overall historic interpretation proposed here, staff cautions against the use of superficial historical markers or plaques, such as what is possibly proposed at the 2 Duke Street building. Because there is such a strong program for interpretation

throughout the project, staff has reservations about the more typical historical plaque proposed at 2 Duke Street. Once the project is fully constructed, 2 Duke Street should clearly read as the only remaining historic warehouse on the site, so it seems unnecessary to have a plaque on the building. Staff recommends letting the building itself convey its history and significance. Staff supports the interpretative panels at both the north and south end of the site on the promenade and recommends adding a third panel at the intersection of The Strand and Pioneer Mill which will effectively become a central point and meeting place on the site. All interpretive panels must be consistent with the City's adopted Wayfinding Program, with final text and graphics to be prepared by the applicant and reviewed and approved by Alexandria Archaeology and Planning & Zoning staff (Figure 1).



Figure 1. Example of interpretive panel as part of City Wayfinding Program, adopted 2010.

The interpretation of the rails on the South Union Street is historically appropriate, as historic photographs and maps indicate that there previously was a rail siding in this approximate location that spurred off the main tracks running on Union Street. The rails will convey the various transportation modes integral to this site over the years. The proposal suggests that the rails could be individual metal pieces within a stone banding. Staff feels strongly that the railroad elements should feature continuous metal bands, visually similar to historic rails, and notes that the size of the rails and the placement of the rails should reflect standard railroad gauge for Alexandria.

Staff supports the use of street and alley names that are derived from the people and places that contributed to the site's history. The choice of "Robinson Landing" for the project's name establishes a clear connection with the industrial history of the site.

Site Elements

The BAR's discussion over many hearings has emphasized that the entire project be welcoming and pedestrian-friendly. Paving and streetscape elements are integral to achieving this goal. Regarding paving materials, the *Design Guidelines* state that "Paving materials for garden yard areas, driveways and sidewalks (whether public or private) are important elements in the overall visual composition of the historic districts." This confirms the importance of the treatment of the sidewalks, streets, carriageways and related elements as part of the overall composition and interpretation of this site. Additionally the *Guidelines* note that the "Boards have adopted a policy that they will review all hard surface paving materials in excess of 150 square feet which are or may be used for parking." Finally, the BAR has "also gone on record as fully supporting the ongoing work of the City to use historically appropriate paving materials such as brick for sidewalks throughout the historic districts."

In March 2015, OLIN prepared a Common Elements palette for paving and lighting for the waterfront that was reviewed by Planning Commission and City Council as part of the DSUP approval (Fig. 2). This was done to provide guidance and feedback on these Common Elements because the development approvals for both Robinson Terminal sites have occurred in advance of more detailed park planning. This Common Elements palette included a few options for various elements. For example, the Common Elements palette proposed either a large (24" by 48") paver in limestone grey or smaller Unilock plank pavers in a white color mix for the promenade. The concept and direction was supported with final details and determinations on the Common Elements palette to continue to be developed. Therefore, while the applicant has proposed some of these specific materials for the RTS site, it must be noted that the final selection must be consistent with the overall Common Elements palette for the entire Waterfront Plan area.

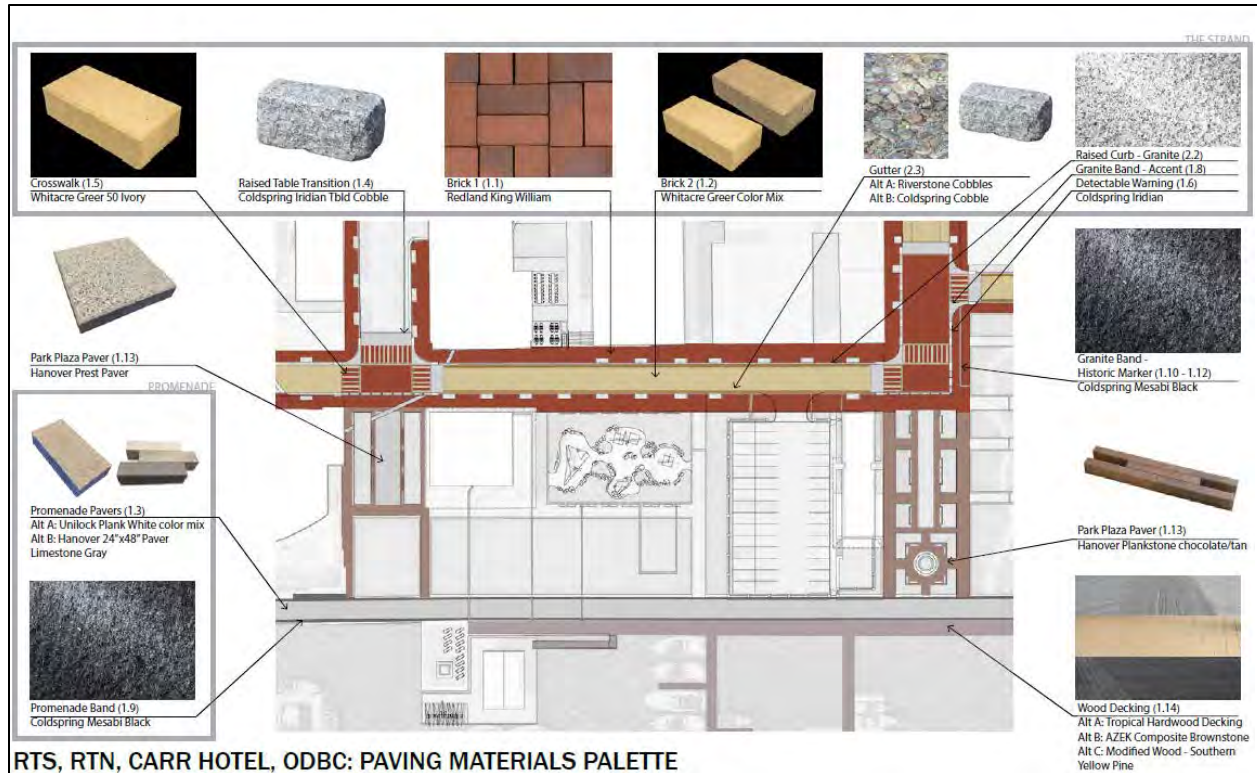


Figure 2. Common Elements palette prepared by OLIN, March 2015.

Regarding the light fixtures, staff has recommended that the internal streets, as well as the perimeter streets, have the new Gadsby light pole and fixture to convey they are part of the Old Town streetscape.¹ The promenade will have a common light fixture the entire length, though the specific design is still being finalized. The design intention for the promenade light in the Waterfront Plan and park design process is that the promenade will feature its own light fixture that will provide sufficient lighting while not compromising any vistas in this important public pedestrian space. The applicant proposes a more contemporary light fixture on the waterfront side of the project as well as on the pier. Staff supports the use of more streamlined and contemporary light fixtures in these two locations as they complement the adjacent architecture as well as define the sense of place for this site. Therefore, the proposed lighting scheme that includes both traditional lighting found in Old Town and on the promenade balanced with contemporary elements allows the project to have its own personality while fitting within the organic fabric of Old Town.

In general, staff finds the proposed paving materials to be high quality and appropriately selected with one exception. The light tan brick was previously selected to be used along the entirety of The Strand to differentiate this north-south connection which historically functioned as a wharf. With the continuation of The Strand into the site, the applicant has proposed to use the light brick only on the vehicular portion of The Strand rather than the entire passageway through to Wolfe Street. Despite the change from vehicular to pedestrian, staff thinks that the light brick should

¹ The City is currently studying replacement of the existing Gadsby light poles with a more historically appropriate pole and energy efficient head. The final selection for the replacement Gadsby light will be reviewed by the BAR in the future. It is anticipated that a prototype of the replacement light will be installed outside of City Hall within the next few months. RTS will need to use the to-be-approved replacement Gadsby light.

continue the entire north-south portion of The Strand through the site, both to encourage public connection through the site to Wolfe Street and to reinforce the wharf reference running parallel to the river. This also means that the light brick should not turn to the west along the new Pioneer Mill street. Therefore, staff has added a recommendation for this refinement. The details of the intersections and minor paving conditions can be worked out during review of the permits and final site plan.

The applicant proposes a unique selection of street furniture for the site. The benches on the site are described as having ship building joinery and will be built of wood and iron. The chaise longues on the pier are inspired by the curved rib structure of a wooden ship. Staff finds these well-designed pieces to be a creative and refreshing change from the standard city bench and compatible with this site, balancing both historic precedent and contemporary design.

As part of the Waterfront Plan's goal to increase the accessibility of the water and waterfront, the pier has always been envisioned as a public space. From the early concept reviews, the applicant has indicated the construction of simple shade structures, one of which will function as a seasonal café. The proposed structures reuse the iron beams from the existing warehouses to be demolished and include solar sun shades. These structures are simple and promote access to the water while not diminishing views from land. The pier also includes ipe wood decking as well as a lawn panel. Staff supports the pier structure and overall design palette on the pier.

Conformance with Standards

Every project that the BAR reviews must consider the standards below when determining the appropriateness of a proposal. While each report does not specifically call out each standard, the *Design Guidelines*, staff analysis, and BAR discussion are always founded within this organizational framework. What follows is a matrix which discusses the BAR's Standards of Review according to Section 10-105(2) when considering a Certificate of Appropriateness to provide clarity to the public. The Additional Standards-Potomac River Vicinity focus exclusively on buildings and are, therefore, not applicable to the historic interpretation and site elements in this particular application.

Standard	Feature	How satisfied
a)	Overall architectural design, form, style and structure, including, but not limited to, the height, mass and scale of buildings or structures	Not applicable to site elements and historic interpretation.
b)	Architectural details including, but not limited to, original materials and methods of construction, the pattern, design and style of fenestration, ornamentation, lighting, signage and like decorative or functional fixtures of buildings or structures; the degree to which the distinguishing original qualities or character of a building, structure or site (including historic materials) are retained	The proposal includes historically appropriately materials as part of the interpretation including stone, metal and wood, consistent with materials historically found on the waterfront. The proposal will utilize the Gadsby light as well as a selected waterfront promenade light (to be finalized as part of the Common Elements).
c)	Design and arrangement of buildings and structures on the site; and the impact upon the historic setting, streetscape or environs	The arrangement of the interpretative and site elements incorporates the historic shore and pier lines as well as integrates the range of industrial uses

		in a logical narrative on the site.
d)	Texture, material and color, and the extent to which any new architectural features are historically appropriate to the existing structure and adjacent existing structures	The proposed materials and design are appropriate to the historic district and adjacent existing structures.
e)	The relation of the features in sections 10-105(A)(2)(a) through (d) to similar features of the preexisting building or structure, if any, and to buildings and structures in the immediate surroundings	There are limited site and interpretive elements in the immediate vicinity so this project will set a high standard for further interpretation in the future waterfront park, consistent with the goals, objectives and guidelines in the Waterfront Plan.
f)	The extent to which the building or structure would be harmonious with or incongruous to the old and historic aspect of the George Washington Memorial Parkway	Not applicable to site elements and historic interpretation.
g)	The extent to which the building or structure will preserve or protect historic places and areas of historic interest in the city	The proposed interpretive and site elements will narrate the rich and complex history of this site in an integrated and informative way.
h)	The extent to which the building or structure will preserve the memorial character of the George Washington Memorial Parkway	Not applicable to site elements and historic interpretation.
i)	The extent to which the building or structure will promote the general welfare of the city and all citizens by the preservation and protection of historic interest in the city and the memorial character of the George Washington Memorial Parkway	The proposal will satisfy this by conveying the industrial heritage and significance of this particular block.
j)	The extent to which such preservation and protection will promote the general welfare by maintaining and increasing real estate values, generating business, creating new positions, attracting tourists, students, writers, historians, artists and artisans, attracting new residents, encouraging study and interest in American history, stimulating interest and study in architecture and design, educating citizens in American culture and heritage and making the city a more attractive and desirable place in which to live	The proposal will satisfy this by conveying the industrial heritage and significance of this particular block and will serve as an exemplary display of historic interpretation and site design, unparalleled in the City of Alexandria.

Staff recommends approval of a Certificate of Appropriateness for historic interpretation and site elements, finding the proposal to be consistent with the BAR's Standards. Staff has identified some items that need further refinement as discussed above and have suggested conditions of approval. Should the BAR find any other concerns or refinements, please advise staff so that they may be addressed during the building permit review process.

STAFF

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

IV. CITY DEPARTMENT COMMENTS

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

The proposal must be consistent with all comments and conditions identified in the approved DSUP 2014-00006.

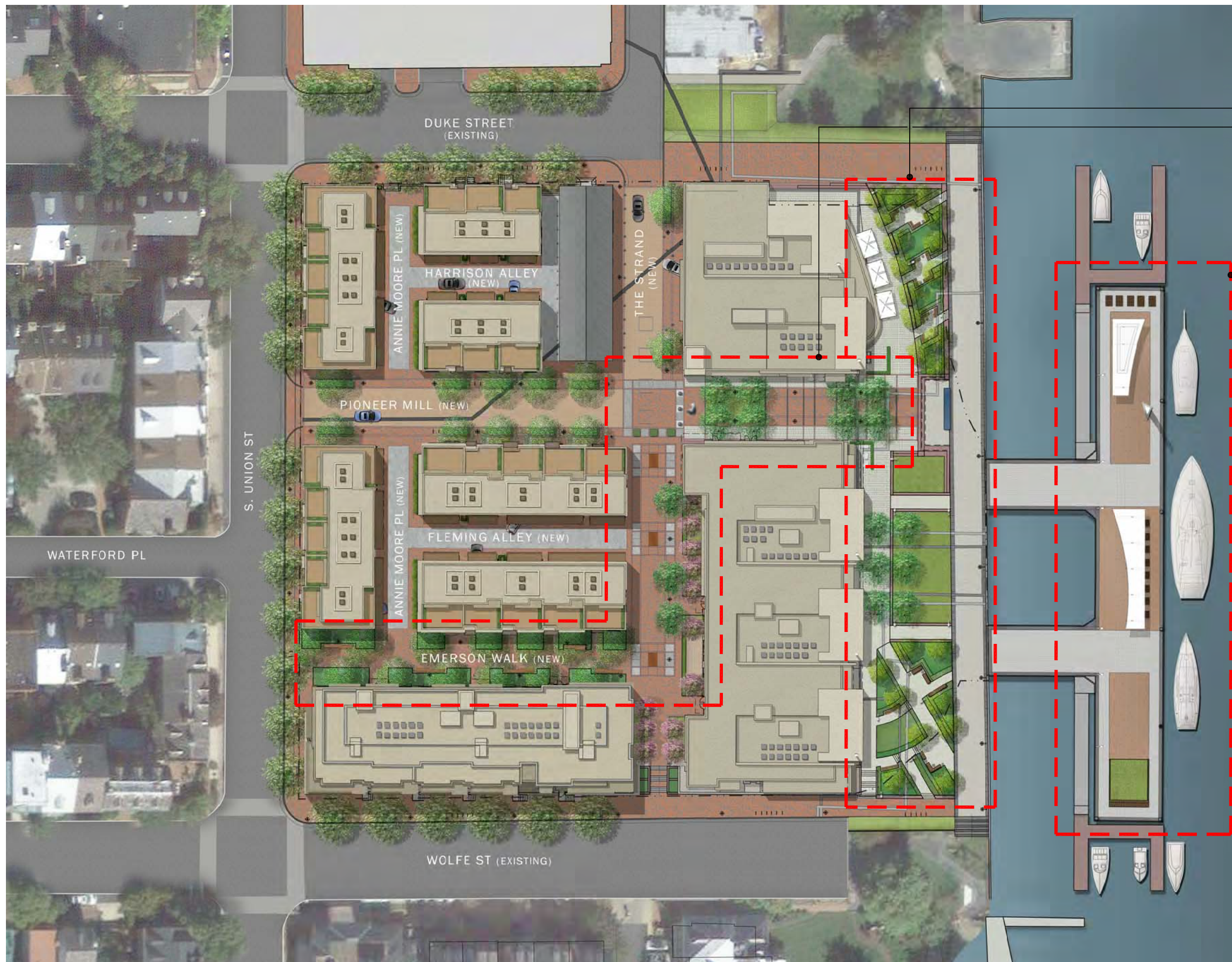
V. ATTACHMENTS

- 1 – Supplemental Materials*
- 2 – Application for BAR 2015-0311: 2 Duke Street*
- 3 – Historical Background for Proposed Street Names*

ROBINSON TERMINAL SOUTH

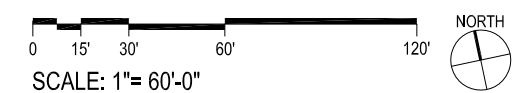
Alexandria, VA

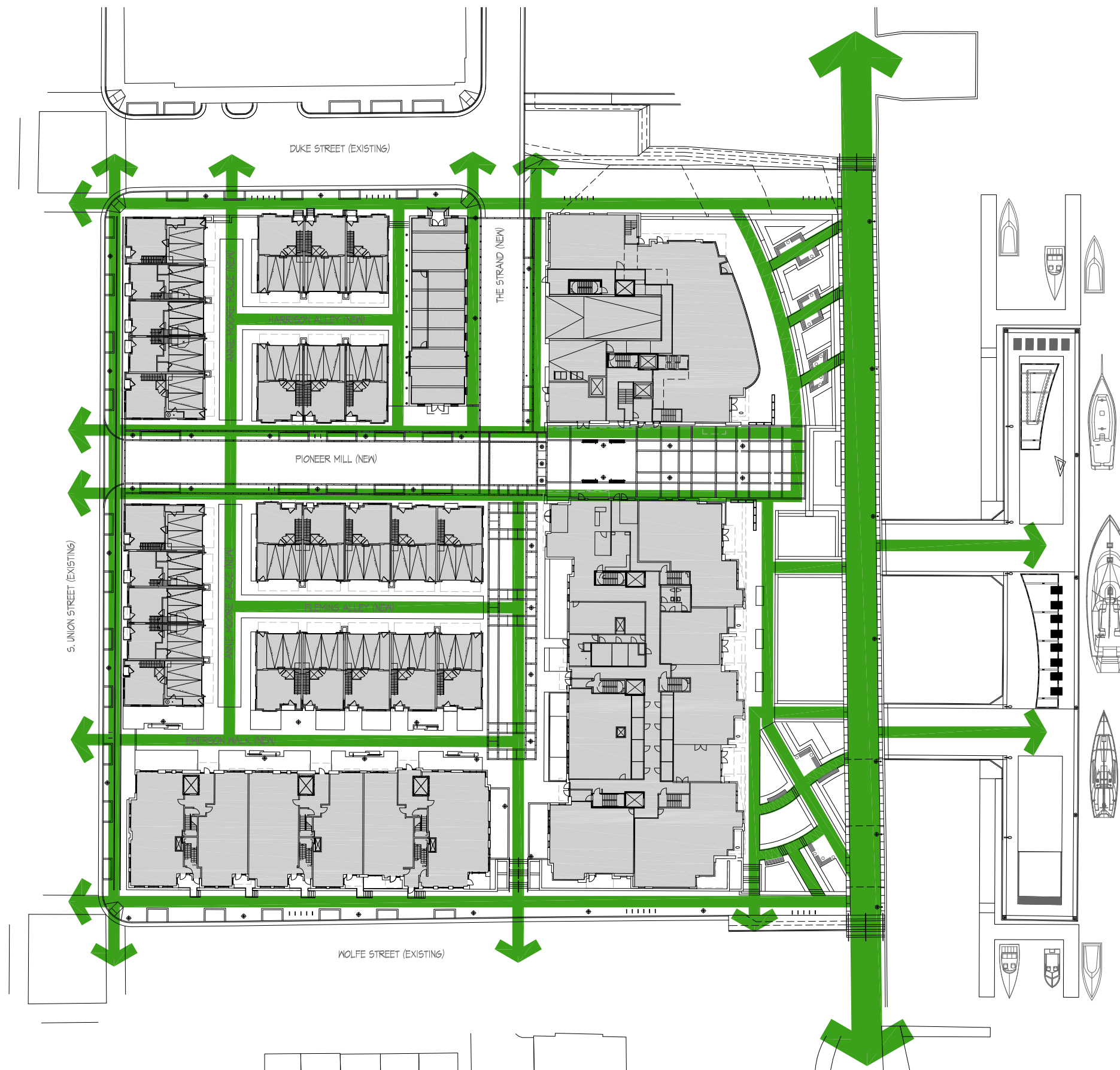
HISTORIC INTERPRETATION AND SITE FINISHES



INTRODUCTORY SHEETS:	SECTION 1
SHORELINE PROGRESSION:	SECTION 2
PROGRESSION OF INDUSTRIAL USE TIMELINE:	SECTION 3
WATERFRONT AREA:	SECTION 4
INTERIOR COURTYARDS:	SECTION 5
PIER STRUCTURES:	SECTION 6
GENERAL LIGHTING AND SITE AMENITIES:	SECTION 7

APPLICATION MATERIALS
BAR2015-00311
2 Duke St.
9/8/2015





LEGEND

— PEDESTRIAN CIRCULATION

CONNECTIVITY

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

APPLICATION MATERIALS
BAR2015-00311
2 Duke St.
9/8/2015

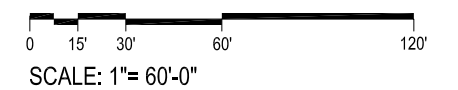
0 15' 30' 60' 120'
SCALE: 1"= 60'-0"



LEGEND

- PROMENADE / LINEAR OPEN SPACE
- PASSIVE OPEN SPACE
- ACTIVE OPEN / COMMERCIAL SPACE
- PROGRAMMABLE OPEN SPACE

APPLICATION MATERIALS
 BAR2015-00311
 2 Duke St.
 9/8/2015



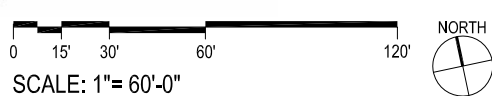




LEGEND

SIDEWALK PAVING: DUKE, UNION, WOLFE	
1-	TYPE: BRICK 1 SIZE: 4"x8" MANUFACTURE: REDLAND COLOR: KING WILLIAM
THE STRAND & PIONEER MILL (VEHICULAR)	
2-	TYPE: BRICK 2 SIZE: 4"x8" MANUFACTURE: WHITACRE GREER COLOR: 52 MAJESTIC 50 IVORY
TOWNHOUSE ALLEYS	
1-	TYPE: BRICK 1 SIZE: 4"x8" MANUFACTURE: REDLAND COLOR: KING WILLIAM
3-	TYPE: PREST BRICK SIZE: 4"x8" MANUFACTURE: HANOVER COLOR: CHARCOAL FINISH: NATURAL
RETAIL PLAZA, GARDENS	
4-	TYPE: PREST PRECAST PAVER SIZE: 12"x24", 12"x18", 8"x8" MANUFACTURE: HANOVER COLOR: LIMESTONE GRAY FINISH: TUDOR
PIER	
5-	OPTION A - TYPE: UNILOCK PLANK BY OLIN COLOR: WHITE COLOR MIX OPTION B - TYPE: PREST BRICK SIZE: 4"x8" MANUFACTURE: HANOVER COLOR: LIMESTONE GRAY FINISH: TUDOR
6-	TYPE: PREMIUM #1 GRADE IPE SIZE: 5/4" x 6" MANUFACTURE: TBD FINISH: OILED
PROMENADE	
5-	OPTION A - TYPE: UNILOCK PLANK BY OLIN COLOR: WHITE COLOR MIX OPTION B - TYPE: PREST BRICK SIZE: 4"x8" MANUFACTURE: HANOVER COLOR: LIMESTONE GRAY FINISH: TUDOR
WOOD DECK	
7-	
WALLS, STEPS, AND TREE PITS	
	TYPE: GRANITE SIZE: 1'-6" WIDE STEPS 8" WIDE BANDS (TREE PITS & PAVING PATTERN) MANUFACTURE: COLDSRING COLOR: CARNELIAN OR GRAY FINISH: THERMAL
HISTORIC MARKERS	
8A-	1749 SHORELINE - TYPE: GRANITE MANUFACTURE: A. LACROIX GRANIT COLOR: ABSOLUTE BLACK FINISH: THERMAL
8B-	1845 PIER LINE - TYPE: GRANITE MANUFACTURE: COLDSRING COLOR: MESABI BLACK FINISH: DIAMOND 10
8C-	1877 PIER LINE - TYPE: GRANITE MANUFACTURE: CLASSIC STONE COLOR: ANGOLA BLACK FINISH: D-10
PROMENADE & PIER BANDS	
9-	TYPE: GRANITE SIZE: 2'-0" WIDE BANDS MANUFACTURE: COLDSRING COLOR: MESABI BLACK
PROPERTY LINE	

NOTE:
TO BE APPROVED BY BAR STAFF
CONSISTENT WITH FINAL APPROVED
COMMON ELEMENTS FOR THE WATERFRONT



APPLICATION MATERIALS
BAR2015-00311
2 Duke St.
9/8/2015

Robinson Terminal South Site Alexandria Shoreline 1749-2014

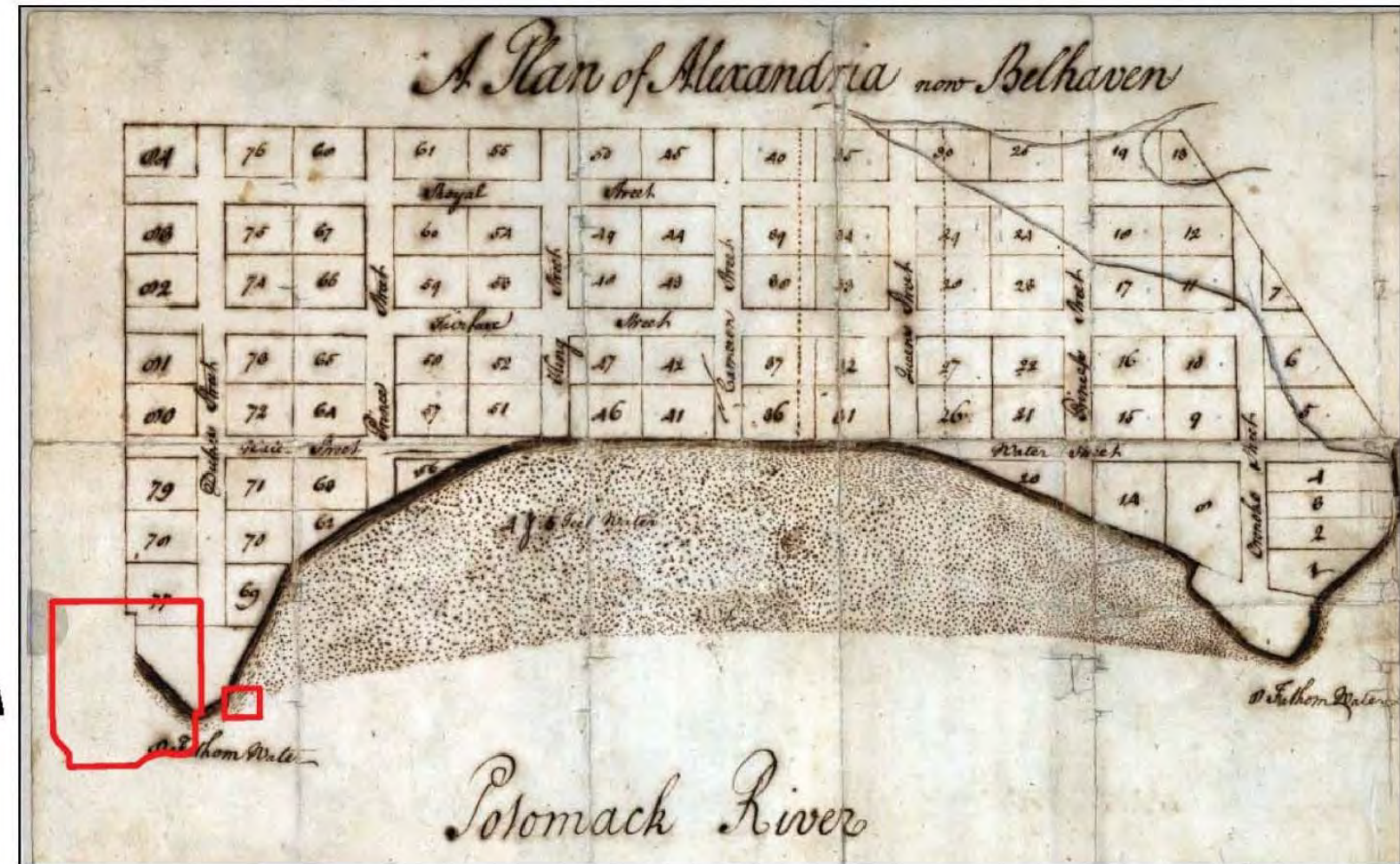


1877 Hopkins Map

Point Lumley
1749 Shoreline

Robinson Terminal
South site
1845 Shoreline

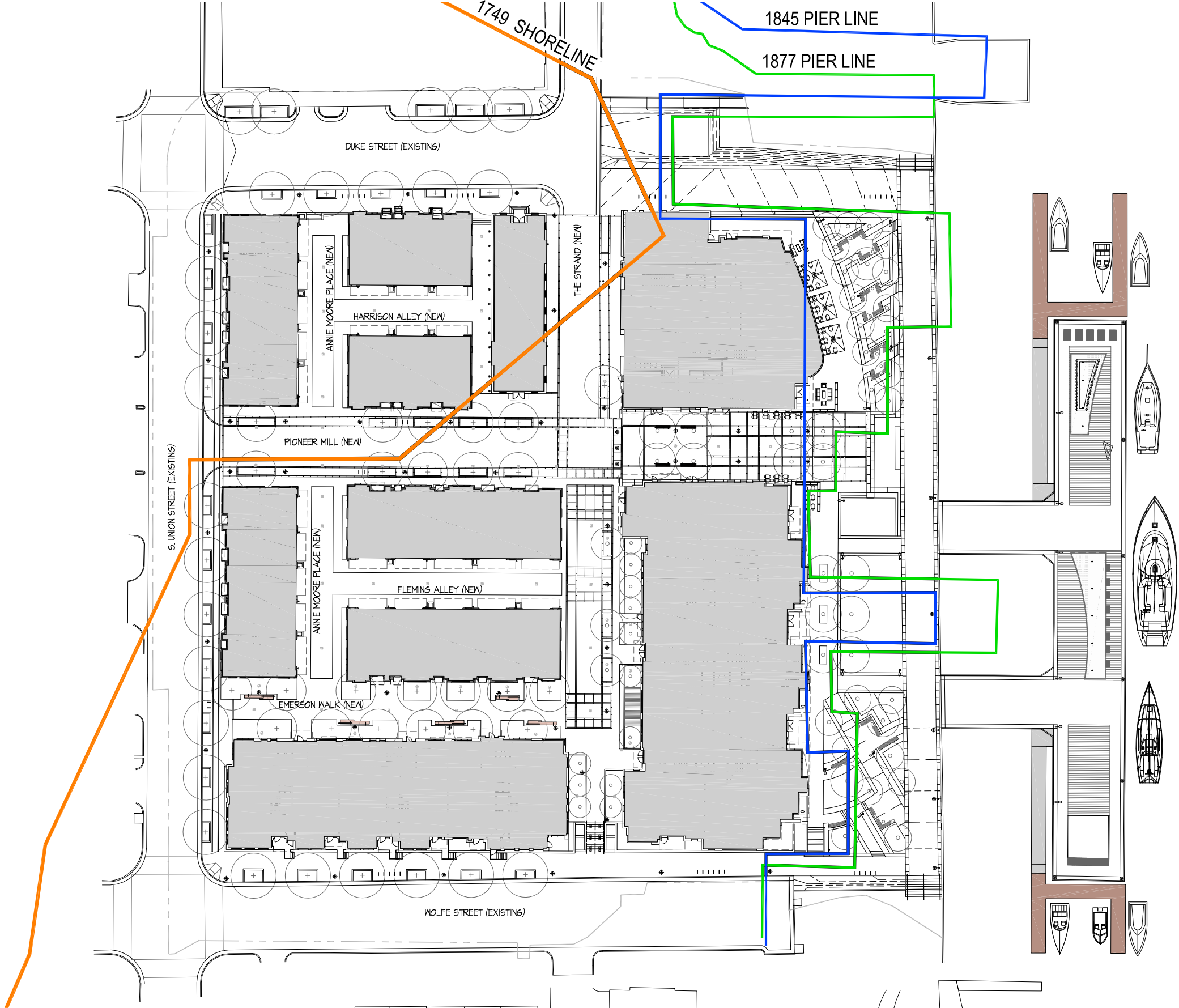
Robinson Terminal
South site
2014 Shoreline



Plan of Alexandria, 1749

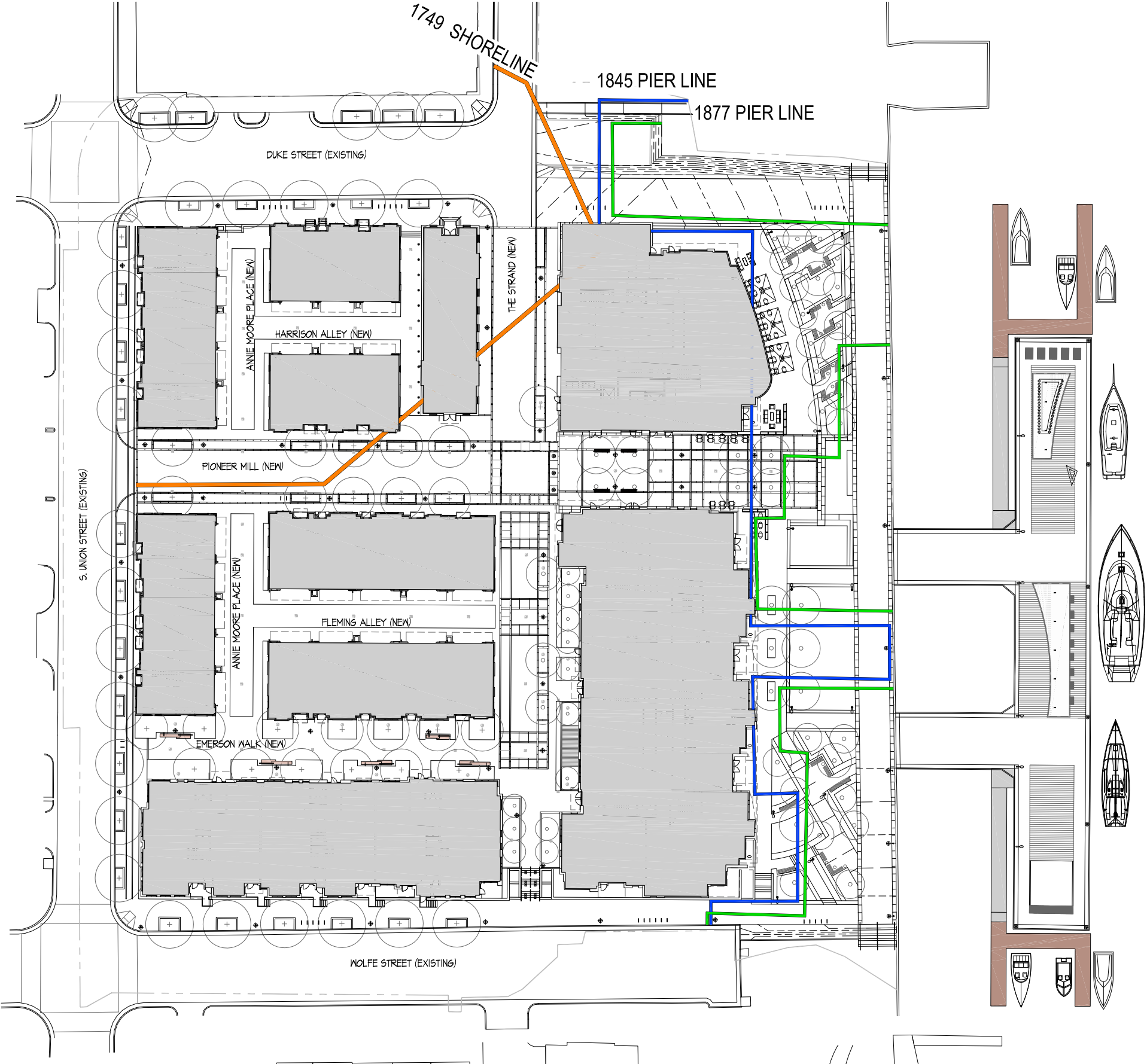
APPLICATION MATERIALS
BAR2015-00311
2 Duke St.
9/8/2015





- LEGEND:**
- 1749 SHORELINE
 - 1845 PIER LINE
 - 1877 PIER LINE





- LEGEND:**
- 1749 SHORELINE
 - 1845 PIER LINE
 - 1877 PIER LINE

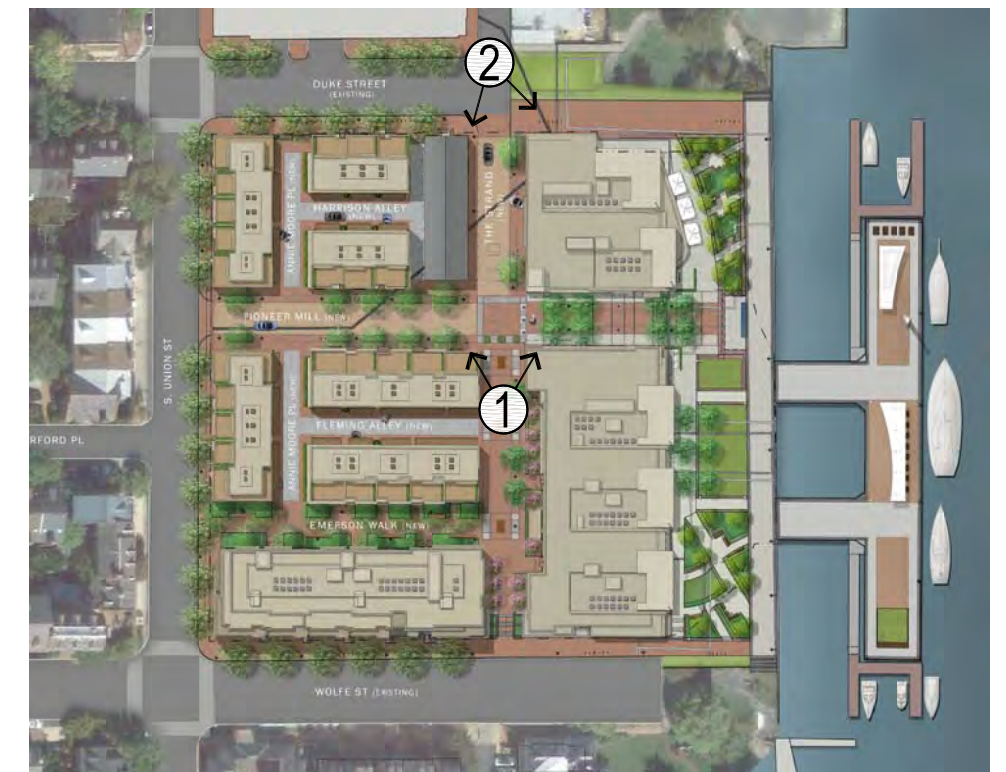




1 AERIAL VIEW OF HISTORIC SHORELINE
 SCALE: NTS



2 AERIAL VIEW OF HISTORIC SHORELINE
 SCALE: NTS



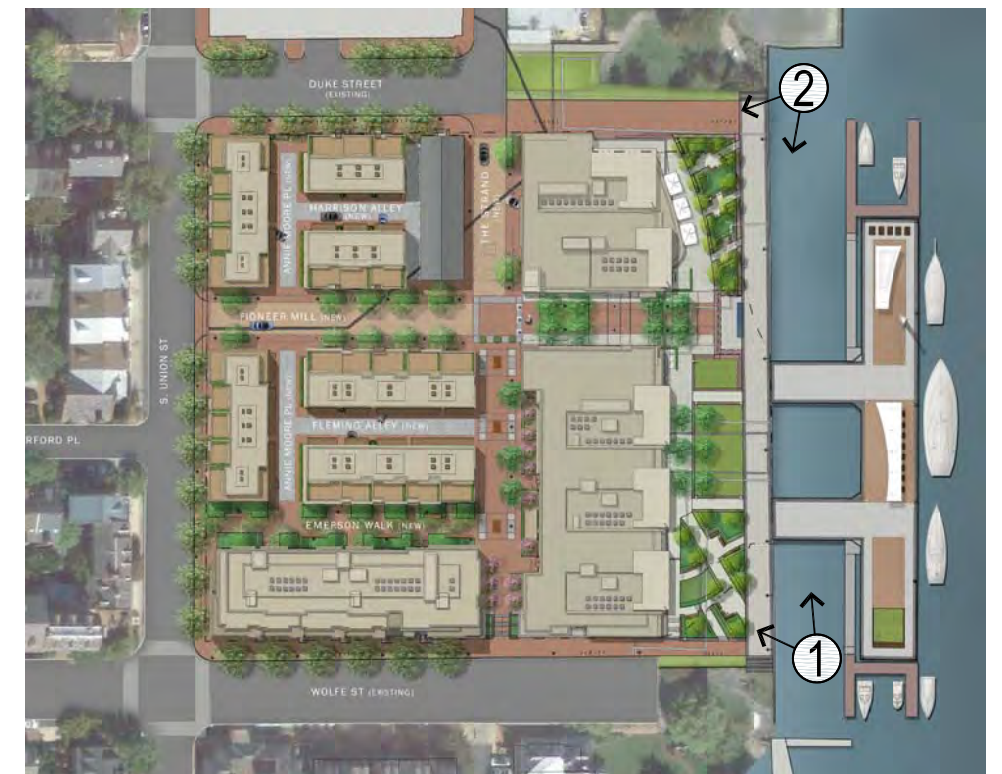
KEY PLAN
 NORTH



1 AERIAL VIEWS OF HISTORIC SHORELINE DELINEATION
SCALE: NTS



2 AERIAL VIEWS OF HISTORIC SHORELINE DELINEATION
SCALE: NTS



KEY PLAN



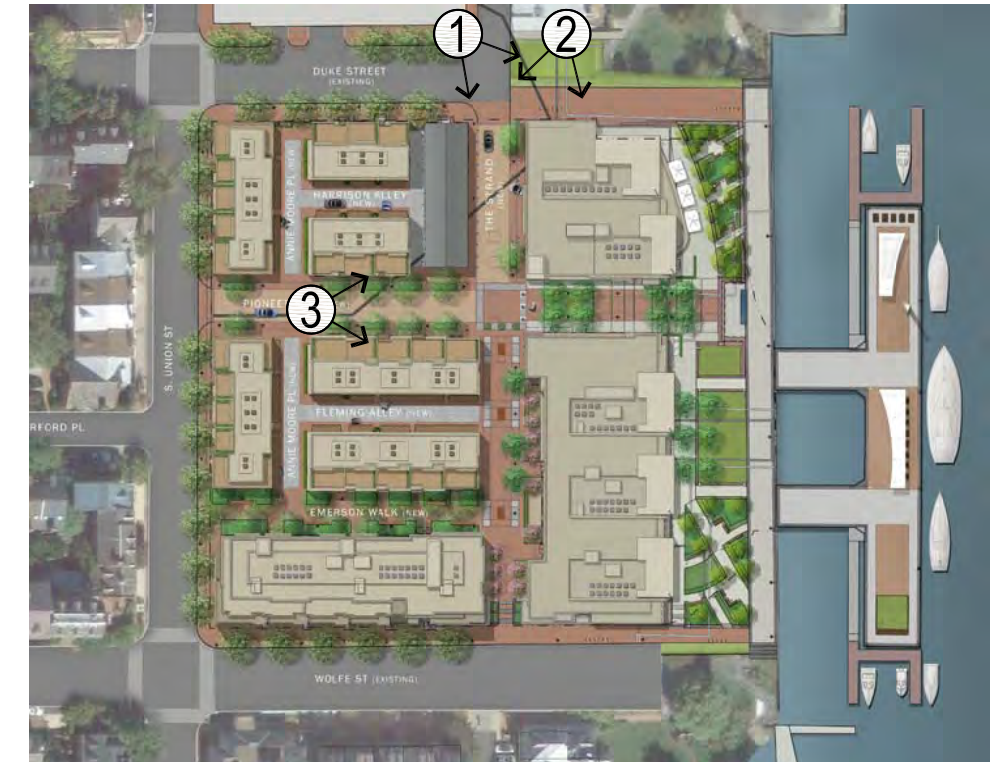
1 THE EXPERIENCE OF THE HISTORIC SHORELINE – DUKE & STRAND
SCALE: NTS



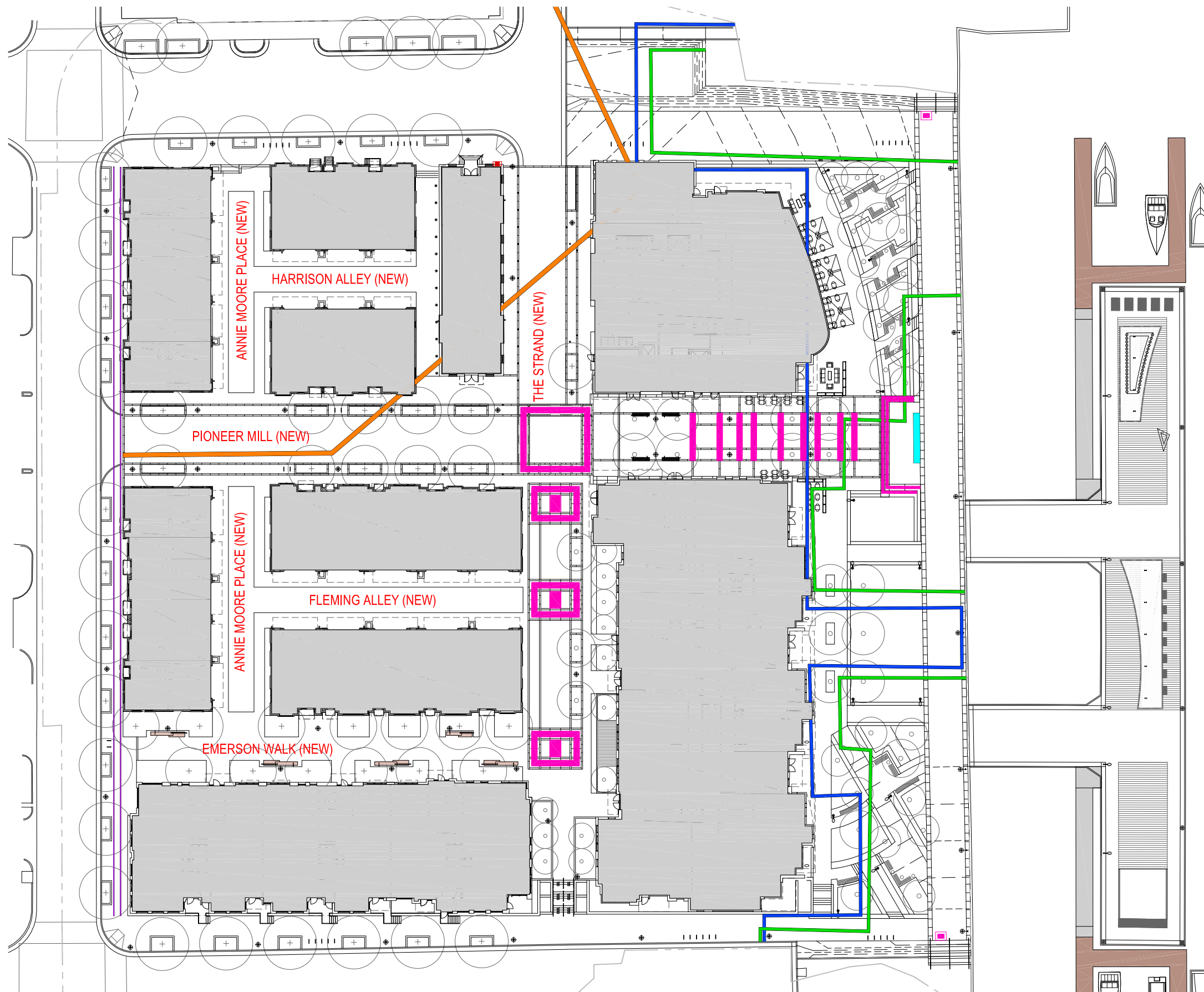
2 THE EXPERIENCE OF THE HISTORIC SHORELINE – DUKE & STRAND
SCALE: NTS



3 THE EXPERIENCE OF THE HISTORIC SHORELINE AT PIONEER MILL
SCALE: NTS



KEY PLAN
NORTH



LEGEND:

- 1749 SHORELINE
- 1845 PIER LINE
- 1877 PIER LINE
- 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 METAL 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
- INTERPRETIVE SIGNAGE / WAYFINDING
- ENTRY TO PROGRESSION OF INDUSTRIAL USE TIMELINE
- HISTORIC MARKER
- FINAL CONTENT APPROVAL OF TEXT AND IMAGES TO BE THE PURVIEW OF OFFICE OF HISTORIC ALEXANDRIA WITH AN ADVISORY REVIEW BY HISTORIC PRESERVATION STAFF

ANNIE MOORE PLACE

NAMED FOR ANNIE L. MOORE WHO OPERATED MACHINE SHOP FROM 1892-1896, AND BUILT 2 DUKE STREET

EMERSON WALK

IN 1910, THE EMERSON ENGINE COMPANY BOUGHT THE PIONEER MILLS PROPERTY AND ACQUIRED #2 DUKE STREET

FLEMING ALLEY

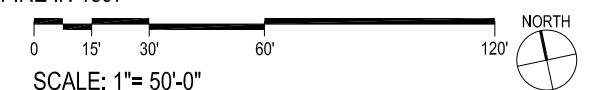
NAME FOR THOMAS FLEMING WHO LEASED LAND AT POINT LUMLEY IN 1751 FOR HIS SHIPBUILDING OPERATIONS, THE FIRST SUCH BUSINESS IN ALEXANDRIA

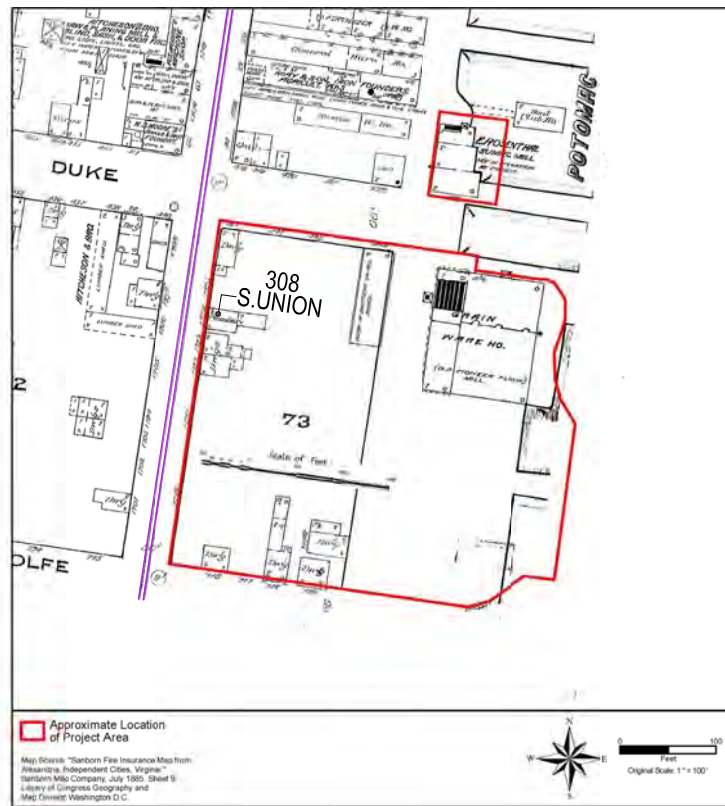
HARRISON ALLEY

NAMED FOR MERCHANT RICHARD HARRISON WHO FORMED A MERCANTILE FIRM AND WAREHOUSE IN 1783, SHIPPED TOBACCO, WHEAT, FLOUR AND CORN TO EUROPE AND THE WEST INDIES

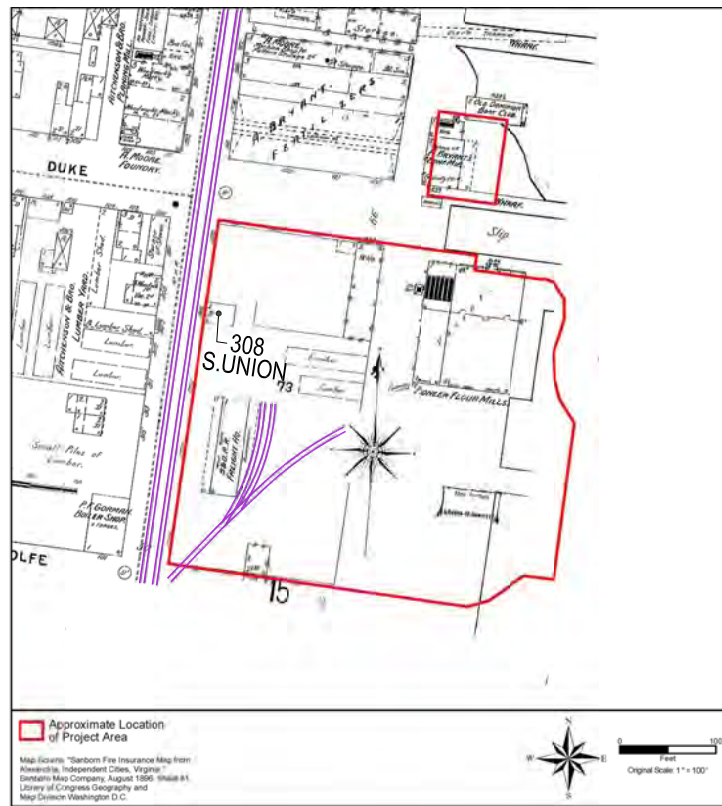
PIONEER MILL

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

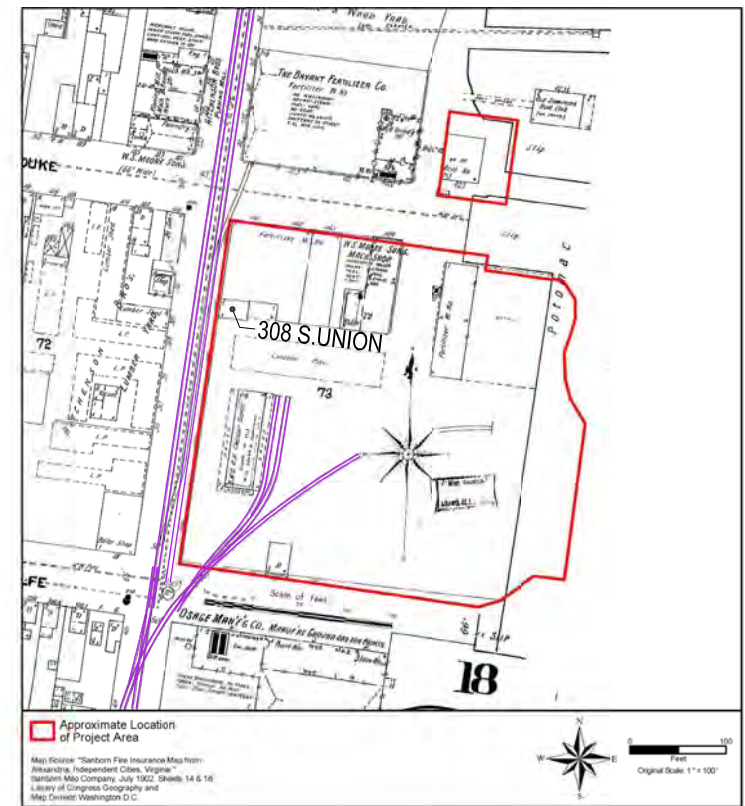




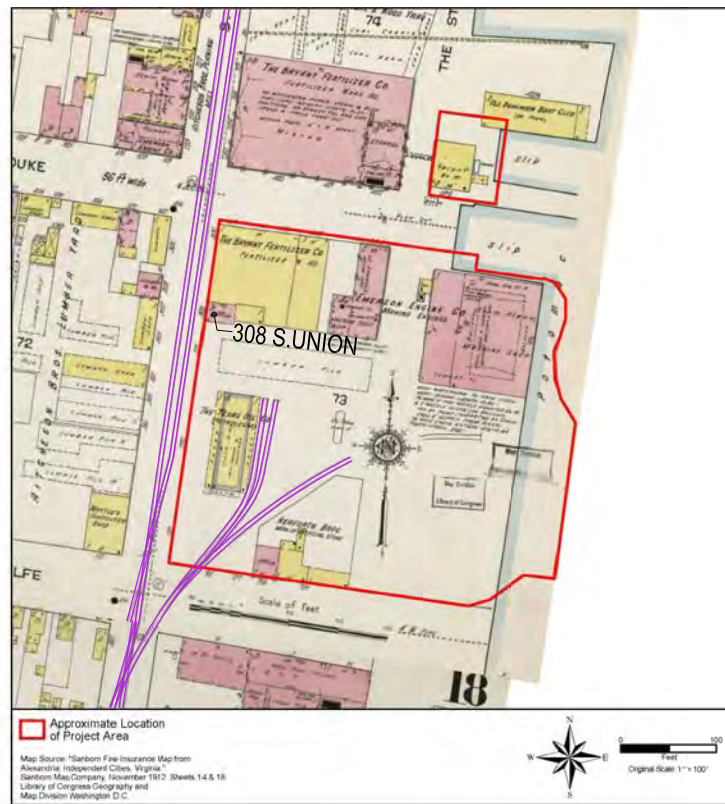
SANBORN FIRE INSURANCE MAP - ALEXANDRIA 1885



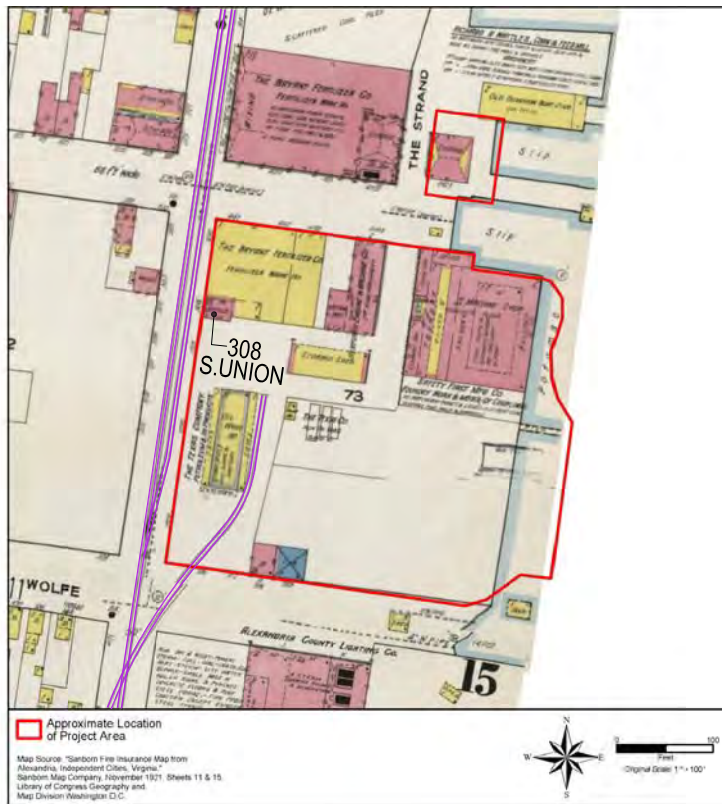
SANBORN FIRE INSURANCE MAP - ALEXANDRIA 1896



SANBORN FIRE INSURANCE MAP - ALEXANDRIA 1902



SANBORN FIRE INSURANCE MAP - ALEXANDRIA 1912



SANBORN FIRE INSURANCE MAP - ALEXANDRIA 1921



TRAIN CARS ON 308 S. UNION - 1938





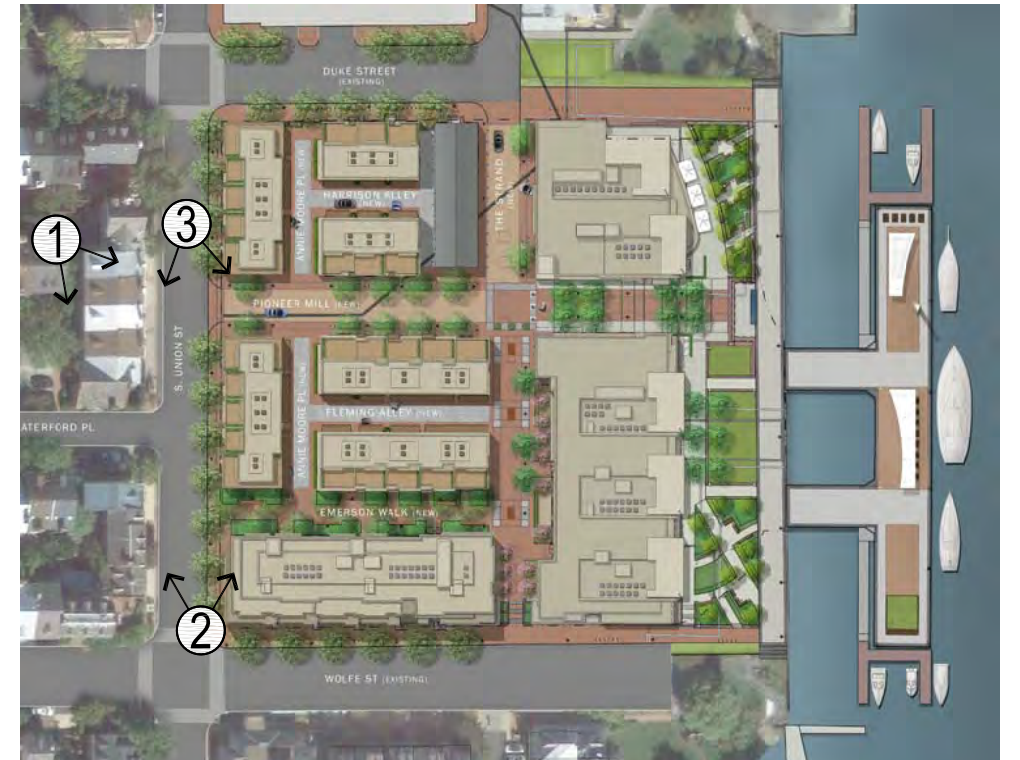
1 THE RAILS ON UNION STREET – AERIAL
SCALE: NTS



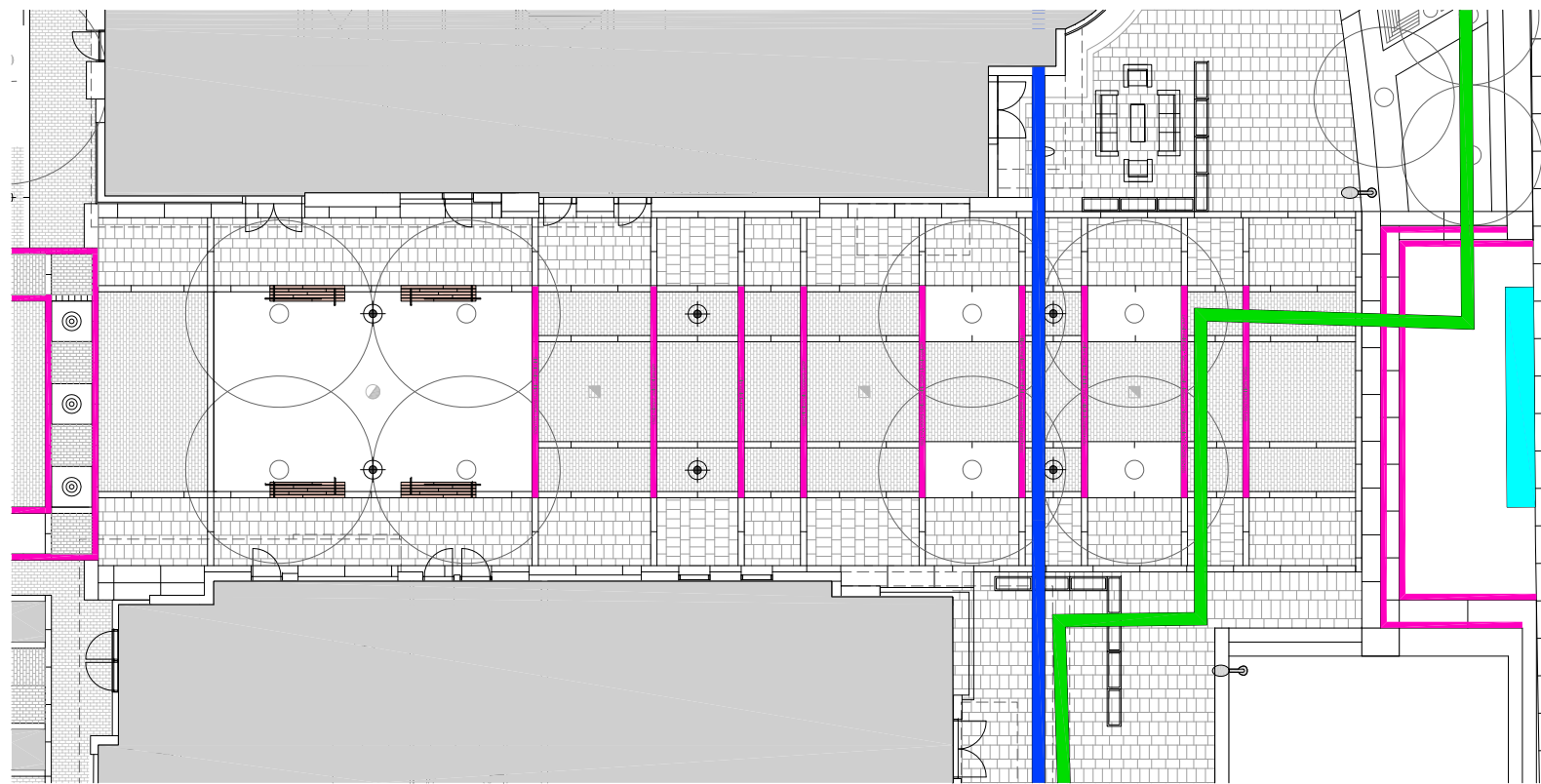
2 THE EXPERIENCE OF THE RAILS ON UNION STREET
SCALE: NTS



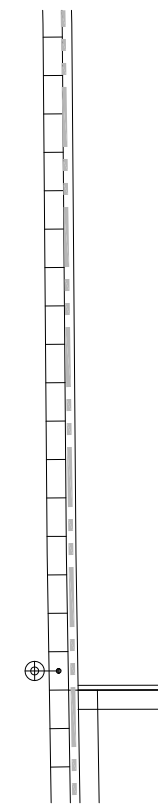
3 THE EXPERIENCE OF THE RAILS ON UNION STREET
SCALE: NTS



KEY PLAN
NORTH



1 PROGRESSION OF INDUSTRIAL USE TIMELINE
SCALE: 1"=20'-0"



LEGEND: KEY PLAN

- 1845 PIER LINE
- 1877 PIER LINE
- INTERPRETIVE SIGNAGE / WAYFINDING
ENTRY TO PROGRESSION OF INDUSTRIAL USE TIMELINE
- PROGRESSION OF INDUSTRIAL USE TIMELINE



2 TIMELINE-VIEW FROM RIVERFRONT
SCALE: NTS

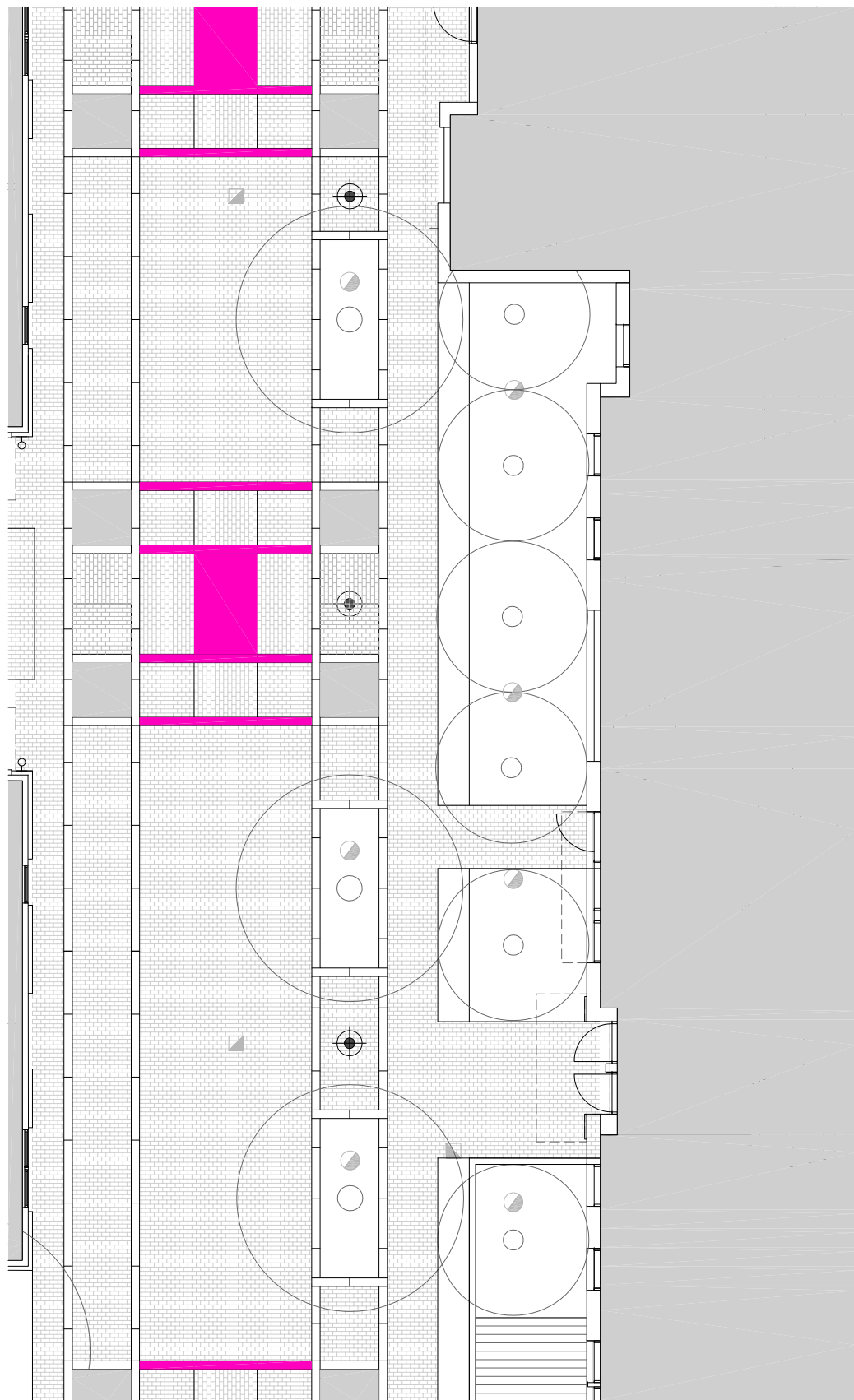


3 VIEW OF TIMELINE
SCALE: NTS



4 MATERIAL PRECEDENT
SCALE: NTS





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



2 TIMELINE—VIEW FROM STRAND EXTENSION
SCALE: NTS

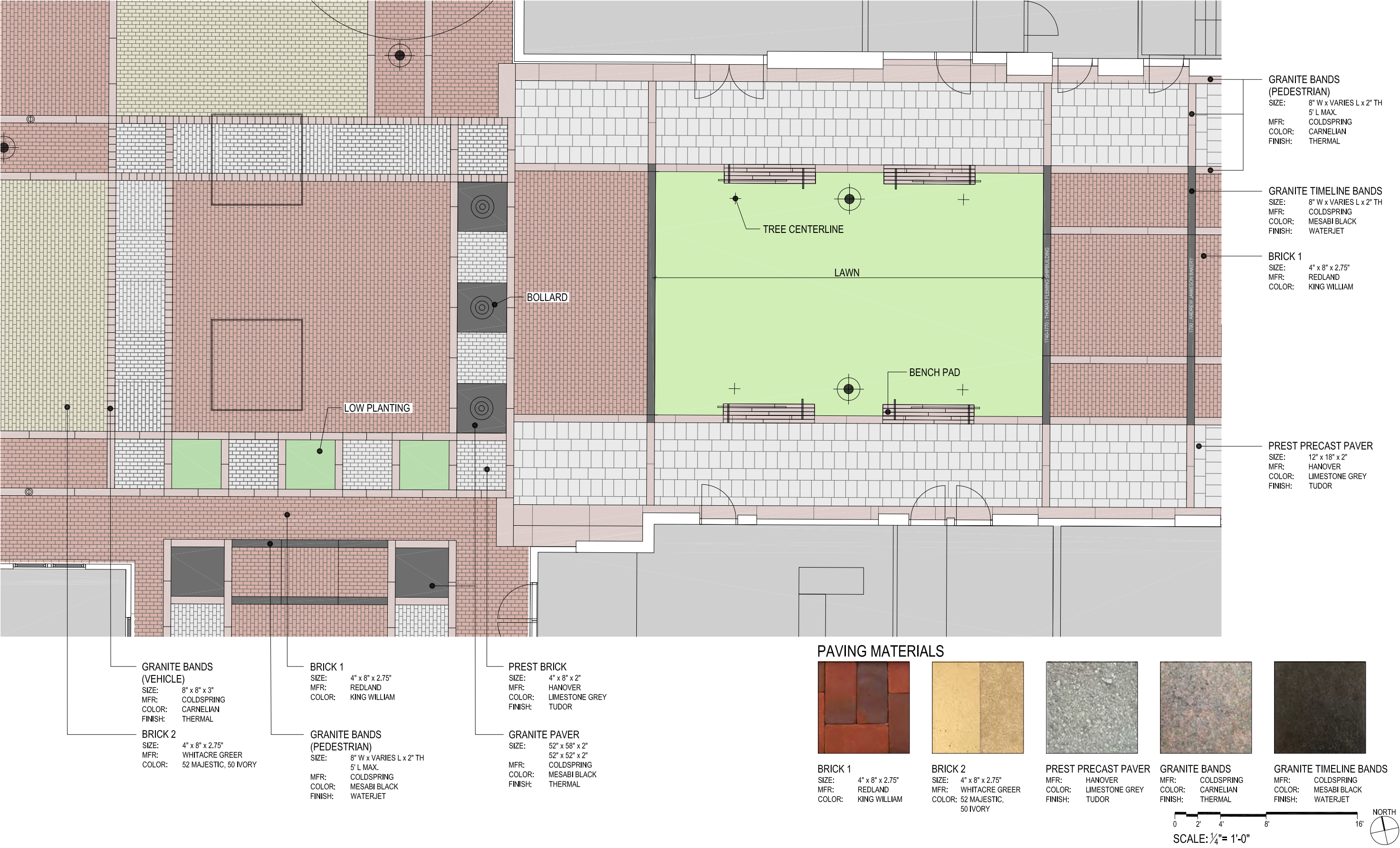


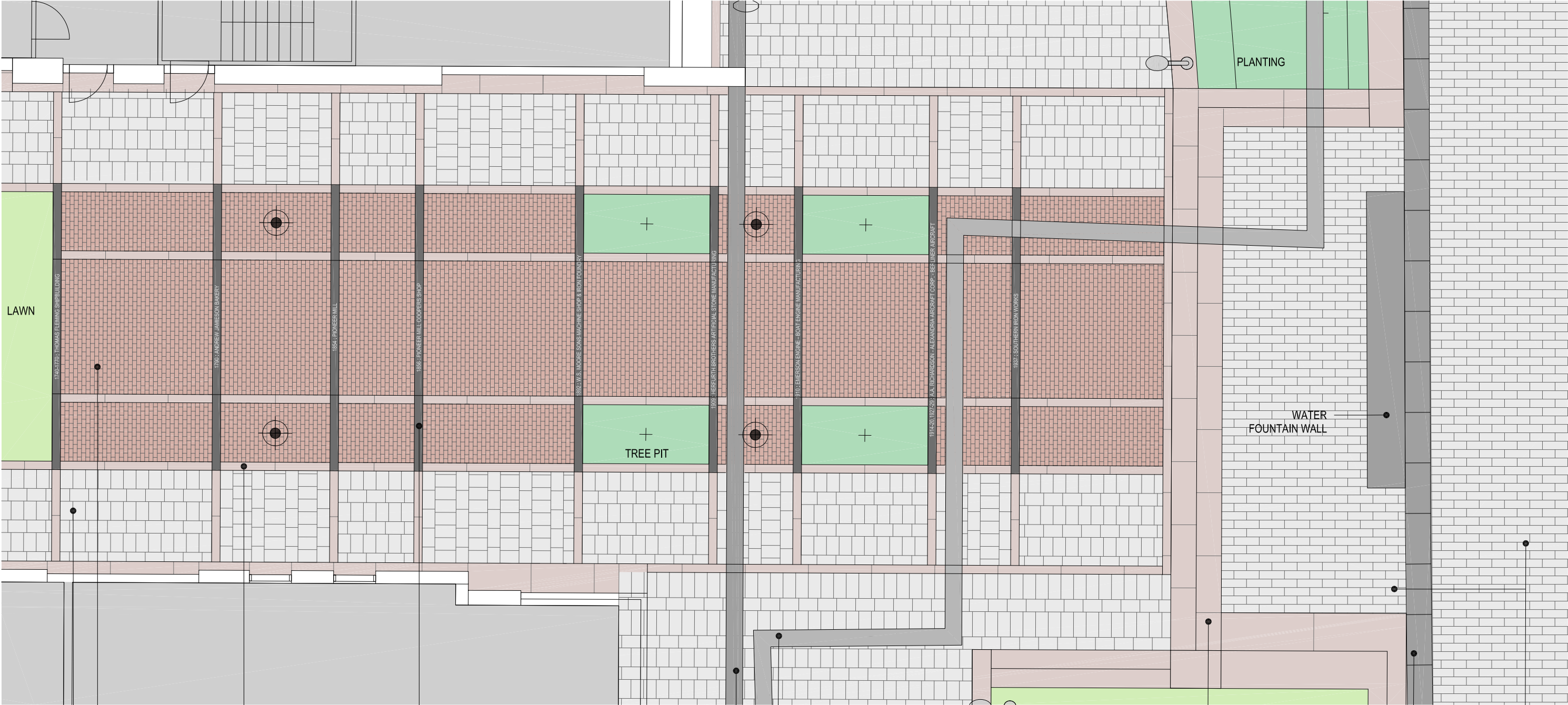
3 VIEW OF TIMELINE
SCALE: NTS

LEGEND:
PROGRESSION OF INDUSTRIAL USE TIMELINE



KEY PLAN
NORTH





BRICK 1
SIZE: 4" x 8" x 2.75"
MFR: REDLAND
COLOR: KING WILLIAM

PREST PRECAST PAVER
SIZE: 12" x 18" x 2"
MFR: HANOVER
COLOR: LIMESTONE GREY
FINISH: TUDOR

GRANITE BANDS
(PEDESTRIAN)
SIZE: 8" W x VARIES L x 2" TH
5' L MAX.
MFR: COLDSPRING
COLOR: CARNELIAN
FINISH: THERMAL

GRANITE TIMELINE BANDS
SIZE: 8" W x VARIES L x 2" TH
MFR: COLDSPRING
COLOR: MESABI BLACK
FINISH: WATERJET

PAVING MATERIALS



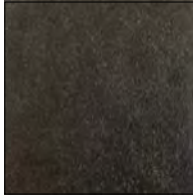
BRICK 1
SIZE: 4" x 8" x 2.75"
MFR: REDLAND
COLOR: KING WILLIAM



PREST PRECAST PAVER
MFR: HANOVER
COLOR: LIMESTONE GREY
FINISH: TUDOR



GRANITE BANDS
MFR: COLDSPRING
COLOR: CARNELIAN
FINISH: THERMAL



GRANITE TIMELINE BANDS
MFR: COLDSPRING
COLOR: MESABI BLACK
FINISH: WATERJET



1845 PIER LINE - GRANITE BAND
MFR: COLDSPRING
COLOR: MESABI BLACK
FINISH: DIAMOND 10



1877 PIER LINE - GRANITE BANDS
MFR: CLASSIC STONE
TYPE: ANGOLA BLACK
FINISH: D-10

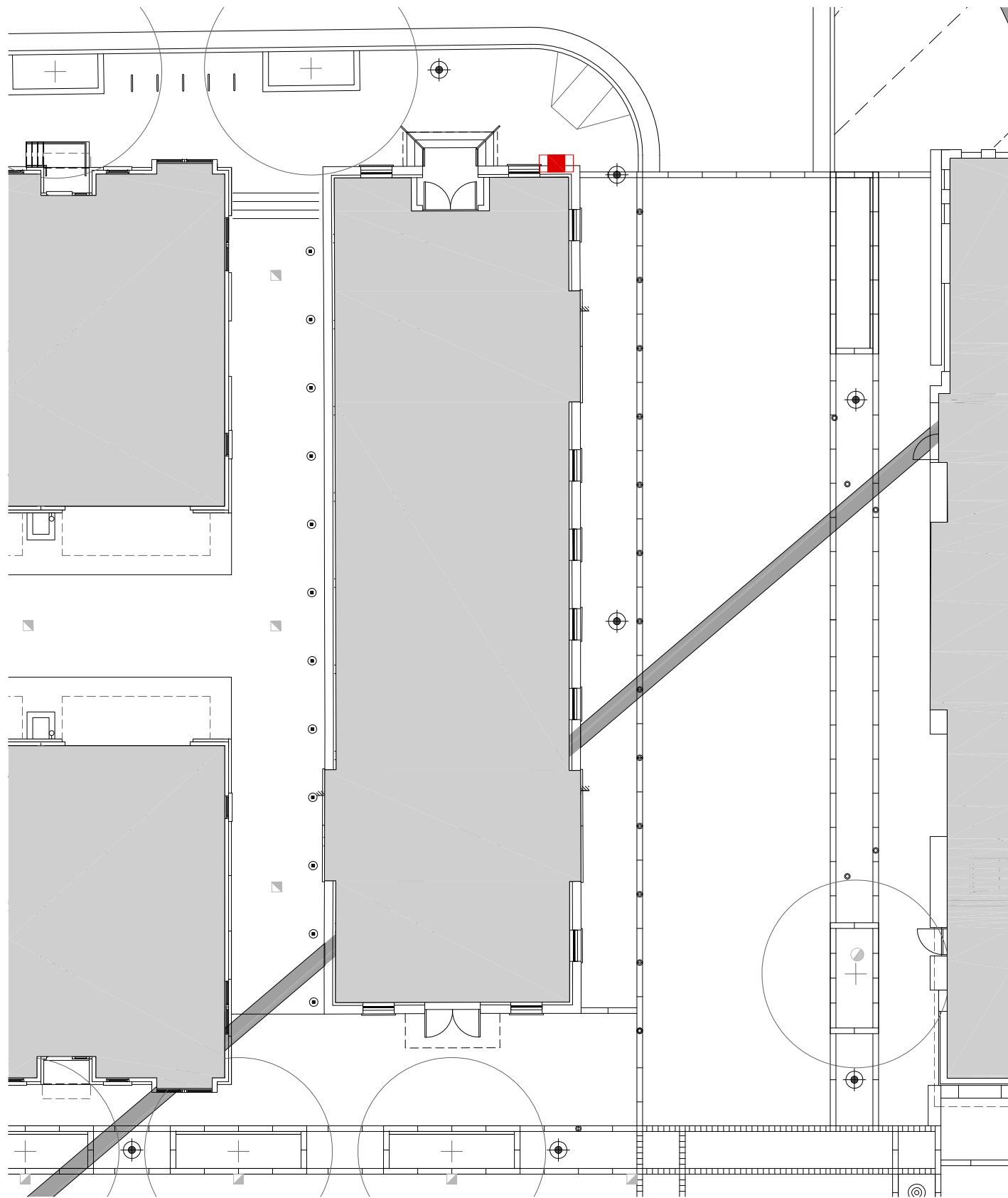
GRANITE HISTORIC PIER LINES BANDS
SIZE: 18" W x VARIES L x 2"

GRANITE WALL AND STEPS
SIZE: 12" & 18" W x VARIES L x 2"
MONOLITHIC STEPS
MFR: COLDSPRING
COLOR: CARNELIAN
FINISH: THERMAL

PROMENADE GRANITE BANDS
SIZE: 24" WIDE
MFR: TBD
COLOR: MESABI BLACK
FINISH: THERMAL

PROMENADE
PLANK PAVERS
SIZE: 16" x 4" x 4"
MFR: UNILOCK
COLOR: WHITE COLOR MIX
CARNELIAN
FINISH: TBD





1 HISTORIC MARKER – #2 DUKE PLAN
SCALE: 1/16"=1'-0"



2 HISTORIC MARKER – #2 DUKE NORTH ELEVATION
SCALE: 1/8"=1'-0"





LEGEND:

- 1 GARDEN ROOMS
- 2 CAFÉ
- 3 UPPER PLAZA
- 4 BIRCH ALLE & SHADE GARDENS
- 5 WATER FEATURE
- 6 STEPPED LAWN
- 7 SLOPED LAWN

PIER:

- 8 SHADE STRUCTURE
- 9 LIGHT TOWER
- 10 CHAISE LOUNGES
- 11 SLOPED LAWN
- 12 VIEWING BENCH
- 13 WOOD DECK
- 14 OUTDOOR CAFÉ
- 15 TRANSIENT BOAT FLOATING DOCKS

APPLICATION MATERIALS
BAR2015-00311
2 Duke St.
9/8/2015





FURNITURE NOTES:

1. ACCEPTABLE MANUFACTURERS FOR BENCHES:
- 1.1. LANDSCAPE FORMS, INC.,
431 LAWNDALE AVENUE, KALAMAZOO, MICHIGAN 49048.
TOLL FREE (800) 521-2546. PHONE (269) 381-0396. FAX (269) 381-3455.
2. SHOP DRAWINGS AND SAMPLES: SUBMIT SHOP DRAWINGS AND SAMPLES AS SPECIFIED IN THE SPECIFICATIONS DIVISION 1 AND DIVISION 32 SECTION SITE FURNISHINGS.
- 2.1. SHOP DRAWINGS: INDICATING EACH ARCHITECTURAL ITEM, LOCATION ON THE SITE, DIMENSIONS, SIZE AND WEIGHT OR GAUGE AS APPLICABLE OF THE MEMBERS, METAL FINISHES, TYPE AND LOCATION OF SHOP AND FIELD CONNECTIONS, AND OTHER PERTINENT CONSTRUCTION AND ERECTION DETAILS.

2.2. THE LOCATION AND DETAILS OF ANCHORAGE DEVICES THAT ARE TO BE EMBEDDED IN CONCRETE AND MASONRY CONSTRUCTION.

2.3. INCLUDE STRUCTURAL ANALYSIS DATA SEALED AND SIGNED BY PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF VIRGINIA OR PER MFR ENGINEERED CALCULATIONS.

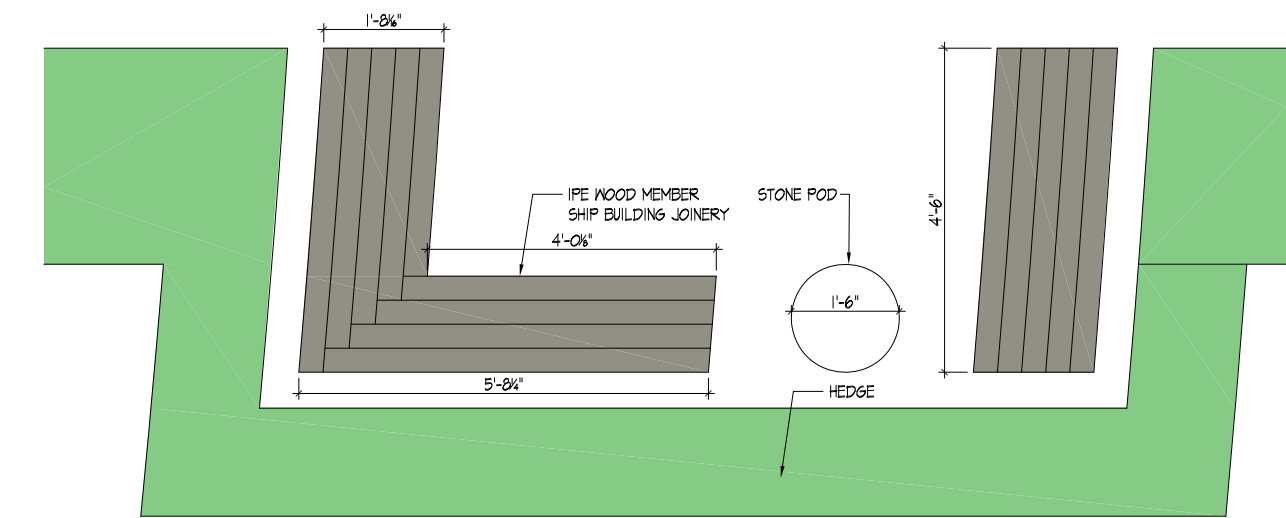
2.4. PRODUCT SAMPLES: DURING THE SHOP DRAWING PHASE PROVIDE SAMPLES OF EACH MISCELLANEOUS METAL ITEM INDICATING ALL CONNECTIONS, ATTACHMENTS, HARDWARE CONSTRUCTION AND FINISH FOR LANDSCAPE ARCHITECTS APPROVAL.

2.5. AFTER THE APPROVAL OF THE ASSEMBLY COMPONENT AND THE SHOP DRAWINGS THE CONTRACTOR SHALL SUBMIT COMPLETE ASSEMBLY SAMPLES OF MANUFACTURE'S COLORS AND FINISHES OF THE FOLLOWING:
A) A 3FT SECTION OF THE WOOD SEAT WITH STEEL LEG.
B) A 3FT SECTION OF THE BENCH BACK

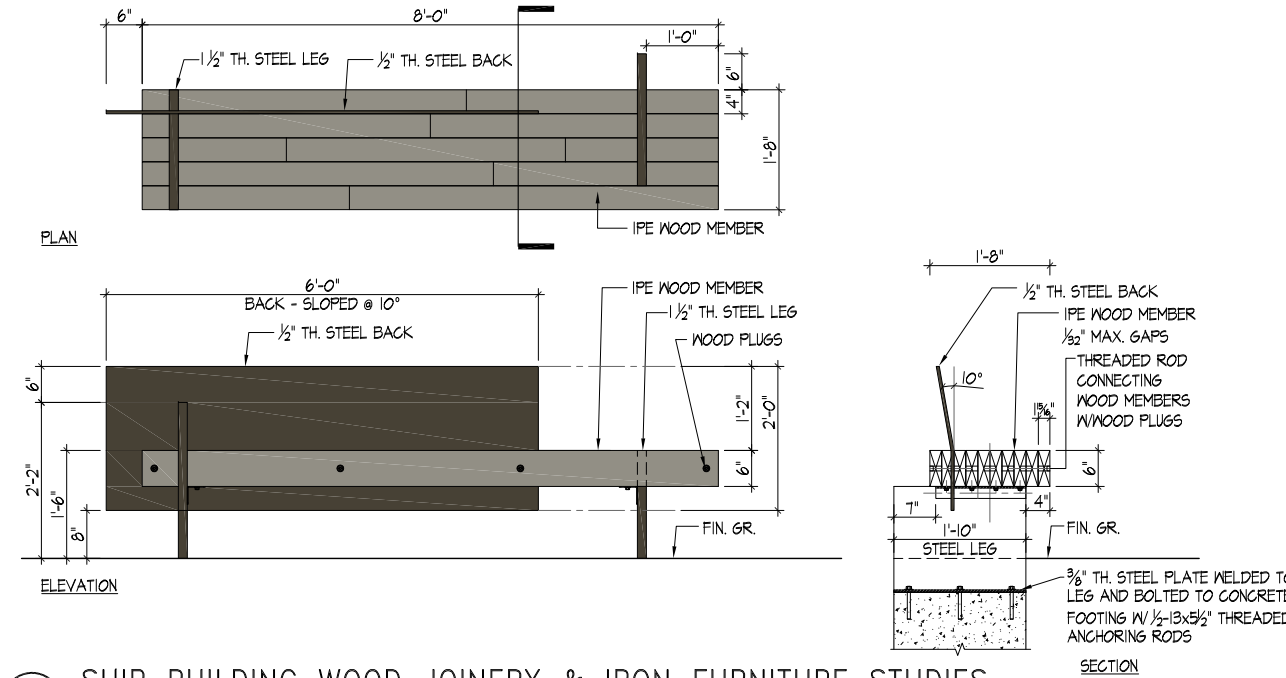
2.6. MOCK UPS SHALL BE DISCUSSED WITH THE MANUFACTURE AND OWNER DURING BID PHASE.
3. MATERIALS:
- 3.1. THE WOOD WILL BE AN EXTERIOR GRADE HARDWOOD SUCH AS PREMIUM GRADE IPE THAT DOES NOT REQUIRE ANY MAINTENANCE AND WILL WEATHER TO A LIGHT SILVER/GREY COLOR.

3.2. ALL STEEL COMPONENTS SUCH AS LEGS, BACKS AND HARDWARE SHALL BE PAINTED WITH LANDSCAPEFORMS PATENTED PANGARD II POWDER COATING FINISH. COLOR: RAL 6014-49/52800. SUBJECT TO BAR APPROVAL.

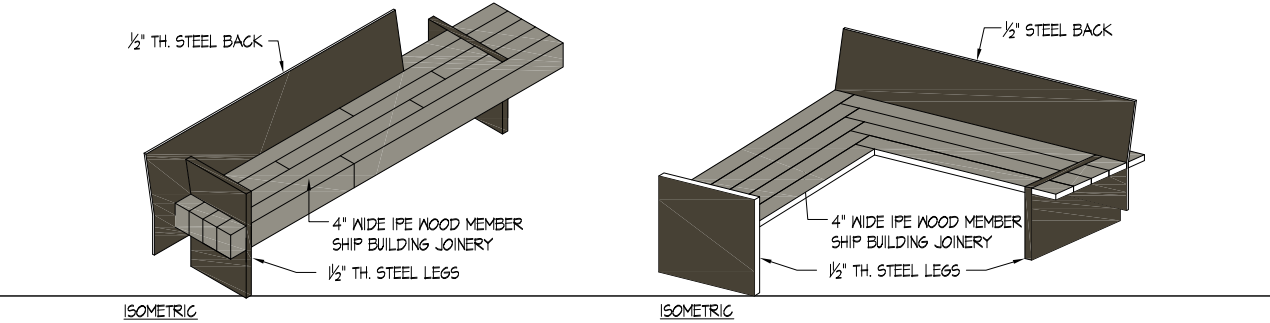
BENCH MATERIALS



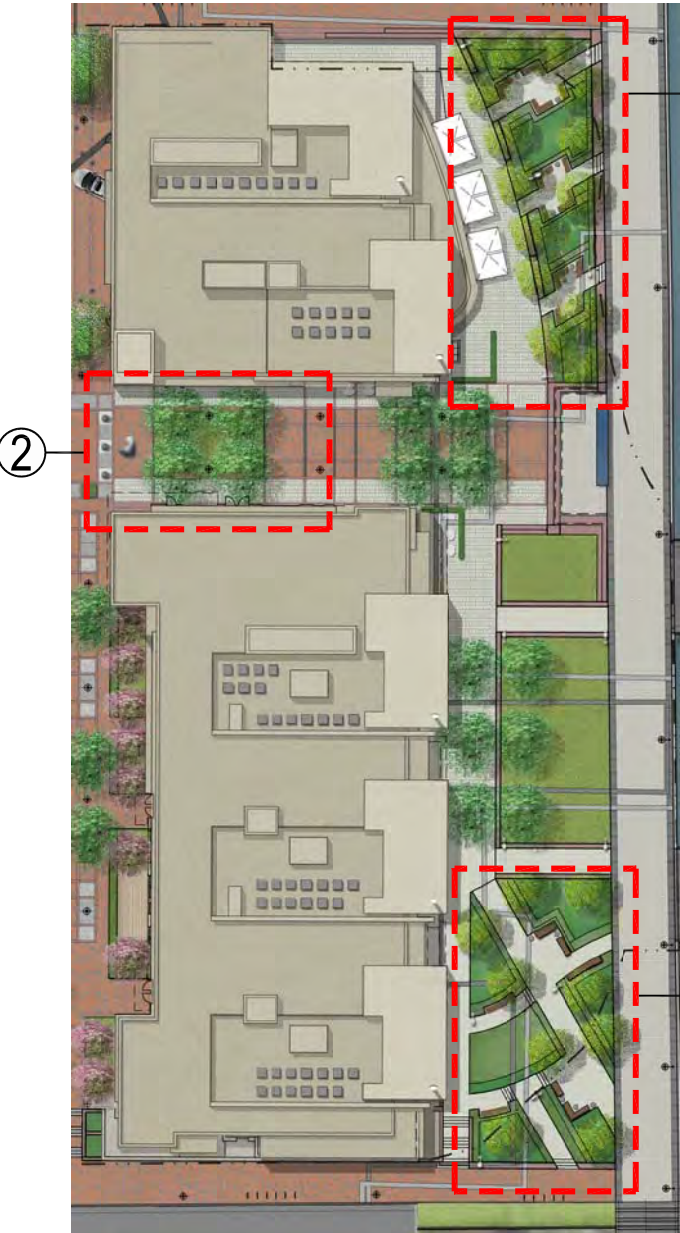
1 SHIP BUILDING WOOD JOINERY & IRON FURNITURE STUDIES
SCALE: 3/8"=1'-0"



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



2A SHIP BUILDING WOOD JOINERY & IRON FURNITURE STUDIES
SCALE: NTS



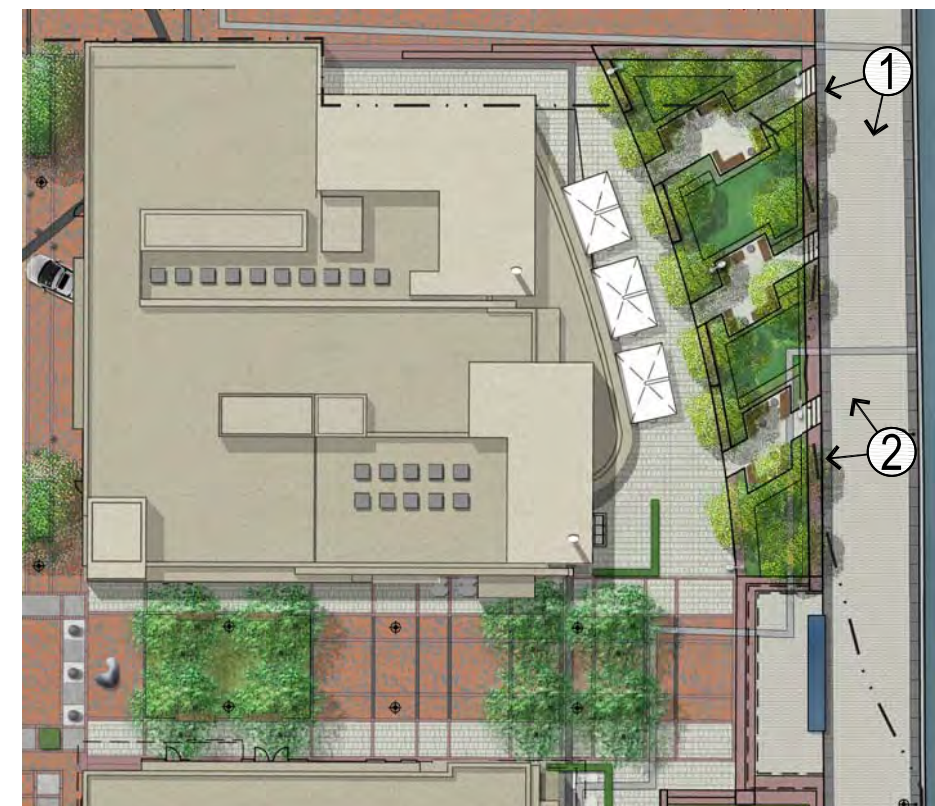
KEY PLAN



1 NORTH GARDENS VIEW FROM PROMENADE
 SCALE: NTS



2 NORTH GARDENS VIEW FROM PROMENADE
 SCALE: NTS



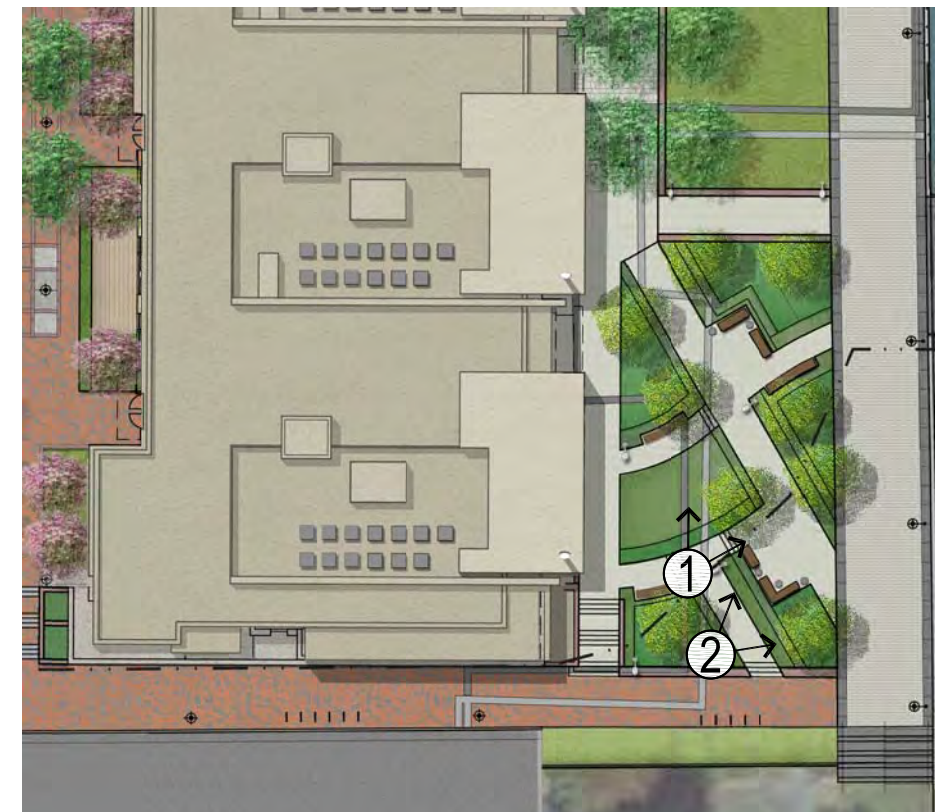
KEY PLAN



1 SOUTH GARDENS VIEWS FROM PROMENADE
 SCALE: NTS



2 SOUTH GARDENS VIEWS FROM PROMENADE
 SCALE: NTS



KEY PLAN

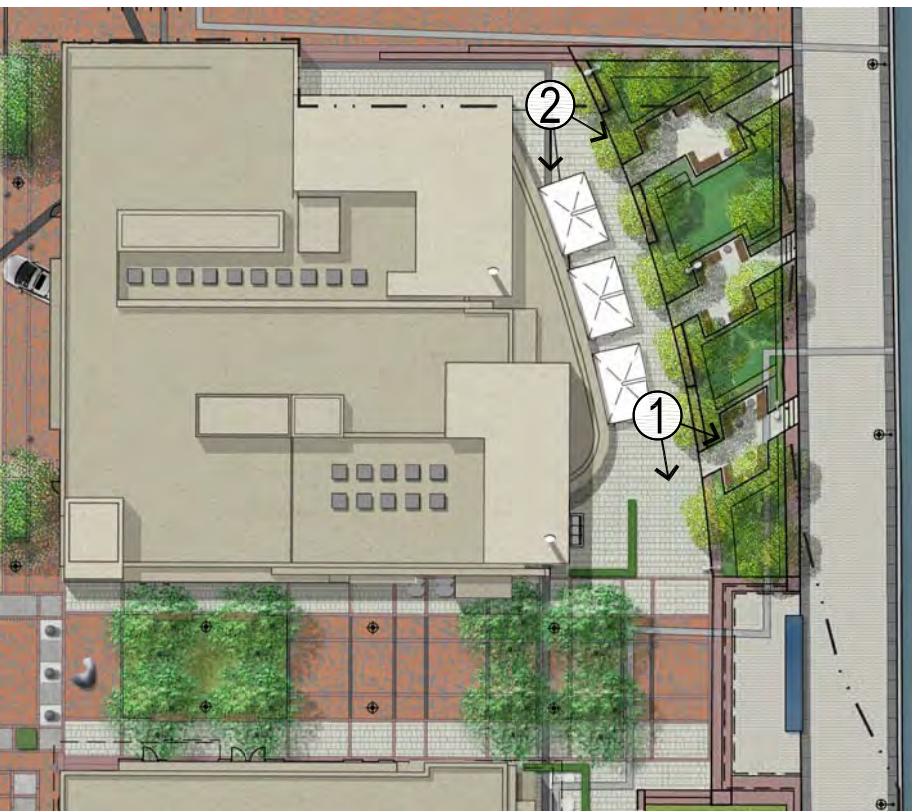




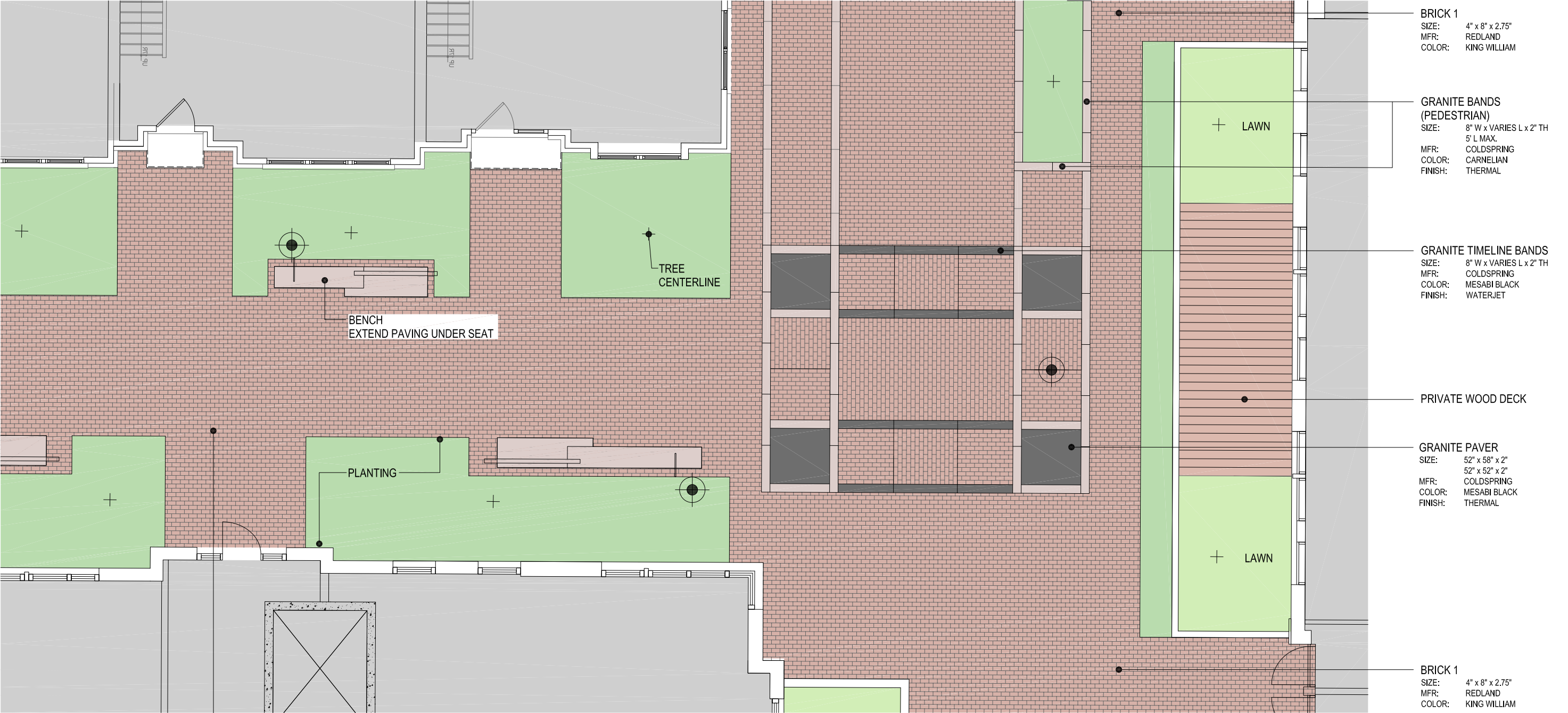
1 SOUTH GARDENS VIEW TO PROMENADE
SCALE: NTS



2 SOUTH GARDENS VIEW TO PROMENADE
SCALE: NTS



KEY PLAN



BRICK 1
 SIZE: 4" x 8" x 2.75"
 MFR: REDLAND
 COLOR: KING WILLIAM

PAVING MATERIALS



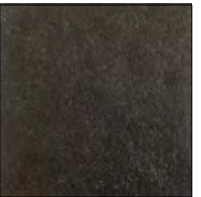
BRICK 1
 SIZE: 4" x 8" x 2.75"
 MFR: REDLAND
 COLOR: KING WILLIAM



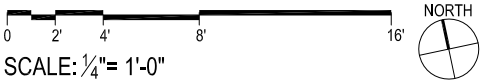
PREST PRECAST PAVER
 MFR: HANOVER
 COLOR: LIMESTONE GREY
 FINISH: TUDOR



GRANITE BANDS
 MFR: COLDSPRING
 COLOR: CARNELIAN
 FINISH: THERMAL

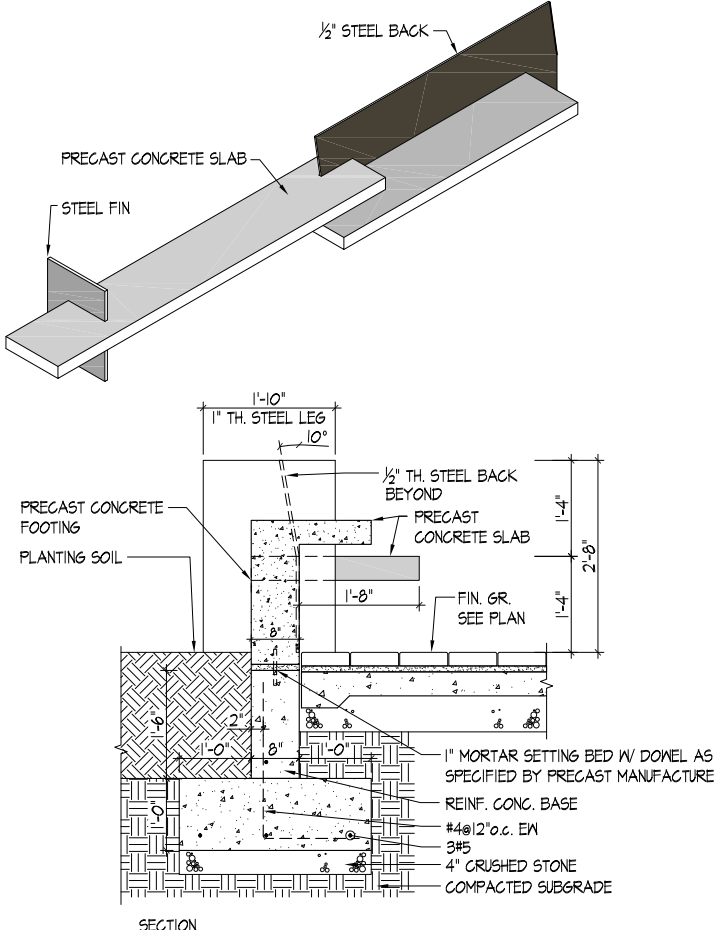
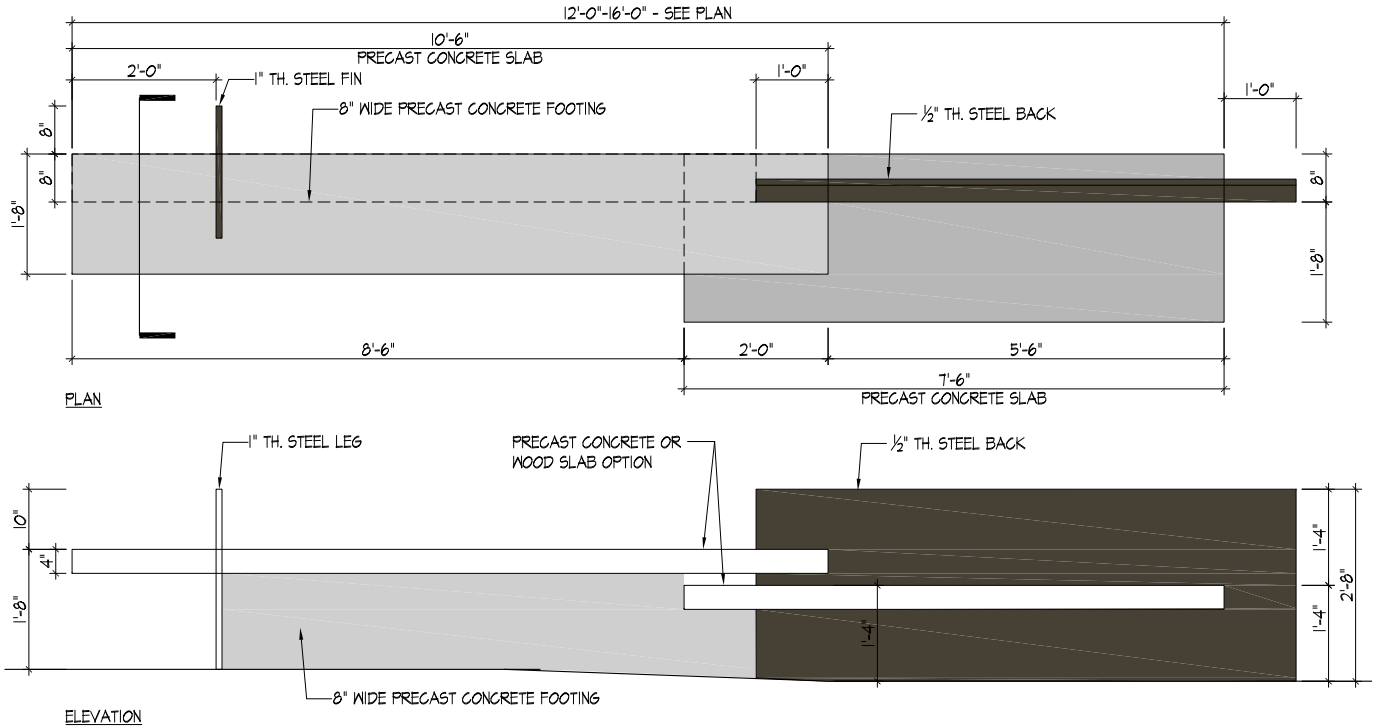


GRANITE TIMELINE BANDS
 MFR: COLDSPRING
 COLOR: MESABI BLACK
 FINISH: WATERJET





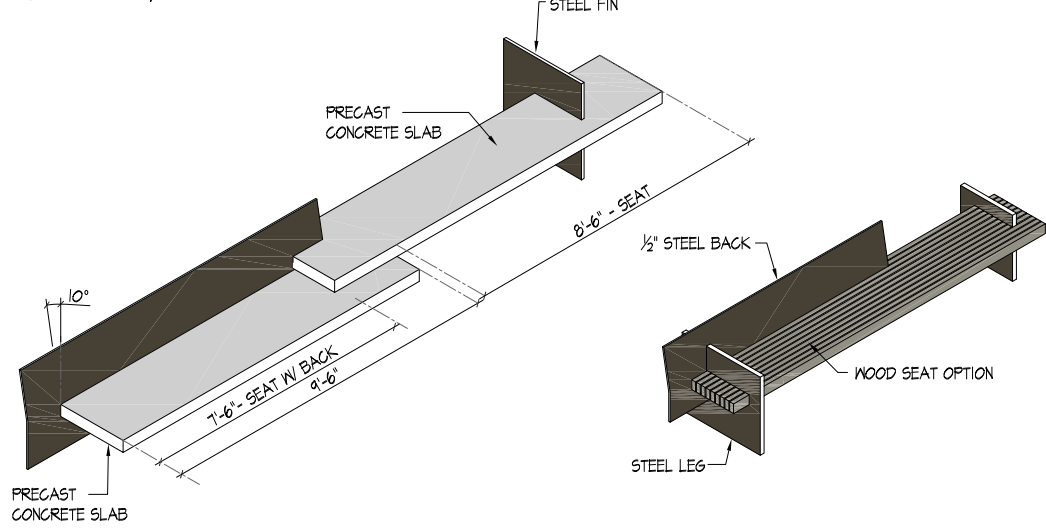
BENCH MATERIALS



FURNITURE NOTES:

1. ACCEPTABLE MANUFACTURERS FOR BENCHES:
 - 1.1. LANDSCAPE FORMS, INC.,
431 LAWDALE AVENUE, KALAMAZOO, MICHIGAN 49048.
TOLL FREE (800) 521-2546. PHONE (269) 381-0396. FAX (269) 381-3455.
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 - 2.2. THE LOCATION AND DETAILS OF ANCHORAGE DEVICES THAT ARE TO BE EMBEDDED IN CONCRETE AND MASONRY CONSTRUCTION.
 - 2.3. INCLUDE STRUCTURAL ANALYSIS DATA SEALED AND SIGNED BY PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF VIRGINIA OR PER MFR ENGINEERED CALCULATIONS.
 - 2.4. PRODUCT SAMPLES: DURING THE SHOP DRAWING PHASE PROVIDE SAMPLES OF EACH MISCELLANEOUS METAL ITEM INDICATING ALL CONNECTIONS, ATTACHMENTS, HARDWARE CONSTRUCTION AND FINISH FOR LANDSCAPE ARCHITECTS APPROVAL.
 - 2.5. AFTER THE APPROVAL OF THE ASSEMBLY COMPONENT AND THE SHOP DRAWINGS THE CONTRACTOR SHALL SUBMIT COMPLETE ASSEMBLY SAMPLES OF MANUFACTURE'S COLORS AND FINISHES OF THE FOLLOWING:
 - A) A 1.5FTX1.5FT SAMPLE OF THE PRECAST CONCRETE WITH STEEL LEG ATTACHMENT
 - B) A 3FT SECTION OF THE BENCH BACK
 - 2.6. MOCK UPS SHALL BE DISCUSSED WITH THE MANUFACTURE AND OWNER DURING BID PHASE.
3. MATERIALS:
 - 3.1. PRECAST CONCRETE SEAT OPTION: COLOR AND FINISH SHALL MATCH SAMPLES BY CONCRETE COLLABORATIVE AS SHOWN
 - 3.1. WOOD OPTION: WOOD SHALL BE AN EXTERIOR GRADE HARDWOOD SUCH AS PREMIUM GRADE IPE THAT DOES NOT REQUIRE ANY MAINTENANCE AND WILL WEATHER TO A LIGHT SILVER/GREY COLOR.
 - 3.2. ALL STEEL COMPONENTS SUCH AS LEGS, BACKS AND HARDWARE SHALL BE PAINTED WITH LANDSCAPEFORMS PATENTED PANGARD II POWDER COATING FINISH. COLOR: RAL 6014-49/52800 SUBJECT TO BAR APPROVAL.

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



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



KEY PLAN





1 COURTYARD VIEW – ENTRANCE FROM UNION STREET
 SCALE: NTS



2 COURTYARD VIEW AT INTERSECTION
 SCALE: NTS



KEY PLAN
 NORTH



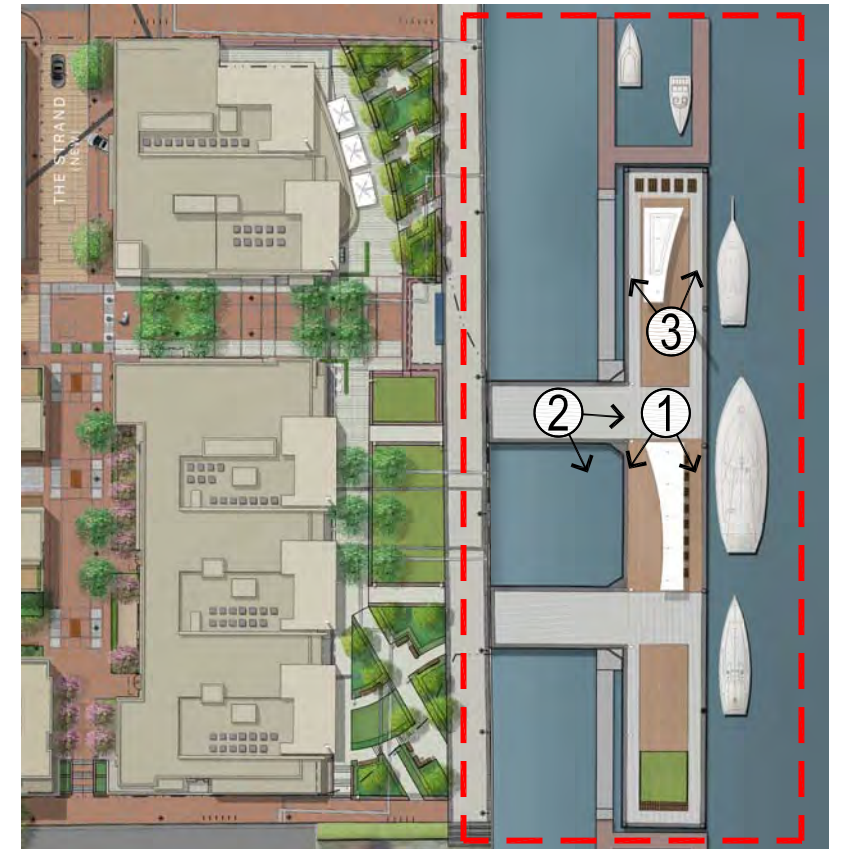
1 EXISTING PIER – LOOKING SOUTH
SCALE: NTS



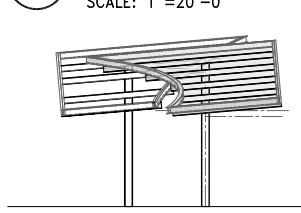
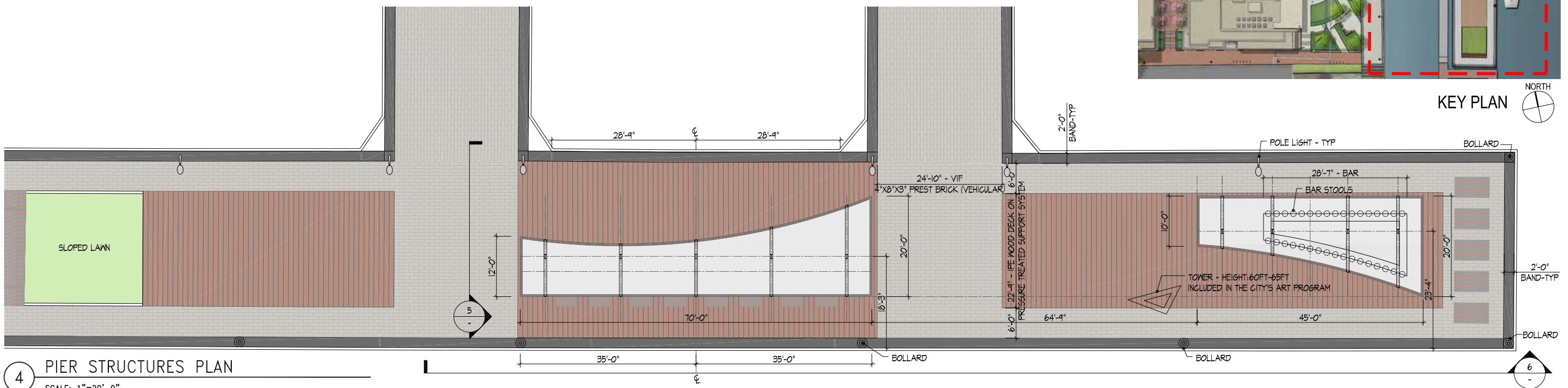
2 EXISTING PIER –LOOKING SOUTH/EAST
SCALE: NTS



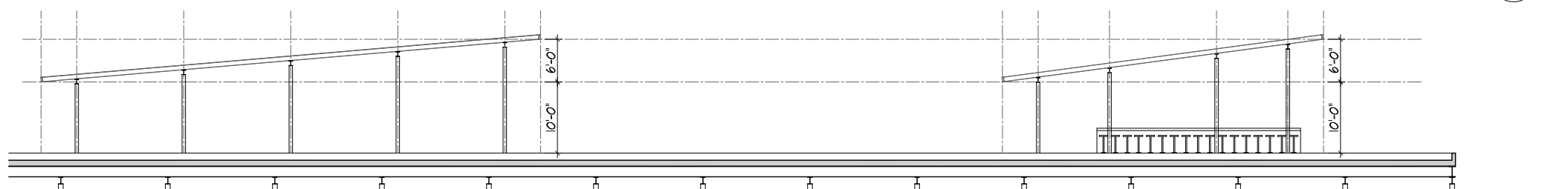
3 EXISTING PIER –LOOKING NORTH
SCALE: NTS

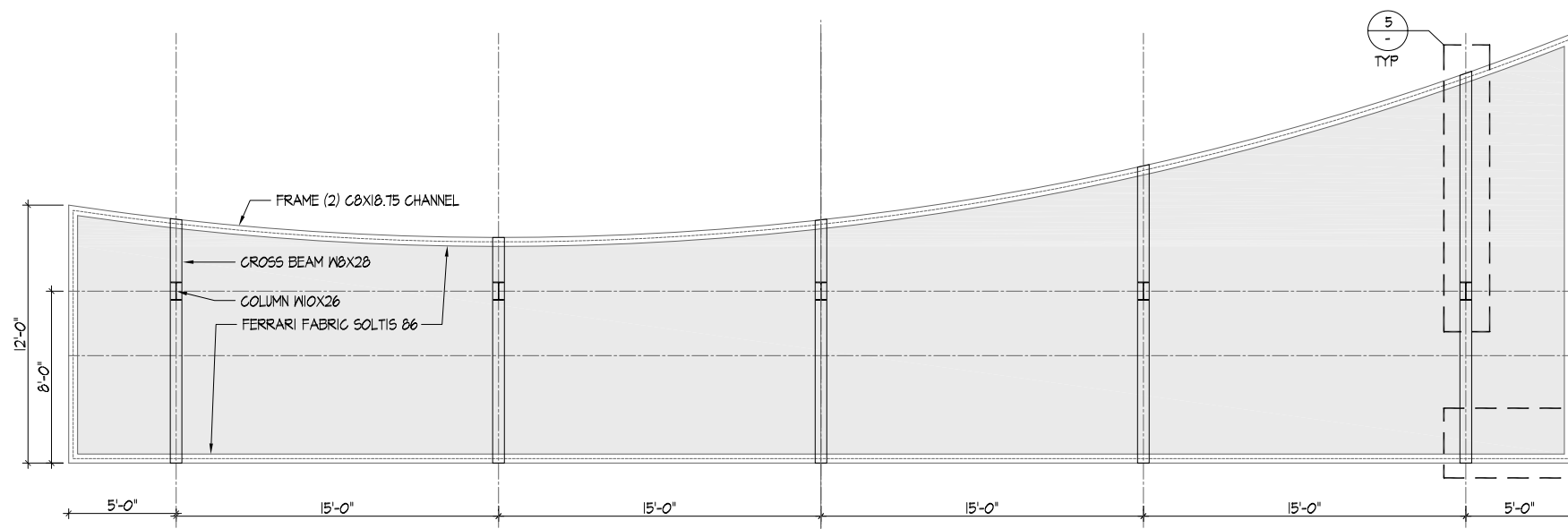


KEY PLAN
NORTH

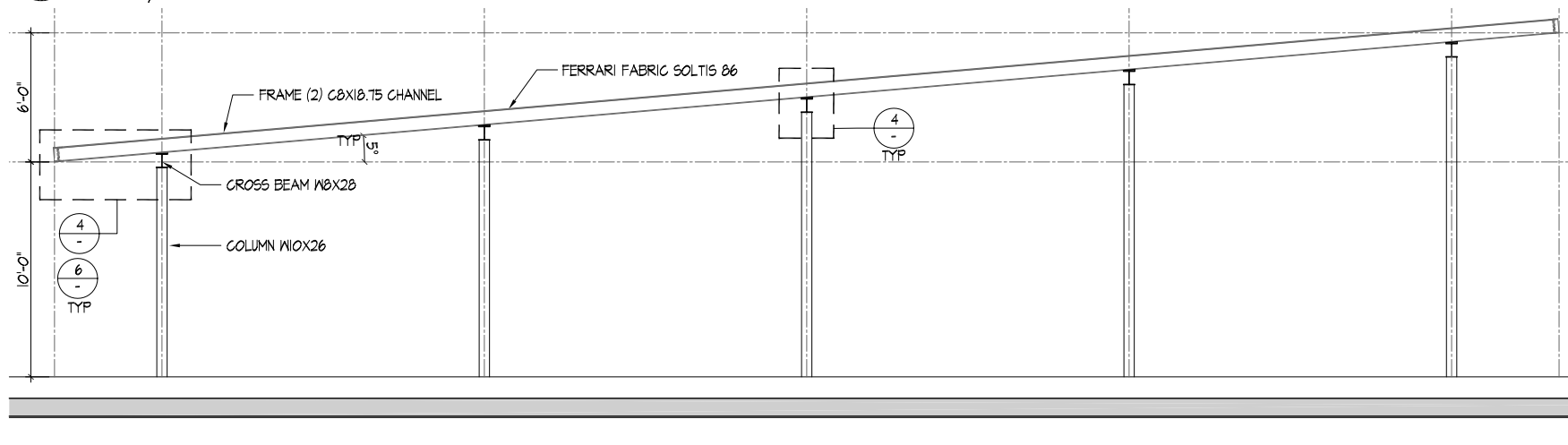


5 PIER STRUCTURES SIDE ELEVATION
SCALE: 1"=20'-0"

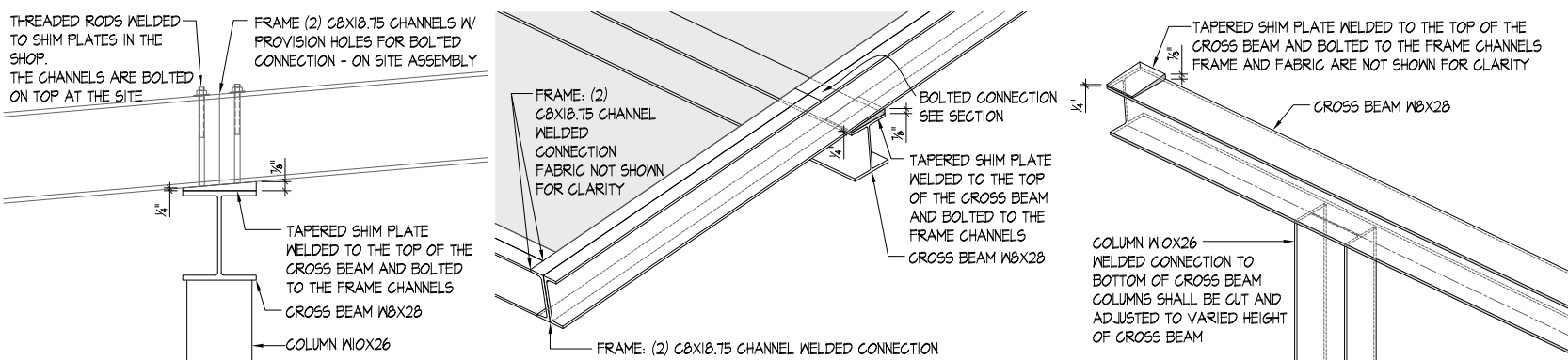




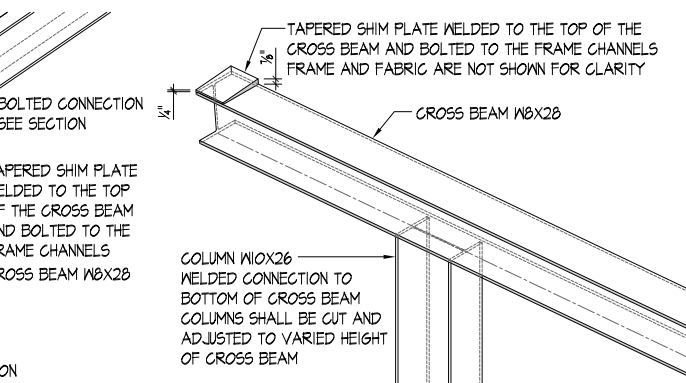
1 PIER SHADE STRUCTURE PLAN
SCALE: 1/8"=1'-0"



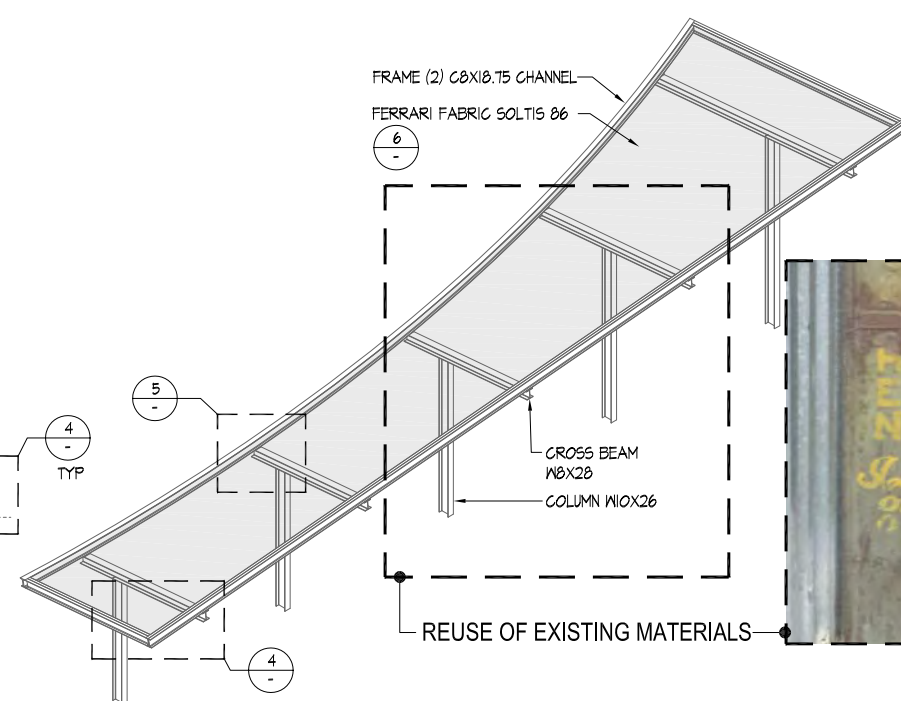
2 PIER SHADE STRUCTURE FRONT ELEVATION
SCALE: 1/8"=1'-0"



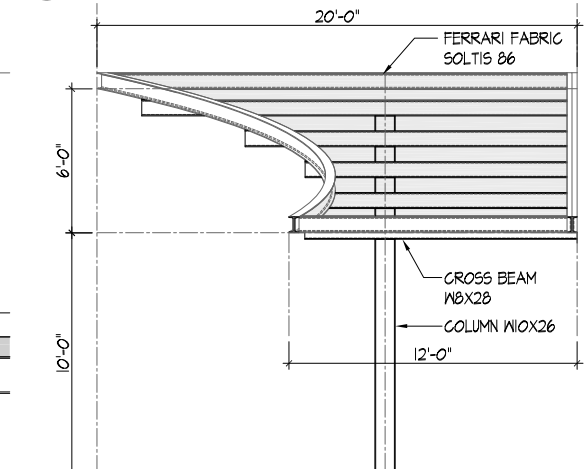
4 TOP FRAME CONNECTION DETAIL-SECTION & ISO
SCALE: SECTION: 3/4"=1'-0" ISO: 3/8"=1'-0"



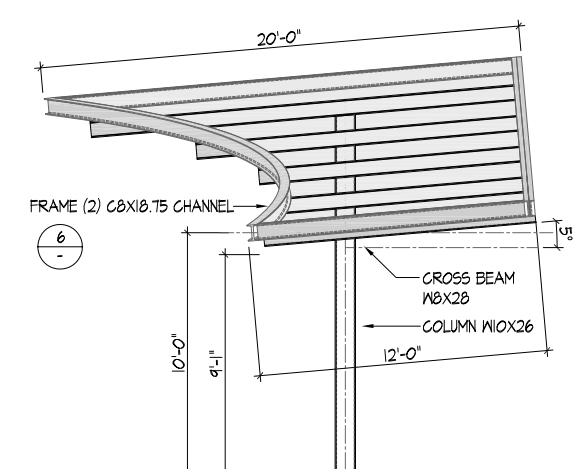
5 COLUMN & CROSS BEAM CONNECTION-ISO
SCALE: 3/8"=1'-0"



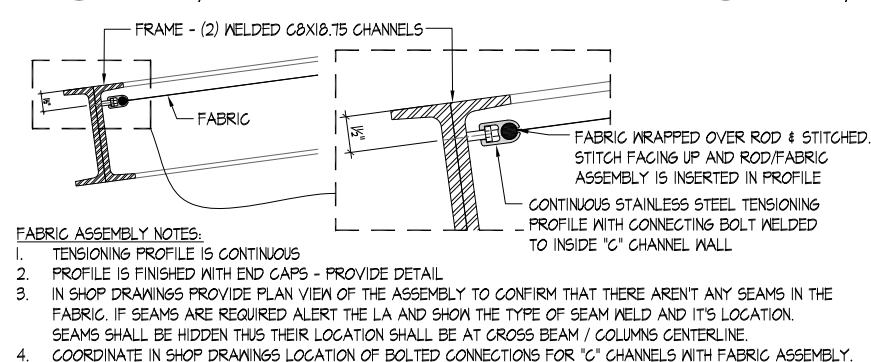
1A PIER SHADE STRUCTURE - ISOMETRIC
SCALE: NTS



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



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



6 FRAME / FABRIC CONNECTION DETAIL
SCALE: 3/4"=1'-0"

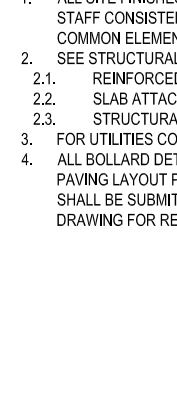
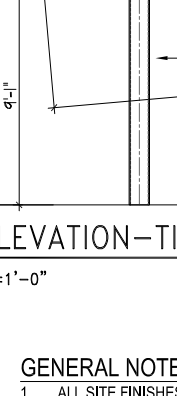
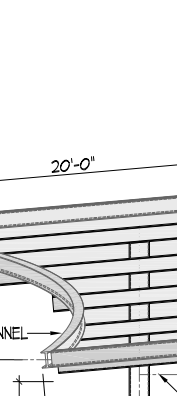
MATERIALS



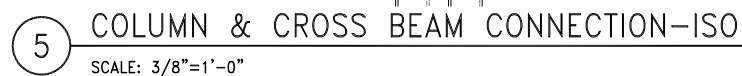
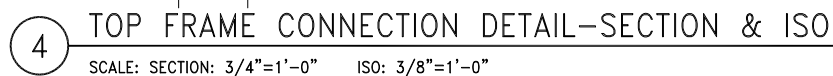
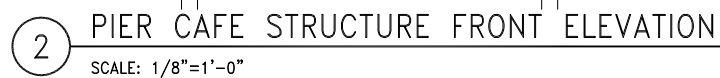
STEEL MEMBERS
TYPE: METAL-POLYESTER
POWDER COAT
COLOR: MERCURY
MFR: LANDSCAPEFORMS



FABRIC:
TYPE: SOLTIS 86
COLOR: 86-2044 NEW 86-3044
MFR: SERGE FERRARI



GENERAL NOTES:
1. ALL SITE FINISHES TO BE APPROVED BY BAR STAFF CONSISTENT WITH FINAL APPROVED COMMON ELEMENTS FOR THE WATERFRONT
2. SEE STRUCTURAL DWGS FOR:
2.1. REINFORCED CONCRETE BASE DETAILS
2.2. SLAB ATTACHMENT METHODS AND DETAILS
2.3. STRUCTURAL WELDS AND SIZING
3. FOR UTILITIES CONNECTIONS SEE CIVIL DWGS.
4. ALL BOLLARD DETAILS, BENCHES DETAILS, PAVING LAYOUT PLANS, STRUCTURE DETAILS SHALL BE SUBMITTED IN A FORM OF A SHOP DRAWING FOR REVIEW AND APPROVAL



1. ACCEPTABLE MANUFACTURERS FOR PIER STRUCTURES:
 - 1.1. LANDSCAPE FORMS, INC.,
431 LAWNDALE AVENUE, KALAMAZOO, MICHIGAN 49048.
TOLL FREE (800) 521-2546. PHONE (269) 381-0396. FAX (269) 381-3455.
 - 1.2. FOR FABRIC:
SERGE FERRARI NORTH AMERICA / TEXTILES CORP.
1460 SW 6TH COURT
POMPANO BEACH - FL 33069
2. SHOP DRAWINGS AND SAMPLES:
SUBMIT SHOP DRAWINGS AND SAMPLES AS SPECIFIED IN THE SPECIFICATIONS DIVISION 1 AND DIVISION 32
SECTION SITE FURNISHINGS.
 - 2.1. SHOP DRAWINGS: INDICATING EACH ARCHITECTURAL METAL ITEM, LOCATION ON THE SITE,
DIMENSIONS, SIZE AND WEIGHT OR GAUGE AS APPLICABLE OF THE MEMBERS, METAL FINISHES,
TYPE AND LOCATION OF SHOP AND FIELD CONNECTIONS, AND OTHER PERTINENT CONSTRUCTION
AND ERECTION DETAILS.
 - 2.2. THE LOCATION AND DETAILS OF ANCHORAGE DEVICES THAT ARE TO BE EMBEDDED IN CONCRETE
AND MASONRY CONSTRUCTION.
 - 2.3. INCLUDE STRUCTURAL ANALYSIS DATA SEALED AND SIGNED BY PROFESSIONAL ENGINEER
REGISTERED IN THE COMMONWEALTH OF VIRGINIA OR PER MFR ENGINEERED CALCULATIONS.
 - 2.4. PRODUCT SAMPLES: DURING THE SHOP DRAWING PHASE PROVIDE SAMPLES OF EACH
MISCELLANEOUS METAL ITEM INDICATING ALL CONNECTIONS, ATTACHMENTS, HARDWARE
CONSTRUCTION AND FINISH FOR LANDSCAPE ARCHITECTS APPROVAL.
 - 2.5. AFTER THE APPROVAL OF THE ASSEMBLY COMPONENT AND THE SHOP DRAWINGS THE
CONTRACTOR SHALL SUBMIT COMPLETE ASSEMBLY SAMPLES OF MANUFACTURE'S COLORS AND
FINISHES OF THE FOLLOWING:
 - A) COLUMN ASSEMBLY DETAIL.
 - B) A 3' SECTION OF THE COLUMN AND BEAM CONNECTIONS
 - C) A 4'X4' SECTION OF FABRIC AND IT'S CONNECTION DETAIL TO THE "C" CHANNEL FRAME
 - 2.6. ALL STRUCTURE STEEL COMPONENTS SHALL BE GALVANIZED STEEL OR PAINTED WITH
LANDSCAPEFORMS PATENTED PANGARD II POWDER COATING FINISH.
COLOR: METAL-PLYSETER POWDER COAT FINISH - MERCURY - SUBJECTED TO BAR APPROVAL.

1. ALL SITE FINISHES TO BE APPROVED BY BAR STAFF CONSISTENT WITH FINAL APPROVED COMMON ELEMENTS FOR THE WATERFRONT
2. SEE STRUCTURAL DWGS FOR:
 - 2.1. REINFORCED CONCRETE BASE DETAILS
 - 2.2. SLAB ATTACHMENT METHODS AND DETAILS
 - 2.3. STRUCTURAL WELDS AND SIZING
3. FOR UTILITIES CONNECTIONS SEE CIVIL DWGS.
4. ALL BOLLARD DETAILS, BENCHES DETAILS, PAVING LAYOUT PLANS, STRUCTURE DETAILS SHALL BE SUBMITTED IN A FORM OF A SHOP DRAWING FOR REVIEW AND APPROVAL

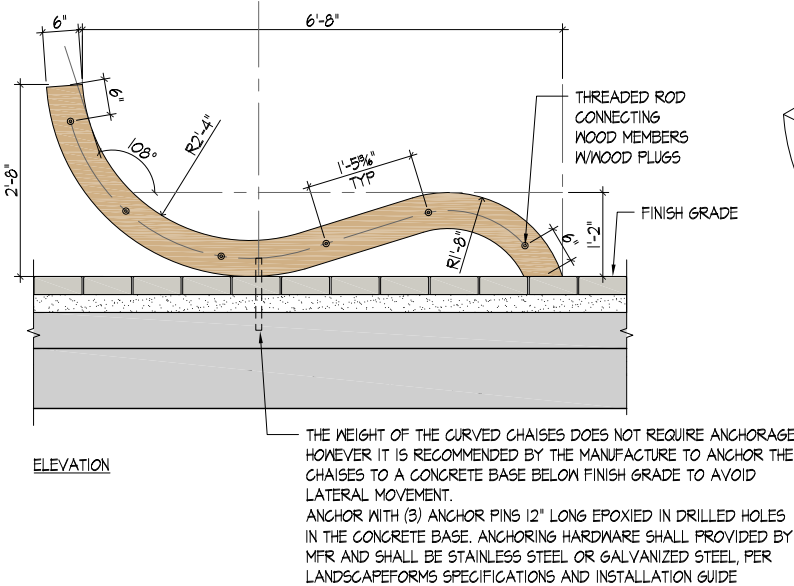
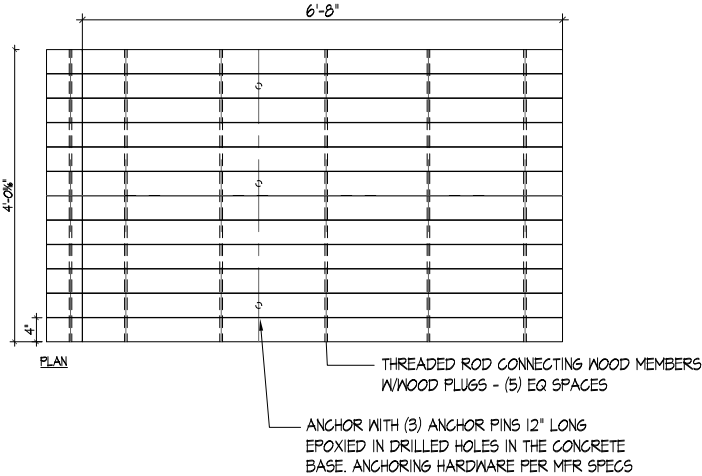


SHIP BUILDING STRUCTURES INSPIRATION IMAGES

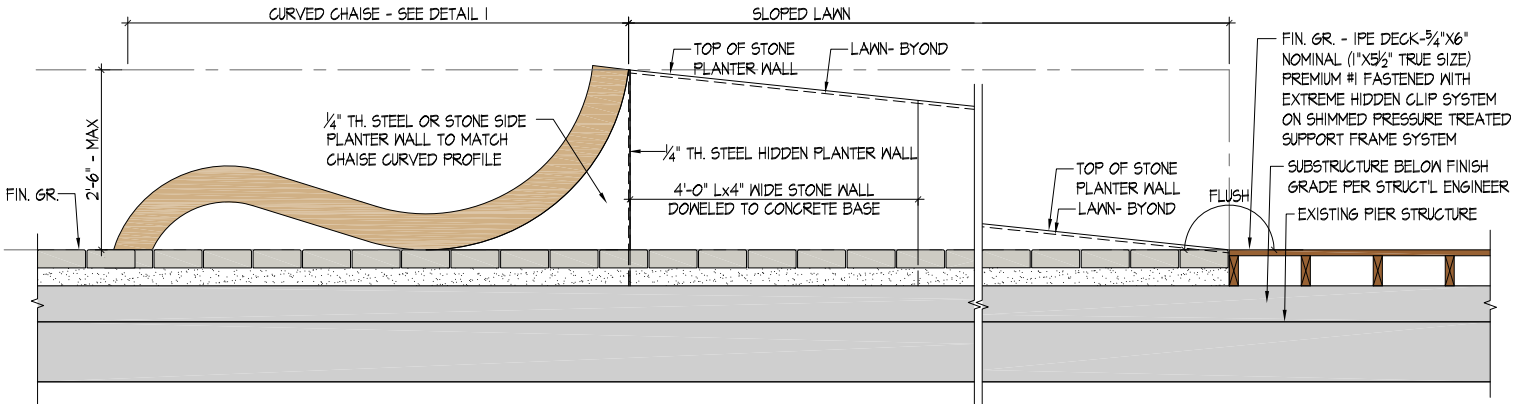


FURNITURE NOTES:

- 1. ACCEPTABLE MANUFACTURERS FOR BENCHES:
 - 1.1. LANDSCAPE FORMS, INC.,
431 LAWNDAL E AVENUE, KALAMAZOO, MICHIGAN 49048.
TOLL FREE (800) 521-2546. PHONE (269) 381-0396. FAX (269) 381-3455.
- 2. SHOP DRAWINGS AND SAMPLES: SUBMIT SHOP DRAWINGS AND SAMPLES AS SPECIFIED IN THE SPECIFICATIONS DIVISION 1 AND DIVISION 32 SECTION SITE FURNISHINGS.
 - 2.1. SHOP DRAWINGS: INDICATING EACH ARCHITECTURAL ITEM, LOCATION ON THE SITE, DIMENSIONS, SIZE AND WEIGHT OR GAUGE AS APPLICABLE OF THE MEMBERS, METAL FINISHES, TYPE AND LOCATION OF SHOP AND FIELD CONNECTIONS, AND OTHER PERTINENT CONSTRUCTION AND ERECTION DETAILS.
 - 2.2. THE LOCATION AND DETAILS OF ANCHORAGE DEVICES THAT ARE TO BE EMBEDDED IN CONCRETE AND MASONRY CONSTRUCTION.
 - 2.3. INCLUDE STRUCTURAL ANALYSIS DATA SEALED AND SIGNED BY PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF VIRGINIA OR PER MFR ENGINEERED CALCULATIONS.
 - 2.4. PRODUCT SAMPLES: DURING THE SHOP DRAWING PHASE PROVIDE SAMPLES OF EACH MISCELLANEOUS METAL ITEM INDICATING ALL CONNECTIONS, ATTACHMENTS, HARDWARE CONSTRUCTION AND FINISH FOR LANDSCAPE ARCHITECTS APPROVAL.
 - 2.5. AFTER THE APPROVAL OF THE ASSEMBLY COMPONENT AND THE SHOP DRAWINGS THE CONTRACTOR SHALL SUBMIT COMPLETE ASSEMBLY SAMPLES OF MANUFACTURE'S COLORS AND FINISHES OF THE FOLLOWING:
 - A) A 3FT SECTION OF THE WOOD SEAT WITH STEEL LEG.
 - B) A 3FT SECTION OF THE BENCH BACK.
 - 2.6. MOCK UPS SHALL BE DISCUSSED WITH THE MANUFACTURE AND OWNER DURING BID PHASE.
- 3. MATERIALS:
 - 3.1. THE WOOD FOR CURVED BENCHES WILL BE AN EXTERIOR GRADE HARDWOOD SUCH AS LAMINATED ALASKAN YELLOW CEDAR THAT DOES NOT REQUIRE ANY MAINTENANCE AND WILL WEATHER TO A LIGHT SILVER/GREY COLOR.
 - 3.2. ALL HARDWARE SHALL BE GALVANIZED OR PAINTED WITH LANDSCAPEFORMS PATENTED PANGARD II POWDER COATING FINISH.



1 SHIP BUILDING STRUCTURES-CURVED CHAISE-PLAN & ELEVATION
SCALE: 3/8"=1'-0"



2 SHIP BUILDING STRUCTURES-CURVED CHAISE-EDGE OF SLOPED LAWN-ELEVATION
SCALE: 3/8"=1'-0"

MATERIALS

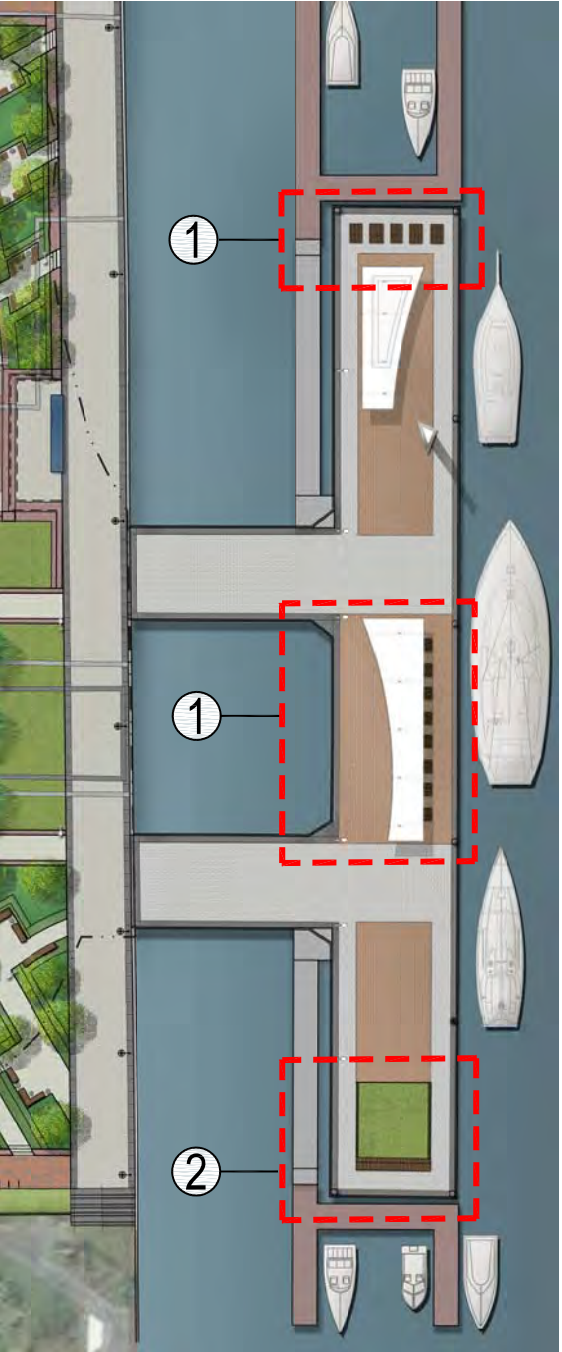
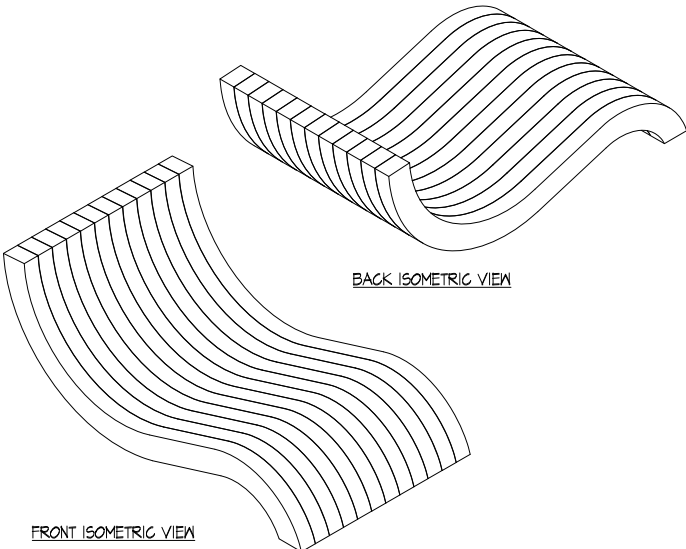
CURVED CHAISE:
WOOD - LAMINATED ALASKAN
YELLOW CEDAR AT
INSTALLATION

CURVED CHAISE:
WOOD - LAMINATED ALASKAN
YELLOW CEDAR
APPEARANCE WEATHERED

PIER WOOD DECK:
IPE WOOD AT INSTALLATION

PIER WOOD DECK:
IPE WOOD WEATHERED

SLOPED LAWN FLANKING WALLS:
STONE: GRANITE
COLOR: MESABI BLACK
FINISH: THERMAL



KEY PLAN



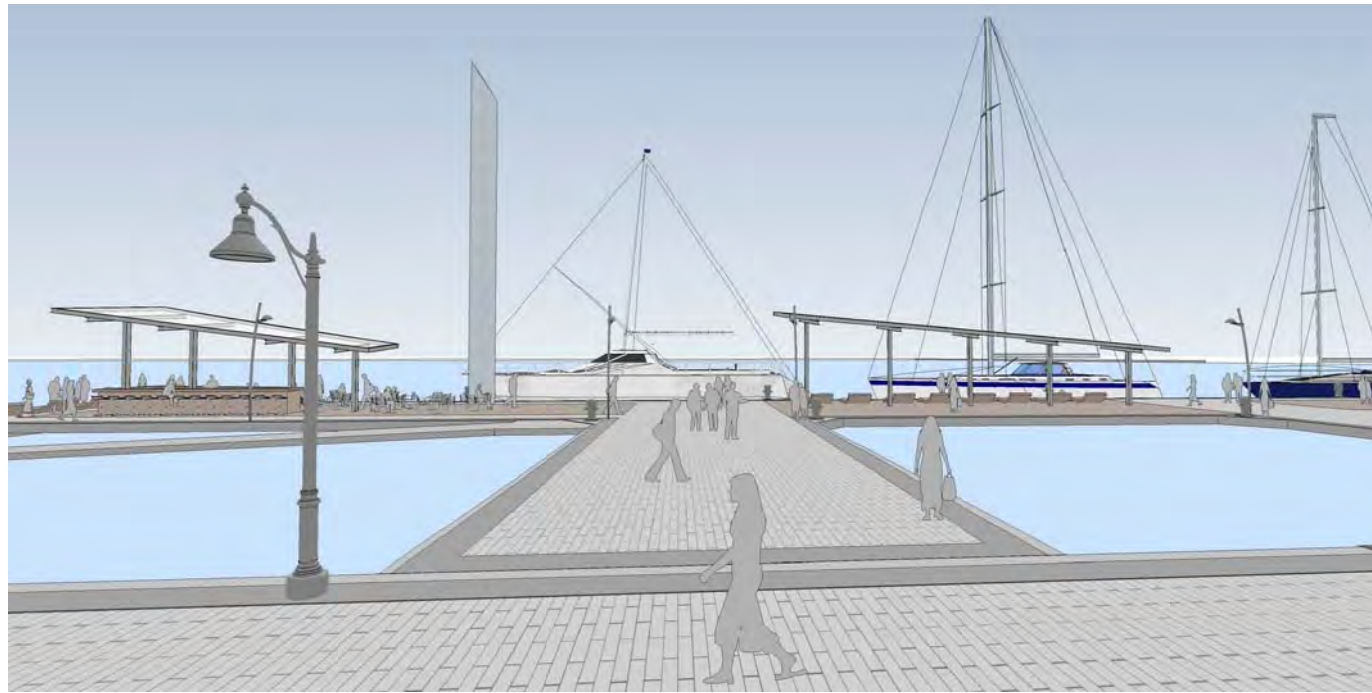
1 PIER STRUCTURES AERIAL VIEWS
SCALE: NTS



2 PIER STRUCTURES AERIAL VIEWS
SCALE: NTS



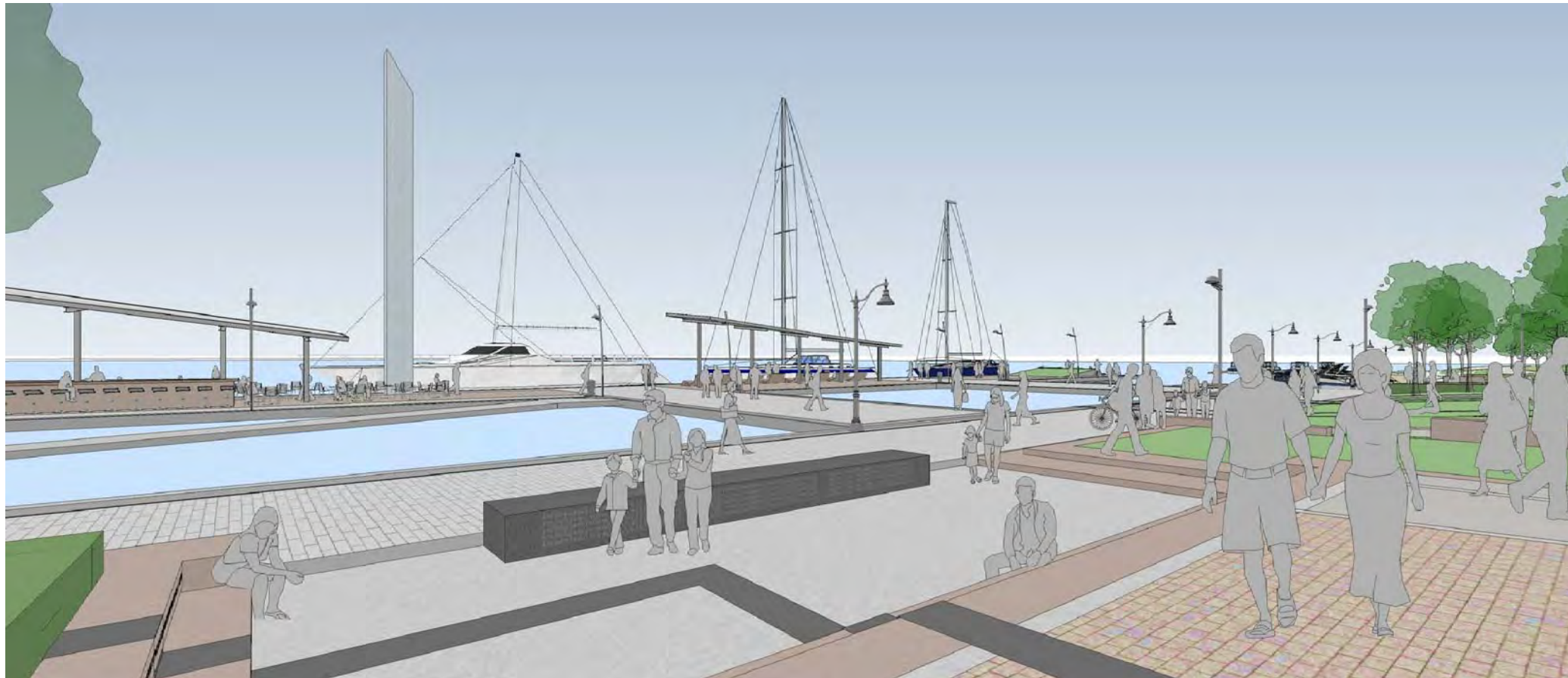
KEY PLAN



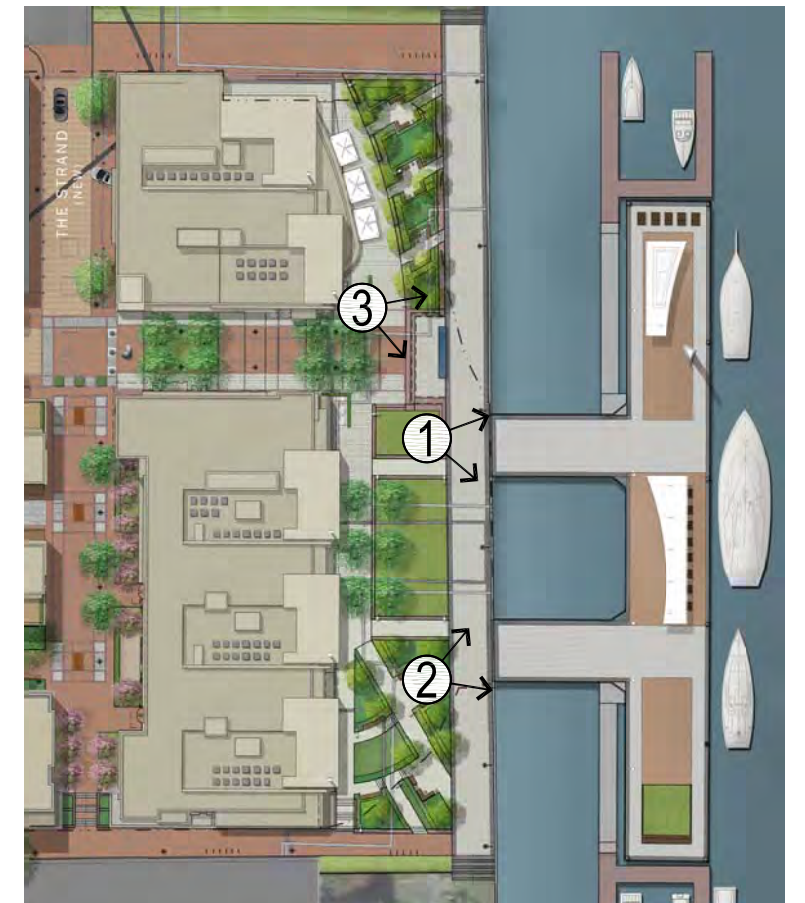
1 PIER STRUCTURES AS VIEWED FROM PROMENADE
SCALE: NTS



2 PIER STRUCTURES AS VIEWED FROM PROMENADE
SCALE: NTS



3 PIER STRUCTURES AS VIEWED FROM PROMENADE
SCALE: NTS



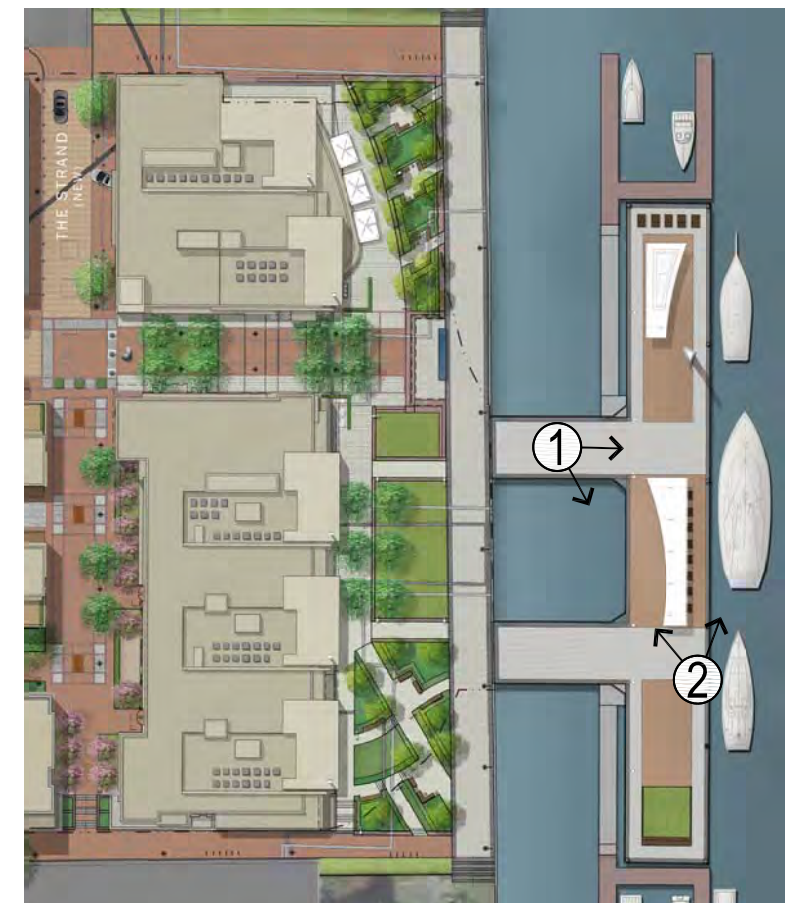
KEY PLAN



1 SHADE STRUCTURE AS VIEWED FROM THE PIER
SCALE: NTS



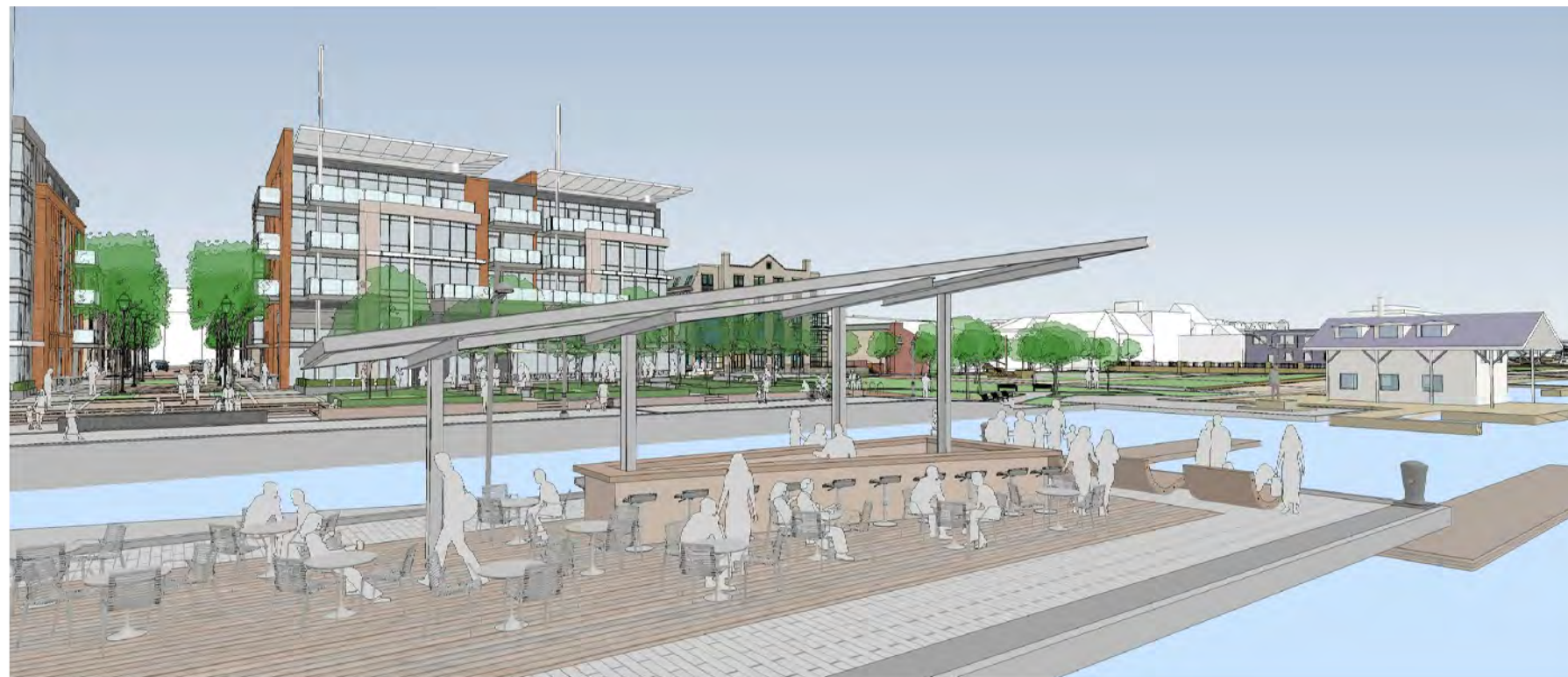
2 SHADE STRUCTURE AS VIEWED FROM THE PIER
SCALE: NTS



KEY PLAN
NORTH



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

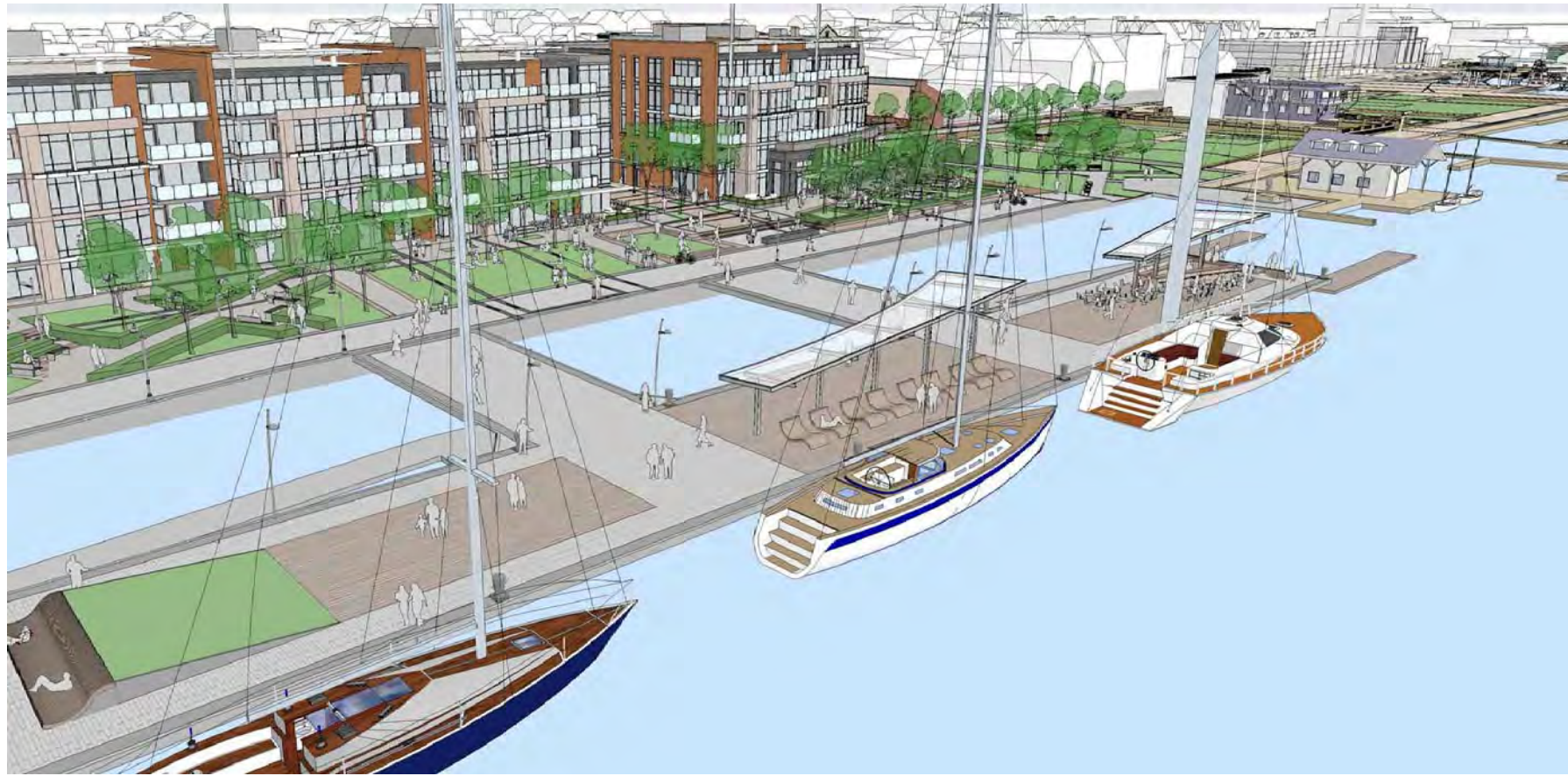


2 CAFE STRUCTURE AS VIEWED FROM THE PIER
 SCALE: NTS



KEY PLAN





1 PIER SOUTH END AERIAL VIEW
SCALE: NTS

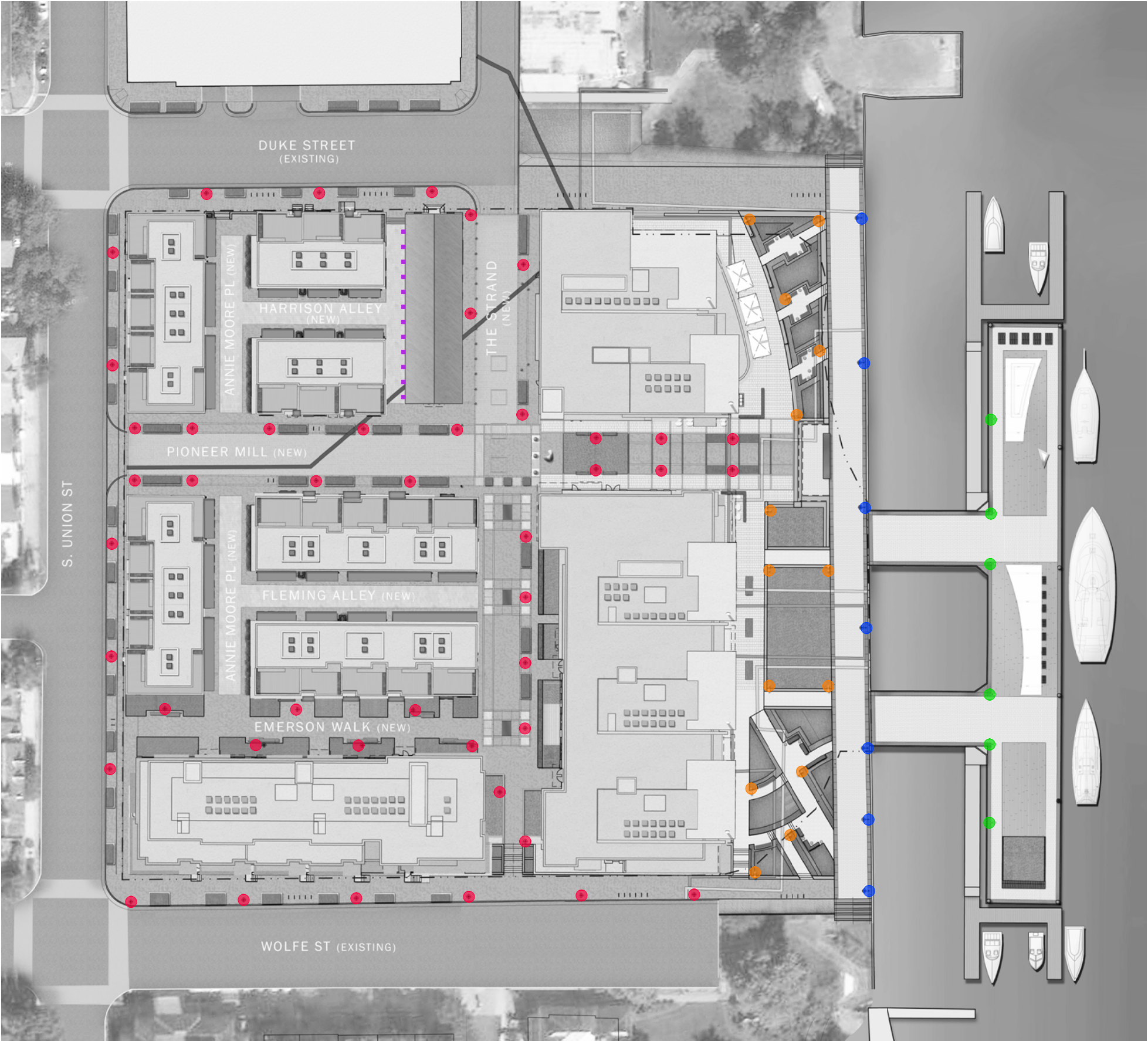


KEY PLAN



2 SHIP STRUCTURE LOUNGE CHAISE WITH LAWN BERM
SCALE: NTS





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



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



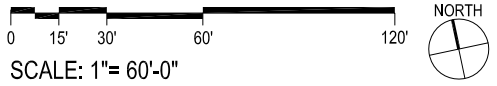
MUNICH PENDANT POLE LIGHT - ALT A
 POLE: 12'-0" HIGH CENTRAL PARK
 MFR: ANTIQUE STREET LAMPS
 LOCATION: PROMENADE (BY OLIN)



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

IN GROUND LED BUILDING UP LIGHTS - 8'-0" O.C.
 MFR: TBD
 LOCATION: #2 DUKE - WEST FACADE

NOTE:
 TO BE APPROVED BY BAR STAFF CONSISTENT WITH FINAL
 APPROVED COMMON ELEMENTS FOR THE WATERFRONT





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



BOLLARD - SUGGESTED OPTIONS
TYPE: ANNAPOLIS
MFR: LANDSCAPEFORMS
LOCATION: THE STRAND



BOLLARD - SUGGESTED OPTIONS
TYPE: R-7573 OR R-7576
MFR: RELIANCE FOUNDRY
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

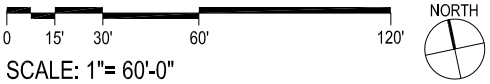


TRASH AND RECYCLING RECEPTACLES
TYPE: SD - 42 LITTER RECEPTACLE
MFR: VICTOR STANLEY - CITY STANDARD
LOCATION: INTERSECTION OF UNION WITH DUKE AND WOLFE (R.O.W.)



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

NOTE:
TO BE APPROVED BY BAR STAFF CONSISTENT WITH FINAL
APPROVED COMMON ELEMENTS FOR THE WATERFRONT



BAR Case # 2015-00311

ADDRESS OF PROJECT: 2, 3 and 3A Duke Street; 1 Wolfe Street

TAX MAP AND PARCEL: 075.03-04-01, 04, 05, 06

ZONING: W-1

APPLICATION FOR: (Please check all that apply)

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

Name: RTS Associates LLC (Contract Purchaser)

Address: c/o EYA, Inc., 4800 Hampden Lane, Suite 300

City: Bethesda State: MD Zip: 20814

Phone: (301) 634-8600 E-mail: gshron@eya.com

Authorized Agent (if applicable): ☒ Attorney ☐ Architect ☐Name: Attorney: Jonathan P. Rak
Architect: Patrick BurkhardtPhone: Attorney: (703) 712-5411
Architect: (202) 342-2200E-mail: Attorney: jrak@mcguirewoods.com
Architect: pburkhart@sbarnes.com

Legal Property Owner:

Name: Graham Holdings Company (075.03-04-01, 04)

City of Alexandria
(075.03-04-06)

Address: 1300 17th Street North

PO Box 178

City: Arlington State: VA Zip: 22209

Alexandria VA 22313

Phone: (202) 334-6000 E-mail:

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

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

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

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

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

This site consists of tax map 075.03-04-01, 04, 05 and 06 and is identified as a redevelopment site under the Waterfront Small Area Plan which is zoned W-1 / Waterfront Mixed Use. This application is for a Certificate of Appropriateness for the project's historical interpretation and site features. The design team worked diligently to incorporate feedback and requirements from the Waterfront Plan, DSUP #2014-0006 and BAR work session to blend "modern design inspired by historic precedent" with traditional materials. This resulted in features with a contemporary edge which honor the historical significance of the waterfront such as the: 1) industrial use time line, 2) historic shoreline 3) building history placard on #2 Duke and 4) seating inspired by the structure and materials of the ship building industry.

SUBMITTAL REQUIREMENTS:

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

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

Electronic copies of submission materials should be submitted whenever possible.

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

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

Additions & New Construction: Drawings must be to scale and should not exceed 11" x 17" unless approved by staff. All plans must be folded and collated into 3 complete 8 1/2" x 11" sets. Additional copies may be requested by staff for large-scale development projects or projects fronting Washington Street. Check N/A if an item in this section does not apply to your project.

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

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

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

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

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

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

- ☒ I have submitted a filing fee with this application. (Checks should be made payable to the City of Alexandria. Please contact staff for assistance in determining the appropriate fee.)
*Filing fee not applicable
- ☒ I understand the notice requirements and will return a copy of the three respective notice forms to BAR staff at least five days prior to the hearing. If I am unsure to whom I should send notice I will contact Planning and Zoning staff for assistance in identifying adjacent parcels.
- ☒ I, the applicant, or an authorized representative will be present at the public hearing.
- ☒ I understand that any revisions to this initial application submission (including applications deferred for restudy) must be accompanied by the BAR Supplemental form and 3 sets of revised materials.

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

APPLICANT OR AUTHORIZED AGENT:

Signature: _____

Printed Name: Jonathan P. RakDate: September 8, 2015

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See attachment		
2.		
3.		

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

Name	Address	Percent of Ownership
1. See attachment		
2.		
3.		

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

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

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

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

September 8, 2015 Jonathan P. Rak
Date Printed Name


Signature

Disclosure Attachment for Robinson Terminal South
Application, Board of Architectural Review
Permit to Demolish

Property Owner

2 and 3A Duke Street

Graham Holdings Company (GHC), formerly known as the Washington Post Company
(publicly traded company; 100% owner of the property)*
1300 17th Street North, Arlington, Virginia 22209

Donald E. Graham (Owner of 22.2% of GHC)
1300 17th Street North, Arlington, Virginia 22209

3 Duke Street and 1 Wolfe Street

City of Alexandria
PO Box 178, Alexandria, Virginia 22313

Applicant

RT South Associates LLC, A Delaware limited liability company
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300, Bethesda, MD 20814

RT Member LLC, a Delaware limited liability company (100% owner of Applicant)
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300, Bethesda, MD 20814

EYA RT Investments LLC, a Delaware limited liability company
(17% owner of RT Member LLC)
Address: c/o EYA, Inc.
4800 Hampden Lane, Suite 300, Bethesda, MD 20814

JBG/RT member, L.L.C., a Delaware limited liability company
(83% owner of RT Member LLC)
Address: c/o The JBG Companies
4445 Willard Avenue, Suite 400, Chevy Chase, Maryland 20815

*Tax map indicates that Robinson Terminal Warehouse LLC (formerly subsidiary of
GHC) owns the 226 Strand parcel. GHC is now the owner of this parcel.

ATTACHMENT 3

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.