

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 5, 2025

TO: CHAIR AND MEMBERS OF THE
BOARD OF ARCHITECTURAL REVIEW

FROM: HISTORIC PRESERVATION STAFF

SUBJECT: CONCEPT REVIEW OF 2 KING STREET – WATERFRONT PARK AND
PUMP STATION
BAR CASE # 2025-00172

December 18, 2024 BAR Hearing Minutes

BOARD ACTION: The Board of Architectural Review received a presentation and heard public testimony on the proposed concept plan for development of a pump station at 1A Prince St.

SPEAKERS

Mathew Landes, City of Alexandria Department of Project Implementation, introduced project

Mr. Scott noted that the Strand Street location may be the less intrusive of the two submitted options in terms of the impact on views of the river, he asked if the team had studied these views. Mr. Landes reviewed the views that the design team had created, including ones showing this view.

Mr. Lyons asked why the Option 2 location is the preferred option. Mr. Landes noted that this option allows for the activation of Strand Street.

Ms. del Ninno asked if the City had considered re-grading the park to counteract flooding. Mr. Landes noted that re-grading the entire park was not being considered but that the east edge of the park would be re-configured.

Ms. del Ninno asked about which functions could take place below grade and about the size and function of the generators. Mr. Landes reviewed the requirement for equipment in the structure, noting clearance and elevation requirements. He further noted that the generators will be nine feet tall and would only be used for emergency functions.

Ms. del Ninno asked how the proposed design would meet the green building requirements. Mr. Landes discussed the inclusion of portions of green roof, stormwater mitigation and the use of low voltage lights.

Mr. Spencer asked for clarification regarding which portions of the structure would have a roof.

Ms. Miller asked how the current proposal varies from the approved waterfront plan. Mr. Landes stated that in the approved plan, there were two pump stations, one in Waterfront Park and one in Founders Park. Given the current design requirements, it is not economically feasible to move forward with this option and instead, a single pump station design is being pursued.

Ms. Miller asked about the proposed construction timing. Mr. Landes stated that the intention is to begin construction in late 2025.

Ms. Miller asked about the amount of noise that will be created by the equipment in the pump station. Mr. Landes explained that the pumps would be functioning within a concrete vault filled with water which would deaden the sound of the equipment. With the exception of emergency situations, the generators would only be run while they are being exercised.

Ms. Zandian asked if the entire structure could be located below grade. Mr. Landes explained that some critical equipment must be located out of the flood plain and that this is driving the size of the structure.

Al Cox, 311 N Alfred Street, reviewed the Olin plan adopted for the waterfront, highlighting the priorities of the design. He noted that while it may not be possible to implement the entire plan at this time, no action should be taken that would preclude the ability to move forward with the approved design.

Paul Beckman, 214 East Mt. Ida Avenue, presented a video showing renderings of the design being proposed by the City and including potential alternatives to this design.

Yvonne Calahan, OTCA, noted that the Founders Park location for the pump station had been determined not to be feasible based on conservation concerns. She noted that the Waterfront Park location has a height limit of fifteen feet for any structure, per agreement with the Federal Government. She asked that the design progress be paused while the legality of the proposal is determined.

Gail Rothrock, HAF, yielded her time to Al Cox so that he may continue his presentation.

Al Cox, 311 N Alfred Street, continued to review the Olin plan, highlighting the design concepts for this portion of the waterfront. He further noted that as a part of this plan, the electrical lines in the area are to be relocated below grade and that this is not included in the proposed scope of work. He indicated that if the waterfront parks were elevated by six feet, much of the tidal flooding would be eliminated.

Gina Baum, 432 N West Street, stated that the City should not be proposing construction on the limited green space available and should consider alternate locations.

Andrea Smith, 721 N Fayette Street, indicated that she is an owner of the Misha's coffee shop located at 6 Prince Street and that she is concerned that the location of the pump station within

Waterfront Park would damage nearby businesses by taking away from the river views and overall integrity of the park.

Melissa Kuennen, 525 Montgomery Street, asked about the notation in the submission regarding the stakeholder preference for the Prince Street location, noting that in previous public hearings, no such preference has been expressed. She expressed a preference for the Strand Street location and asked that the design for the building be a background design with an integral stage attached.

At this time, the public comment period was closed

Ms. del Ninno asked if Point Lumley Park or other locations were considered for the pump station. Mr. Landes stated that this location along with 1 Prince and 110 S Union were all considered for the pump station. While Point Lumley Park is technically feasible, complications with property ownership in this area make it impossible. Similarly, technical and ownership challenges made other locations impossible. She further asked if, in the Strand location, the structure could be moved further west. Mr. Landes explained that in this option, the structure would be located as close to Strand Street as possible.

Ms. del Ninno stated that she prefers the Strand Street location because it locates the structure as far from the river as possible. She asked that the design include variation in the roof height with portions lowered where possible.

Mr. Lyons stated a preference for the Strand Street location, noting that the Prince Street location is too intrusive in the park. He prefers the more modern design motif, but it requires additional development.

Ms. Miller does not support either location and would prefer to see the structure at Point Lumley Park or Founders Park. If it must be in Waterfront Park, then it should be in the Strand location, as close as possible to Strand Street. She expressed a preference for the brick design but asked that some porosity be included in the design.

Ms. Zandian stated her preference for the Strand Street location and that the building be as small as possible. She asked for site sections and additional views of the site showing views along the waterfront.

Mr. Scott expressed support for the Strand Street location noting that the Prince Street location creates a visual wall and blocks the view of the waterfront. He suggested that the proposed design should include an integral stage. He supports the more modern design option but that the design needs further development to become viable.

Mr. Spencer agreed with colleagues that the Strand Street location is preferred and asked that the pump station be located as far from the river as possible. Regarding the proposed design, he noted that neither design is adequate and asked for a design that includes variation in height and massing. When the project returns for another Concept Review, more detailed drawings showing the station itself should be included. He noted that the Old Dominion Boat Club successfully references historic architecture while clearly being a modern design.

CONCEPT II UPDATE

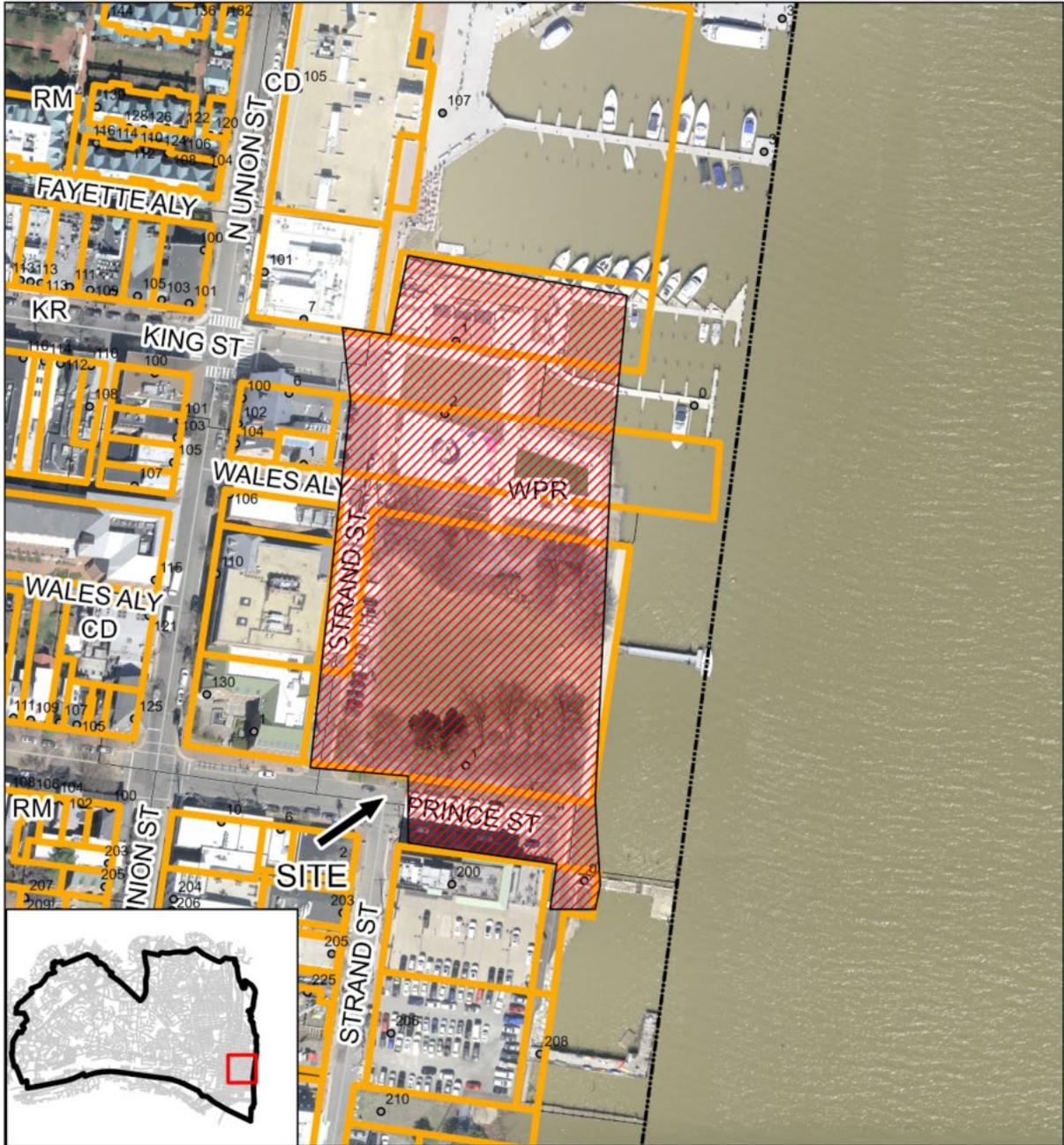
This is the second Concept Review before the Board for the proposed redevelopment of the Waterfront Park and the 100 block of King Street. The proposed renovations to Waterfront Park include the addition of a pump station to help relieve flooding in the waterfront area. At the previous hearing, BAR members provided feedback on the proposed design. Their comments included the following:

- The Board discussed potential alternate locations for the Pump Station, and the City representative explained that these locations were not feasible.
- Board members expressed a preference for the Strand Street location over the Prince Street location, noting that the building should be located as far from the waterfront as possible.
- The Board expressed concern regarding the size of the building and asked that the footprint be reduced as much as possible.
- There were differing views regarding the choice between the brick and the more contemporary design proposed for the pump station. Board members expressed their concern that neither of the two options would be appropriate for this location without significant changes.
- Some members noted that with either design, modifications would be required including variation in the massing height and the inclusion of porosity into the design.
- Board members asked that if the final location for the pump station would be in the Prince Street location, the building should be located further to the east so that the west end of the building would align with the Old Dominion Boat Club.

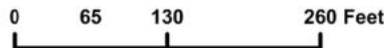
I. SUMMARY

The City of Alexandria is requesting BAR Concept Review for the redesign of Waterfront Park at the northeast corner of Prince Street and Strand Street to include the construction of a pump station and a design for the pedestrian walk at the 100 block of King Street.

The Concept Review Policy was adopted in May 2001 and amended and restated in 2016 (attached). Concept Review is an optional, informal process at the beginning of a Development Special Use Permit (DSUP) application whereby the BAR provides the applicant, staff, Planning Commission, and City Council with comments relating to the overall appropriateness of a project's height, scale, mass, and general architectural character. These comments are not binding on the BAR or the applicant. The Board takes no formal action at the Concept Review stage but will provide comments and may endorse the direction of a project's design by a straw vote. If the Board believes that a building height or mass, or area proposed for construction is not appropriate and would not be supported in the future, the applicant and staff should be advised as soon as possible. This early step in the development review process is intended to minimize future architectural design conflicts between what is shown to the community and City Council during the DSUP approval and what the Board later finds architecturally appropriate under the criteria in Chapter 10 of the Zoning Ordinance and the BAR's adopted *Design Guidelines*.



BAR#2025-00172
2 King Street, 1 King Street,
0 Prince Street, and 1 Prince Street A



II. SITE CONTEXT AND HISTORY

Site Context

Waterfront Park is at the northeast corner of Prince Street and Strand Street and is visible on all sides from the adjacent streets and public walkways. Both of the proposed locations for the Pump Station are adjacent to public streets and therefore all sides of the structure will be visible from a public right of way.

The unit and 100 block of King Street are located at the east end of King Street and are directly adjacent to the waterfront.

History

Waterfront Park

The area now known as Waterfront Park was originally a marshland, part of the Potomac River. Early in the 19th century, waterfront areas in the city were dominated by industrial and warehouse uses. The area between King Street and Prince Street was no exception to this. Around this time a series of wharves appeared, projecting from these warehouses to the river (Figure 1).



Figure 1: Circa 1880s photograph of the wharves along the waterfront between King and Prince Streets

By the early part of the 20th century, many of the wharves had been removed or consolidated and this area of the waterfront fell into disrepair. By 1957, much of the area of the current park had been infilled and was used for commercial storage and light industrial functions. The City of Alexandria began acquiring waterfront property in 1977 and the area later became the current Waterfront Park.

III. PROPOSED DEVELOPMENT

The City of Alexandria is undertaking an effort to address flooding in the waterfront area that will include a network of below grade plumbing improvements and above grade modifications. As a part of this overall effort, the City will be making modifications to Waterfront Park including the construction of a Pump Station.

At the previous Concept Review hearing, the City presented two options for the location of the Pump Station. The first location was along the west side of the park, adjacent to Strand Street, and the second location was on the south side of the park adjacent to Prince Street. Given the proposed design for the building, Board members expressed a preference for the western location.



Figure 2: Previously proposed options for location of the new pump station

Associated with these options for the location of the Pump Station there were a variety of options for the design of the park (Figure 3). The Board did not endorse any of these options, instead they asked the City to return with a simpler design for the park.



Figure 3: Two of the previously proposed options for the Waterfront Park design

A new Pump Station is being proposed to be located within Waterfront Park that will filter surface flood water and expel it to the nearby Potomac River. While much of the infrastructure for this facility will be located below grade, a new structure will be required to house some of the required equipment. At the previous hearing, the City presented two options for the design of the proposed Pump Station (Figures 4 and 5). The first option was vaguely reminiscent of the warehouses that were historically located on the site while the second was more contemporary in design. Board members did not endorse either option and asked the City to return with a design that is more appropriate for this location.



Figure 4: Previously proposed option 1 for the design of the pump station

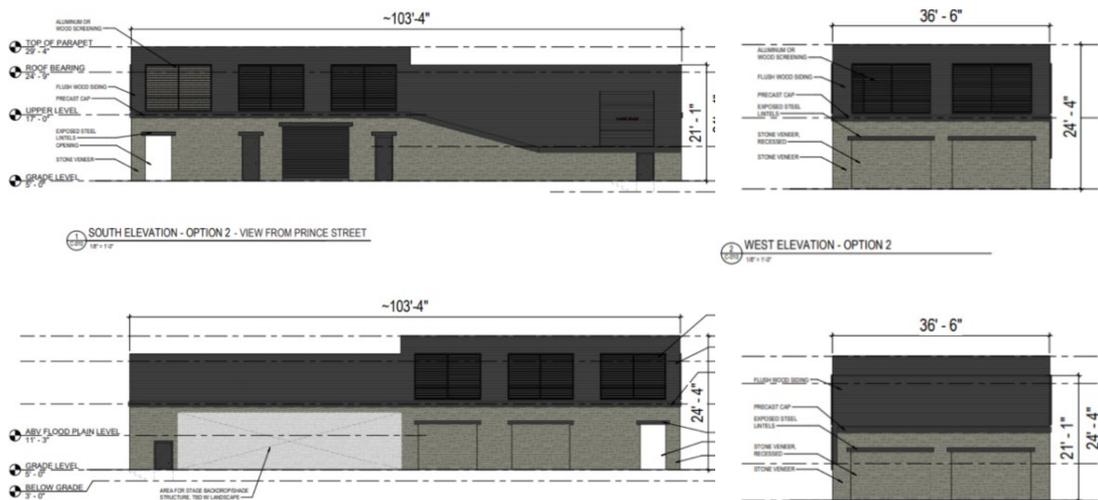


Figure 5: Previously proposed option 2 for the design of the pump station

In addition to the changes to Waterfront Park, the City is proposing a change to the streetscape for the unit block and 100 block of King Street. This change will complete the change of these two blocks into a permanent pedestrian zone.

IV. STAFF ANALYSIS

As a reminder, the BAR’s purview in this concept review work session is limited to endorsing the project and providing feedback on its height, scale, mass, and general architectural character. The Board will also be providing feedback on the proposed siting of the pump station structure and the overall design of the park. The City will ultimately return to the Board for approval of a Certificate of Appropriateness for architectural details, paving materials, and above grade park improvements after City Council approval of the DSUP.

Within the historic districts, the Board utilizes the *Design Guidelines* to determine if a potential new building or additions would be compatible with nearby buildings of historic merit. The immediate surroundings are dominated by the recently completed Old Dominion Boat Club across Prince Street from the park and commercial office buildings across Strand Street from the park. Nearby historic buildings lie to the west of the site on the west side of Union Street and at the Torpedo Factory to the north of the site.

The [Alexandria Waterfront Small Area Plan](#) was adopted by City Council in 2012 and remains the blueprint for the continued development along the City’s waterfront. In June 2014, City Council approved a [Waterfront Schematic Landscape and Concept Design Plan](#) prepared by consultants OLIN and URS which envisioned the implementation of the small area plan. That Plan anticipates the location of a flood mitigation pump station along the west (Strand) side of Waterfront Park (Figure 6).

The current proposal is an extension of that process and utilizes current information on environmental factors to address the chronic problem of flooding along the waterfront. The Board should consider these proposed variations from that plan and consider the proposed design in context with the overall waterfront in addition to the directly adjacent structures.



Figure 6: Excerpt from the Waterfront Schematic Landscape and Concept Design Plan depicting the pump station (22) and shade structures (23) at the western edge of the park

Since the last Concept Review hearing the applicant has worked to revise the proposal for the design of Waterfront Park in response to comments from staff and the Board (Figure 7). As noted above, the previous proposal included two options for the design of the park. Both of these options featured a limited park area with large areas of planters and walkways. The revised design is a much simpler composition that is centered around a large rectilinear lawn area that extends from Strand Street to the waterfront promenade, roughly centered on the tall ship wharf. The proposed location for the Pump Station building is adjacent to Prince Street with the western edge of the building aligned with the Old Dominion Boat Club building. A new paved path will provide direct access to the promenade aligned with the historic Wales Alley and separates the waterfront park area from the park at the end of King Street. The area between the lawn and this paved path will be dedicated to the preservation of existing trees in the area.

A new addition to the site since the previous Concept Review is the change in use for the area at the base of Prince Street. Currently Prince Street east of Strand Street is open to vehicular traffic as it dead ends into the promenade. As shown in the current proposal, this area will now be transformed into a pedestrian plaza with catenary lighting and movable furniture. As shown in the revised design, this pedestrian area would wrap around the east side of the Pump Station building and under the building overhang.

At the west side of the Pump Station, the City is proposing a trellis structure with picnic tables extending to the northeast corner of the intersection of Strand Street and Prince Street. The trellis will be similar in design to the canopy attached to the Pump Station structure and will feature large planters which will be used as part of the storm water mitigation.

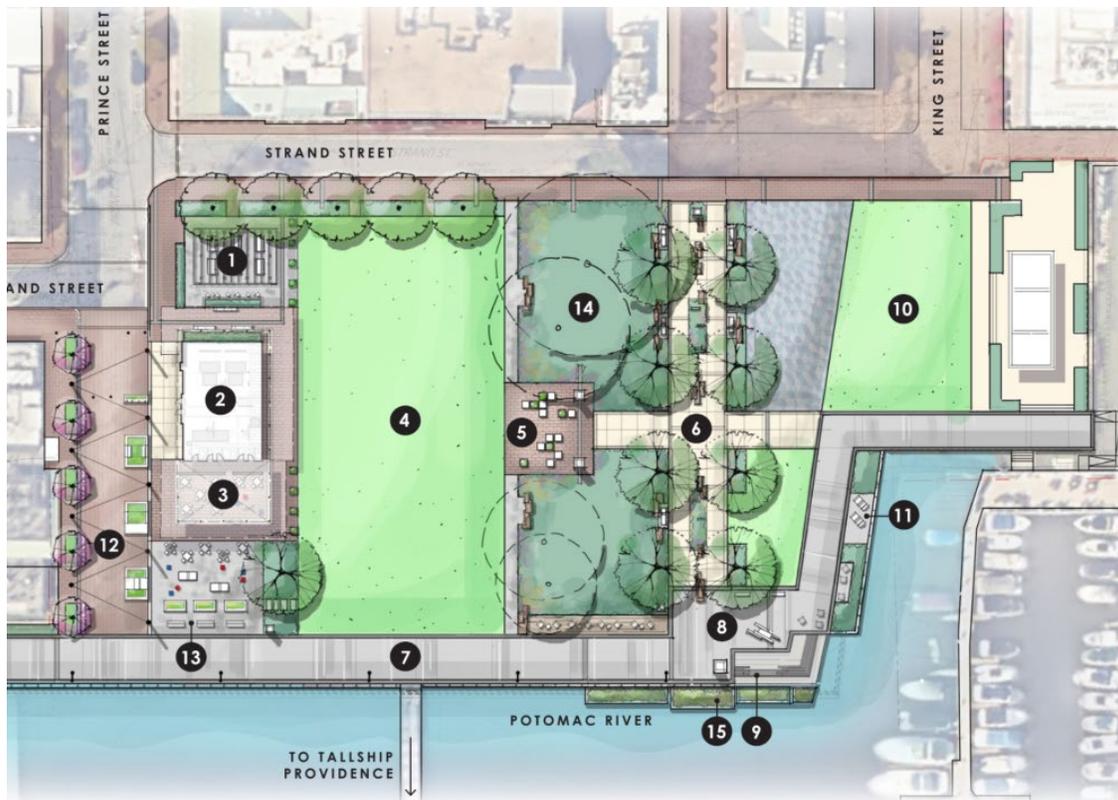


Figure 7: Proposed site plan

Since the previous Concept Review, the design for the Pump Station structure has changed significantly (Figures 8-10). As the design has progressed, the team now has better information on the size and configuration of the required equipment. This has allowed them to shrink the overall footprint from what was previously proposed. In addition to reducing the overall size of the structure, the design team now has an understanding of which equipment needs to be on the upper level and which can be on the ground floor. Because of the building function, much of the equipment must be located above the flood level. The result of this is that the required footprint for the upper level is larger than for the ground floor. Given this programmatic requirement, the City is proposing a building with an upper level that projects beyond the lower level, creating a covered amenity space that is an extension of the park space surrounding the building. In addition to the equipment required by the function of the building, the ground floor will house public restrooms that will be screened by a wall of similar material to the upper level.

At the last Concept Review, the City presented two options for the location of the Pump Station. One was at the western edge of the park, parallel to Strand Street in an area currently occupied by parking spaces. The second option was at the south end of the park parallel to Prince Street and across the street from the Old Dominion Boat Club. Now that the design has evolved to include a covered amenity space at one end of the structure, the City is proposing to locate the building in the Prince Street location. In this location, it is possible for the covered space to face the river and the promenade, allowing it to become a part of the park. Based on feedback from the Board and from staff, the City has pushed the building east so that the western edge is aligned with the Old Dominion Boat Club. This allows for the preservation of the view corridor into the park from the corner of Prince Street and Strand Street.

One of the challenges with the design for the Pump Station is that much of the upper level equipment requires extensive louvers in order to operate properly. In previous designs for the building, the design team attempted to integrate these louvers into a pattern with false louvers or other wall treatments. The result of this was a building composition that was unbalanced because the correct location for the louvers on the exterior did not always align with the location required on the interior. In order to resolve this dilemma, the City is proposing an upper level skin that is in two parts. The exterior wall will include the louvers required by the equipment in whatever location and size is required. This wall will be enclosed with a perforated metal scrim that would wrap the perimeter of the building, hiding the required wall openings. This scrim will be supported by a row of round columns surrounding the building.

As noted above, the ground floor of the pump station building is a smaller footprint than the second floor. Unlike the upper level, the uses on the ground floor do not require large louvers and in fact do not require exterior openings at all. The exception to this is the row of public restroom facilities that are located at the east end of the enclosure. The doors to these individual rooms are concealed from the outdoor amenity space by a partial wall that is made of the same perforated metal material as the second floor scrim. In contrast to the lighter perforated material at the second floor, the City is proposing board formed concrete for the skin of the ground floor enclosure. Along with the round columns, this is meant to recall the architecture of the riverfront. Access to the ground floor spaces will be from the south side where doors have been organized into a section of the elevation that uses a different texture panel to denote it as separate from the rest of the ground floor exterior.



Figure 8: View of Pump Station from Prince Street



Figure 9: View of north side of Pump Station



Figure 10: View of Pump Station and Prince Street end park

As a part of the Waterfront Plan, the Board approved a set of Alexandria Waterfront Common Elements in 2016 that includes a number of materials and components that are to be used in public spaces along the waterfront. The intention was for these elements to be used throughout this area as each portion of the waterfront became redeveloped, giving a cohesive design to this portion of the city. Included in this list of elements were paving, lighting, street furniture, bollards, and other components.

City Council approved the unit and 100 block of King Street to be converted into a pedestrian zone without vehicular travel. Since this designation, permanent bollards have been installed to restrict access to these blocks and restaurant seating areas have been created along each side of the street. In furtherance of the pedestrianization of these blocks, the City is proposing to install a consistent paving from building face to building face (Figure 11). Using many of the elements included in the Waterfront Common Elements, the proposed design includes a running bond brick pattern adjacent to the buildings, a granite strip in the approximate location of the original curb, a section of herringbone pattern bricks, a strip of granite cobbles, and the center section of herringbone pattern bricks with a central linear drain. These different sections help to delineate the clear area next to the buildings, an area for outdoor restaurant seating, an area of benches, lights, and planters, and the required emergency vehicle path in the center section.

The function of this paving will be to create a consistent streetscape for these two blocks of King Street. The streetscape for Strand Street will also be reconfigured as part of the renovation of Waterfront Park. This design will similarly use elements from the Waterfront Common Elements.

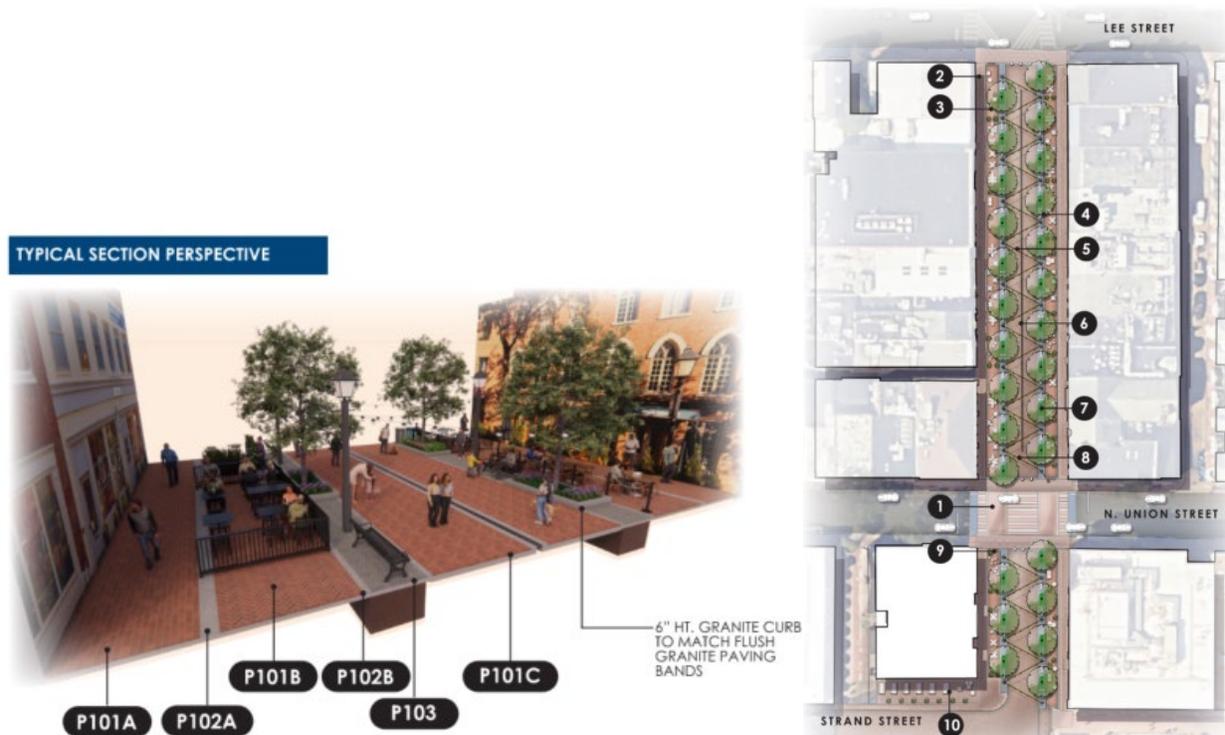


Figure 11: Proposed streetscape for the unit and 100 block of King Street

V. STAFF RECOMMENDATION

Staff appreciates the evolution of the design for the Waterfront Park and the associated Pump Station. At the previous Concept Review hearing, the City presented a series of options for the location and design of the Pump Station building and the configuration of the park. The Board provided useful feedback for each of these options, noting that none of the designs for the Pump Station building were appropriate for this location and that all of the designs for the park were too complicated. In response to these comments, the City is now returning to the Board with a much more developed design for the Pump Station building and a simplified design for Waterfront Park.

Staff finds that nautical and waterfront precedents are appropriate for the architecture of the Pump Station. The inclusion of an overhanging section will create an amenity space with access to public restrooms which can be a gathering point for users of the waterfront. As the design continues to evolve, the City should explore ways in which the components of the Pump Station can further reflect the nautical precedents included in the submission. Staff also finds the use of a perforated scrim to be an effective way to organize the many exterior openings required by the building's function into a cohesive design. Staff recommends that the design team explore options for the pattern in the scrim to find a design that is appropriate for this park.

Staff finds the simplified design for Waterfront Park to be responsive to comments from the Board and supports this as a design direction. As one of the most active parks along the waterfront, a simple design featuring a prominent lawn will allow for a flexibility of uses that will not overpower the nearby buildings. Staff recommends that the City continue to explore ways in which the park can be activated and integrated into the end of King Street to the north of the park.

The design for the unit and 100 block of King Street is consistent with the design principles of the Waterfront Plan and effectively organize the space into a cohesive design. Staff finds that the proposed design is simple and allows the historic buildings to be viewed free of obstruction and to become the focal point for the space.

Staff recommends that the Board provide specific feedback on the design for the Pump Station and for Waterfront Park so that the City can return to the Board for a Certificate of Appropriateness with a design that is responsive to the Board and is compatible with the historic district. Regarding the design for the unit and 100 block of King Street, staff recommends that the Board endorse the proposed design and that the City return for a Certificate of Appropriateness for the components within the purview of the Board.

STAFF

William Conkey, AIA, Historic Preservation Architect

Tony LaColla, AICP, Land Use Services Division Chief, Planning & Zoning

VI. ATTACHMENTS

1 – Application Materials

ALEXANDRIA

WATERFRONT IMPLEMENTATION PROJECT

BAR CONCEPT REVIEW:
WATERFRONT PARK, PUMP STATION, AND KING STREET

APRIL 21, 2024



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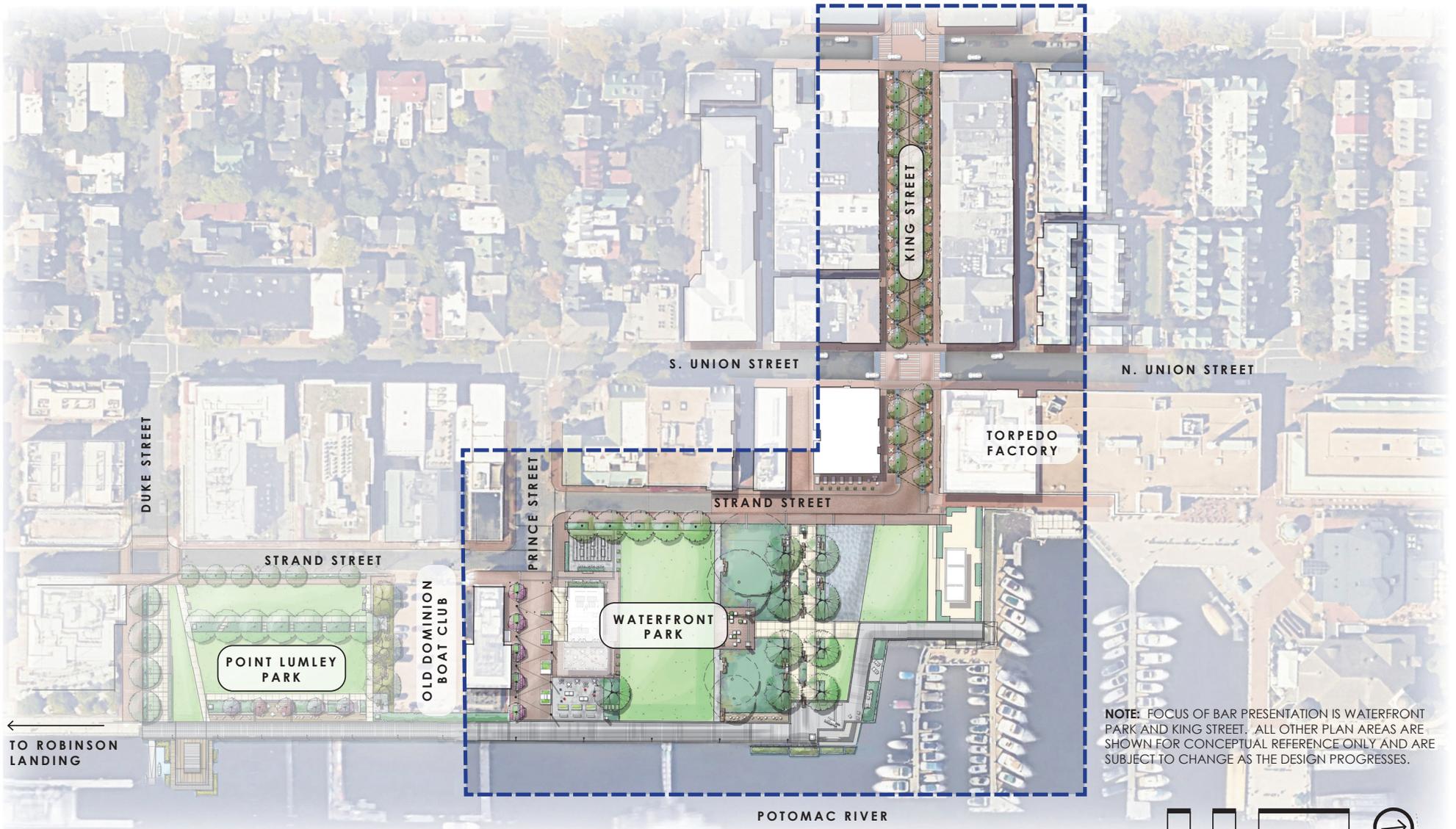
CONTENTS:

This presentation outlines planned development for Alexandria's **Waterfront Park** and **King Street** areas.

- 1 PROJECT VISION
- 2 WATERFRONT PARK
- 3 KING STREET

1

PROJECT
VISION



NOTE: FOCUS OF BAR PRESENTATION IS WATERFRONT PARK AND KING STREET. ALL OTHER PLAN AREAS ARE SHOWN FOR CONCEPTUAL REFERENCE ONLY AND ARE SUBJECT TO CHANGE AS THE DESIGN PROGRESSES.

4/21/2025

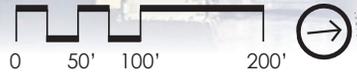
OVERALL PROJECT CONCEPT PLAN

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street



← TO ROBINSON LANDING

POTOMAC RIVER



VISION

The team's mission is to design and build a **cohesive plan** that responds to the City's modern needs for **improved shoreline resiliency, flood mitigation, and enhanced programmable spaces** in a way that reinforces Alexandria's established **identity and history**.

goals:



Provide new program and features inspired by existing conditions and history that add to the waterfront's vibrancy, fun, and energy, enhancing the user experience for residents and visitors and bolstering local businesses.



Select materials that are “of the place” and integral with Alexandria's existing conditions, waterfront context, history, and established standards to **create seamless transitions between new and existing development**.



Improve resiliency with strategies that enhance the user experience, further engage the waterfront, and create new opportunities for events that strengthen the community.

COMMON THREADS

Three common threads will connect the waterfront's proposed spaces with existing to create **seamless transitions and a cohesive waterfront: theming, materials, and landscape.** All three elements are interrelated.



theming

Historic shoreline/
"banking out"
African American
Heritage Trail
The Alexandria Canal
Maritime history/
waterfront location



materials

Common Elements
Alexandria Standards
Brick
Granite
Wood
Concrete
Metal



landscape

Urban streetscapes
Park landscape
Waterfront
promenade planting
Bioretention

4/21/2025

COMMON THREADS

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street



BRICK SIDEWALK / BRICK STREET / RAISED TABLE FIELD

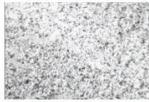
ALEXANDRIA CITY STANDARD
BRICK PAVERS/VEHICULAR PAVERS
RED - FULL RANGE

Vehicular-rated pavers in areas of vehicular use. Vehicular pavers to match sidewalk pavers.



GRANITE CURB

NEUTRAL, LIGHT GRAY
GRANITE, THERMAL FINISH



CROSSWALK

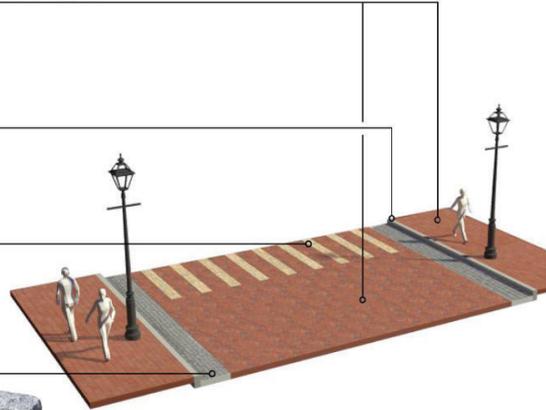
VEHICULAR BRICK PAVER
LIGHT TAN/BEIGE/OFF-WHITE
SINGLE RANGE

Provides contrast striping with street brick.



**COBBLE GUTTER / RAISED TABLE
TRANSITION**

NEUTRAL, LIGHT GRAY
GRANITE COBBLES
TUMBLED FINISH



PAVING MATERIALS IN THE STREETS ARE CITY OF ALEXANDRIA STANDARDS OR BASED ON CONTEXT AND HISTORICAL PRECEDENT.

BRICK SIDEWALK / RAISED TABLE FIELD

ALEXANDRIA CITY STANDARD
BRICK PAVERS/VEHICULAR PAVERS
RED - FULL RANGE

Vehicular-rated pavers in areas of vehicular use. Vehicular pavers to match sidewalk pavers.



GRANITE CURB

NEUTRAL, LIGHT GRAY
GRANITE, THERMAL FINISH



CROSSWALK

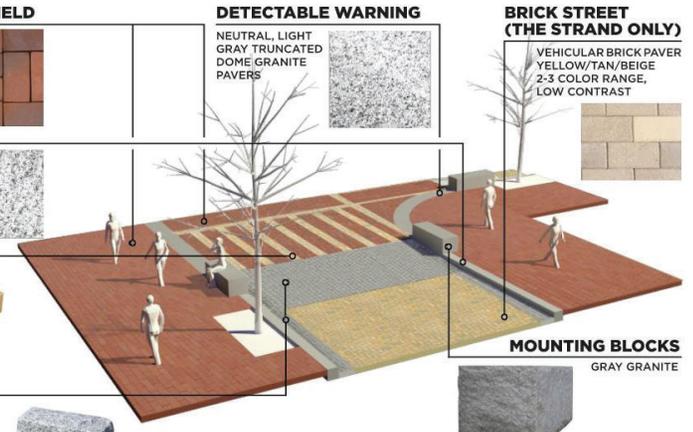
VEHICULAR BRICK PAVER
LIGHT TAN/BEIGE/OFF-WHITE
SINGLE RANGE

Provides contrast striping with street brick.



**COBBLE GUTTER / RAISED TABLE
TRANSITION**

NEUTRAL, LIGHT GRAY
GRANITE COBBLES
TUMBLED FINISH



DETECTABLE WARNING

NEUTRAL, LIGHT GRAY TRUNCATED
DOME GRANITE
PAVERS



**BRICK STREET
(THE STRAND ONLY)**

VEHICULAR BRICK PAVER
YELLOW/TAN/BEIGE
2-3 COLOR RANGE,
LOW CONTRAST



MOUNTING BLOCKS

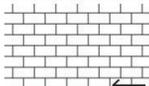
GRAY GRANITE



PAVING MATERIALS IN THE STRAND ARE CITY OF ALEXANDRIA STANDARDS OR BASED ON CONTEXT AND HISTORICAL PRECEDENT.

BRICK SIDEWALK

ALEXANDRIA CITY STANDARD
RUNNING BOND



BRICK STREET / RAISED TABLE FIELD

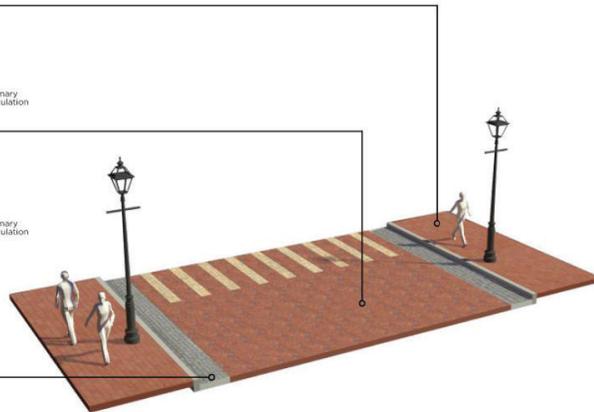
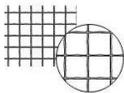
ALEXANDRIA CITY STANDARD
HERRINGBONE

In areas of vehicular of circulation.



**COBBLE GUTTER / RAISED TABLE
TRANSITION**

STACKED BOND



PAVING PATTERNS FOR THE STREETS ARE CITY OF ALEXANDRIA STANDARDS OR BASED ON CONTEXT AND HISTORICAL PRECEDENT.

NOTE: All information on this page is from the Alexandria Waterfront Common Elements Design Guidelines, dated September 7, 2016.

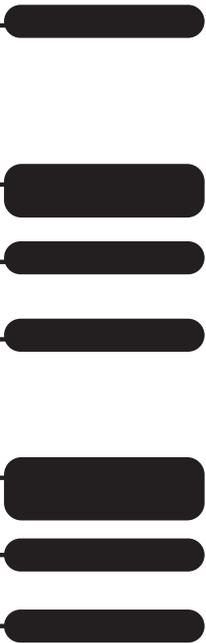
4/21/2025

COMMON THREADS: ALEXANDRIA COMMON ELEMENTS PAVING

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street



STANDARD STREETScape COMPONENTS

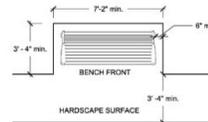


STANDARD FURNISHINGS

CITY OF ALEXANDRIA STANDARD FURNISHINGS

BENCH

Victor Stanley Classic Series Model CR-96, 6 ft. standard, free standing bench with back and edge arms. Black, powder coat finish.



BICYCLE RACK

Victor Stanley Model BRWS-101 (Inverted U-shape rack). Black, powder coat finish.



RECYCLING RECEPTACLE

Victor Stanley Ironsites Model SD-42 (36 gallon), with side access hinged door; blue, powder coat finish (Color: RAL5010)

Optional recycling lid shall be included. Top band shall be marked with "Recycling" in white lettering, as shown (right).

TRASH RECEPTACLE

Victor Stanley Ironsites Model SD-42 (36 gallon), with side access hinged door; black, powder coat finish. Optional lid shall be included.



DRINKING FOUNTAIN

Most Dependable Drinking Fountains - 400 Series, ADA Model. 41DSM or SMSS with optional pet fountain (ADA accessible height), preferred. Model 44DSM may also be used. Pet drinking fountain/lower bowl options, where appropriate. Jug filler and hose bib attachment options shall be included. Bubbler, bowls, and buttons shall be satin finish stainless steel. Fountain shall be dark green, stainless steel, or black powder coat finish.



BOLLARD

Spring City Princeton Bollard Model BDPBC-12-3-58. Height: 43" / Bolt Diam.: 1 1/2" / Dimension: 13" sq. Classic black. To be used throughout City of Alexandria.

Alternate: Fairweather Model B-1 Steel bollard. Black, powder coat finish. 6" diameter most prevalent in city (three sizes available). Use only where RPCA selects for parks/trails/rec facilities. Permanent, embedded sleeve/casing with lockable bolt to allow removal/replacement.



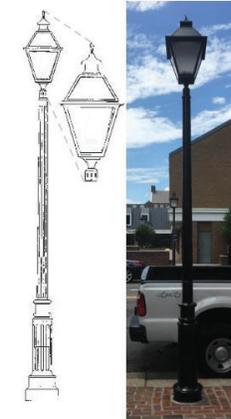
CITY STANDARDS - STREET LIGHTING



AUTHENTIC HISTORICAL EXAMPLE, PRINCE STREET



GADSBY - URBAN RENEWAL CURRENT CITY STANDARD



REPLACEMENT STREET LIGHT NEW CITY STANDARD MOCK-UP AT CITY HALL

NOTE: Furnishing and lighting information on this page is from the Alexandria Waterfront Common Elements Design Guidelines, dated September 7, 2016.



CONCEPTUAL PROMENADE VIEW

NOTE: New promenade throughout the waterfront and at Waterfront Park to include railing to match Robinson Landing at outer promenade band and lighting to be installed at inner band.

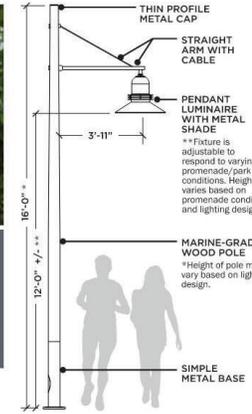
NAUTICAL



BALTIMORE INNER HARBOR, MD



PRICING (ESTIMATE):
 STRUCTURA PRODUCTS
 BOLT-16-65-40-S4-BLK POLE
 WITH CAT-2S-PEN ARM(S)
 COOPER EPIC EMM-E04-LED-E1-
 T4-SR-FLBK LIGHT FIXTURE
 SINGLE = \$4,300
 TWIN = \$6,300
 (estimated prices)



- LOCAL INSTALLATIONS:**
- Baltimore Inner Harbor (mock-up location near the Rusty Scupper)
 - Hyatt Place D.C. Capitol/ National Mall - 400 E. Street (Wood Poles)
 - The Naval Yard near Ostera Morri Restaurant (Wood LED Bollards)
 - REI Store - College Park (Wood Bollards)
 - Belmont (Wood LED Bollards)
- METAL FINISH**
- BLK - BLACK
- WOOD FINISH**
- COLOR S4 - IPE

PROMENADE BANDING

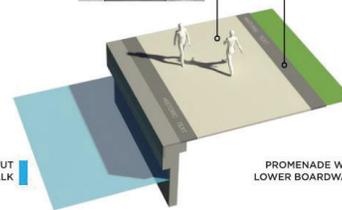
DARK GRAY/CHARCOAL GRANITE, THERMAL FINISH
 2 ft. wide in core area.



COMMEMORATIVE INSCRIPTIONS OR OTHER HISTORICAL TEXT IN EDGE BANDS

PROMENADE PAVING (CORE ONLY)

CONCRETE PLANK PAVER GRAY/WHITE COLOR MIX



WOOD DECKING

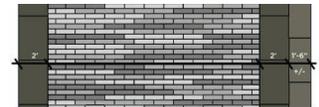
MODIFIED WOOD IN A WARM, MEDIUM GRAY COLOR TO MIMIC WEATHERED WOOD IN SURROUNDING DECK INSTALLATIONS



Continued use of pressure treated southern yellow pine is appropriate for floating docks.

LOCAL INSTALLATIONS OF MODIFIED WOOD DECKING:

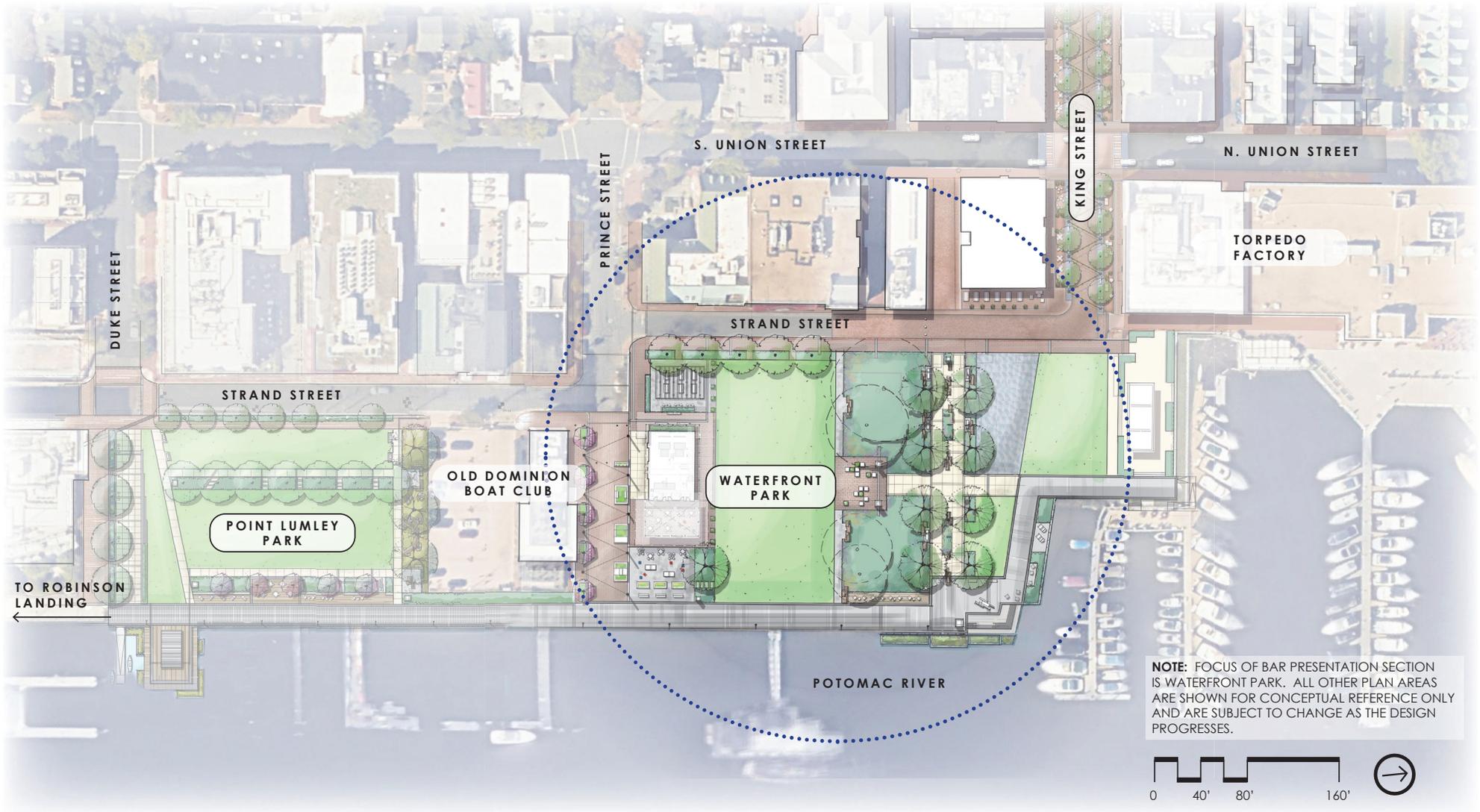
- The Wharf - Washington, D.C.
- Bethany Beach Boardwalk - Bethany Beach, DE
- Hunters Point South Waterfront Park - New York, NY



NOTE: All snapshots on this page from the Alexandria Waterfront Common Elements Design Guidelines, dated September 7, 2016

2

WATERFRONT
PARK



4/21/2025

OVERALL PROJECT CONCEPT PLAN

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street



SKANSKA



lai



4/21/2025

EXISTING CONDITIONS

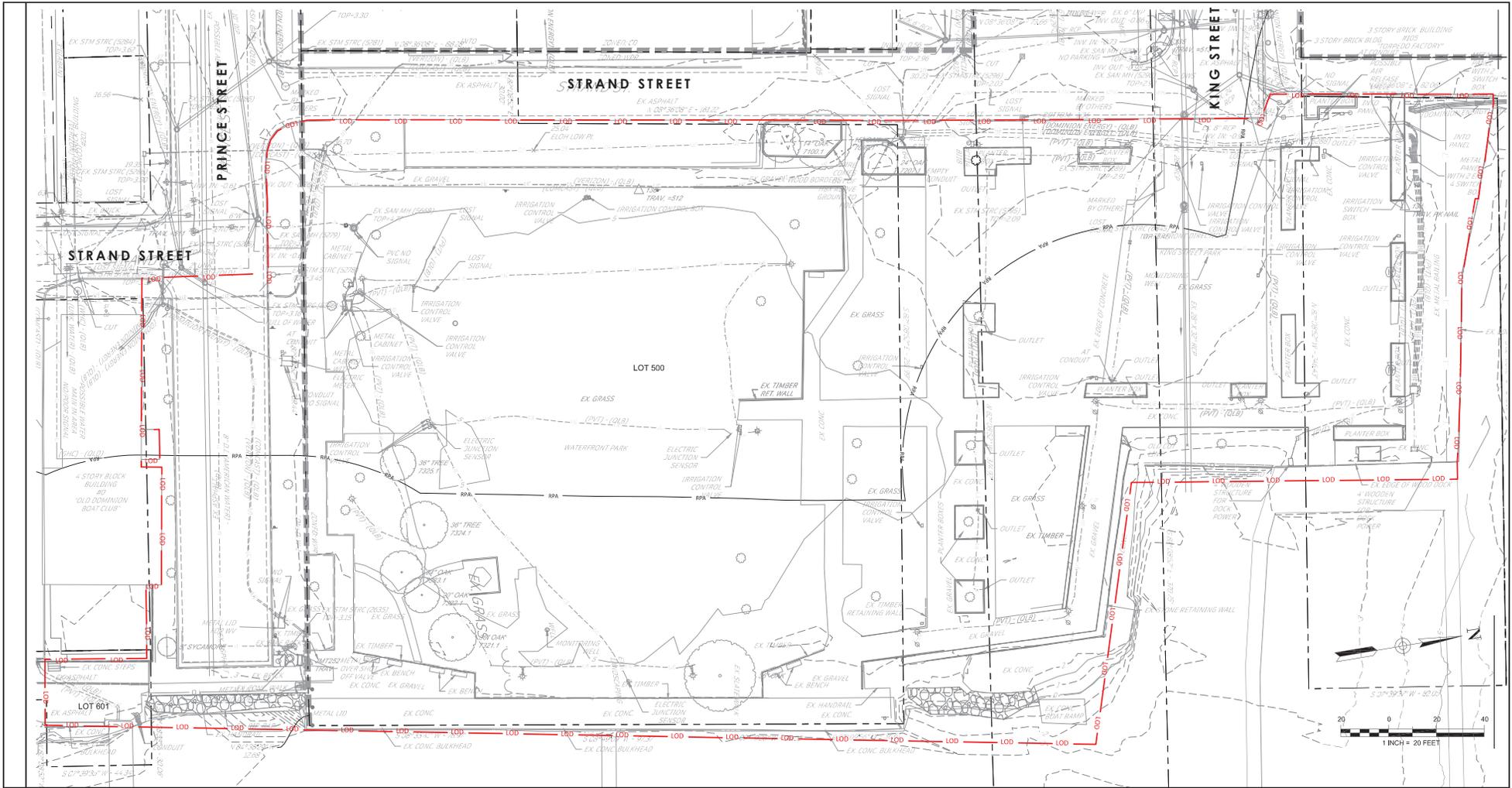


ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street

SKANSKA



lai



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EXISTING SITE PLAN

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street





VIEWSHED KEY MAP



VIEW FROM KING STREET INTO PARK



VIEW FROM EXISTING SHORELINE TO NORTH WATERFRONT AND KING STREET



VIEW FROM TALLSHIP PROVIDENCE TO NORTH WATERFRONT

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EXISTING SITE IMAGES



ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





VIEW FROM TALLSHIP PROVIDENCE TO PRINCE STREET



VIEW FROM BASE OF PRINCE STREET AND OLD DOMINION BOAT CLUB



VIEW FROM SOUTH STRAND AND PRINCE STREETS



VIEW IN PARK TO PRINCE STREET

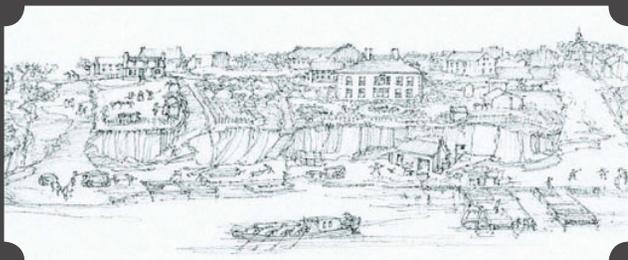
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EXISTING SITE IMAGES



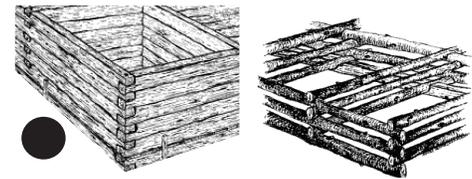
ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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“...these wharves and piers served as Alexandria’s lifeline to the **WORLD.**”

City of Alexandria, Virginia website: Extending the Shoreline with Bulkhead Wharves



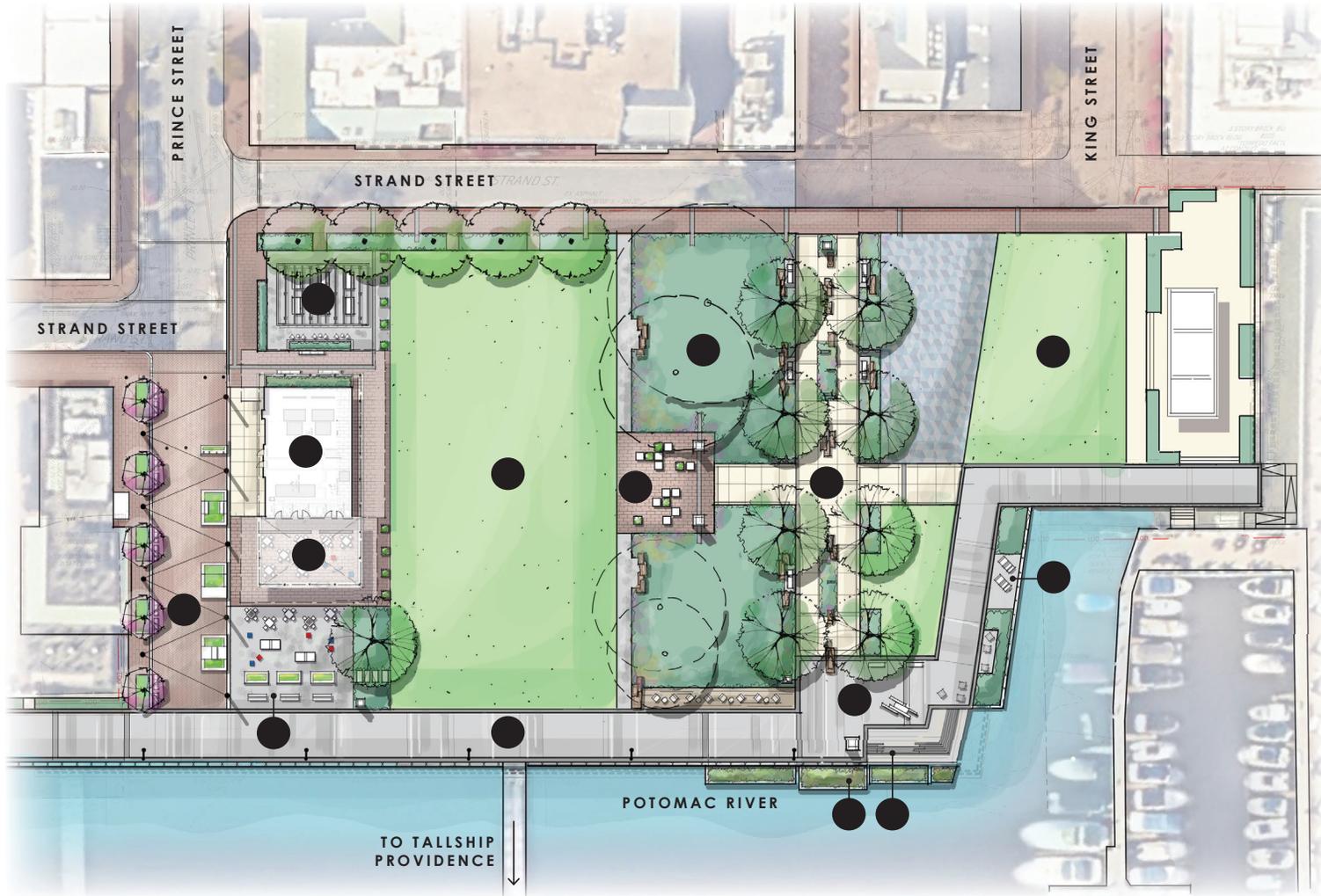
- 1 Alexandria’s historic shorelines in 1749 (red) and 1845 (blue)
- 2 The original Alexandria shoreline and town layout. As of its founding in 1749, the town was situated on 15-20’-height cliffs above a crescent-shaped bay between two projecting headlands.
- 3 The “cobb” and “crib” methods of wharf construction.

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VISION & NARRATIVE

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





The proposed site plan uses a rectilinear framework as an homage to the historic wharfs and 1845 shoreline layout. This simple framework also aims to maximize programmable space, integrate the existing context, and create direct connections to the Potomac River that engage the waterfront and reinforce views.

LEGEND:

- Trellis structure with picnic tables and catenary lighting
- Pump station
- Covered plaza / venue space
- Multi-use lawn
- Arrival plaza with crate-inspired seating
- Wales Alley River Gateway
- Promenade
- Promenade plaza with seating / art / signage
- Waterfront steps / seat wall
- N. Waterfront area - to be replaced in kind
- Boatyard overlook
- Pedestrianized Prince Street / plaza with catenary lighting
- Flexible game / waterfront seating space
- Preserved existing trees (understory to be determined with arborist)
- Floating wetlands attached to bulkhead

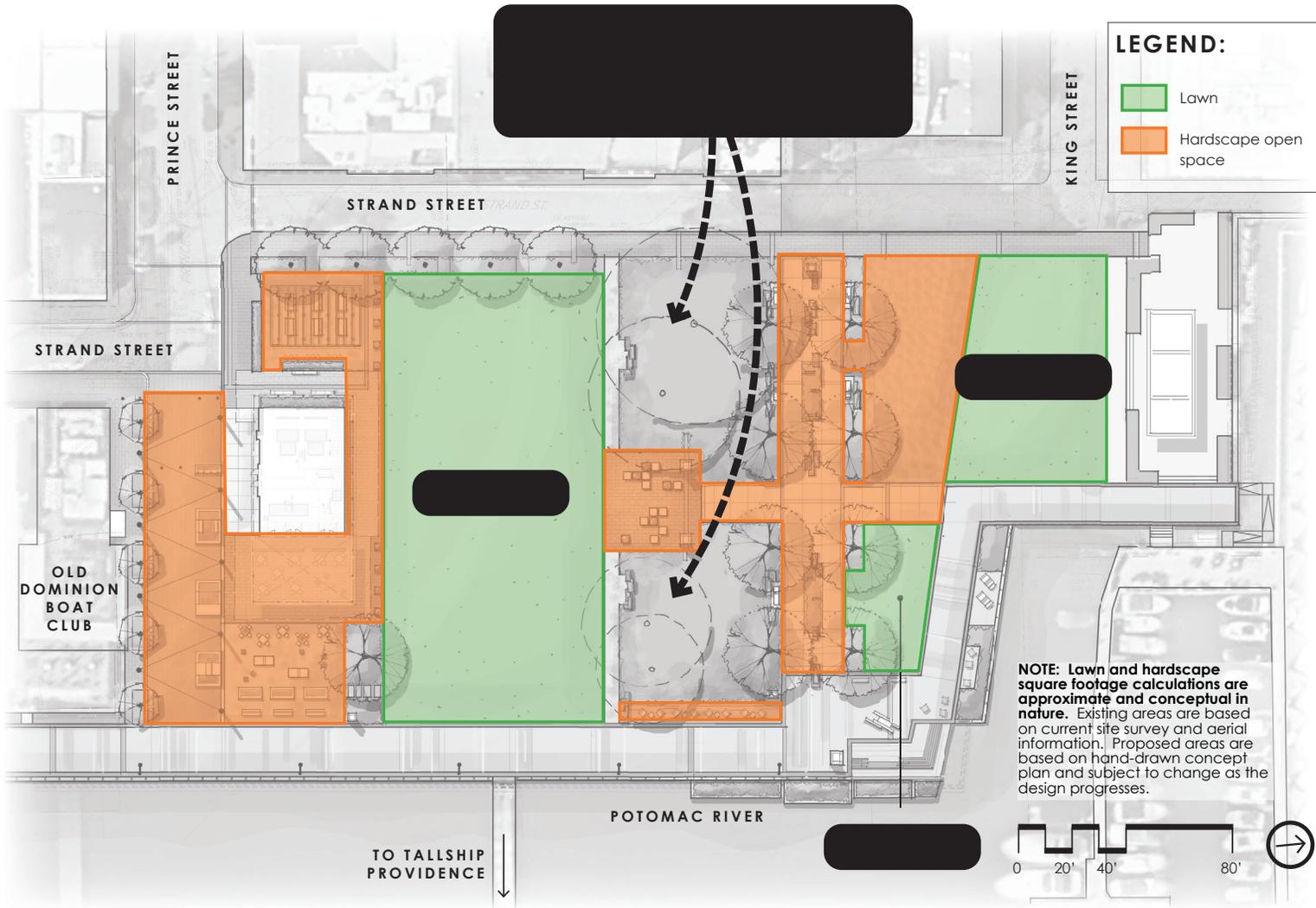


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SITE PLAN: OVERVIEW

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





SITE TABULATIONS:

	~28,000 SF
	~20,000 SF

	~32,000 SF
	~39,500 SF

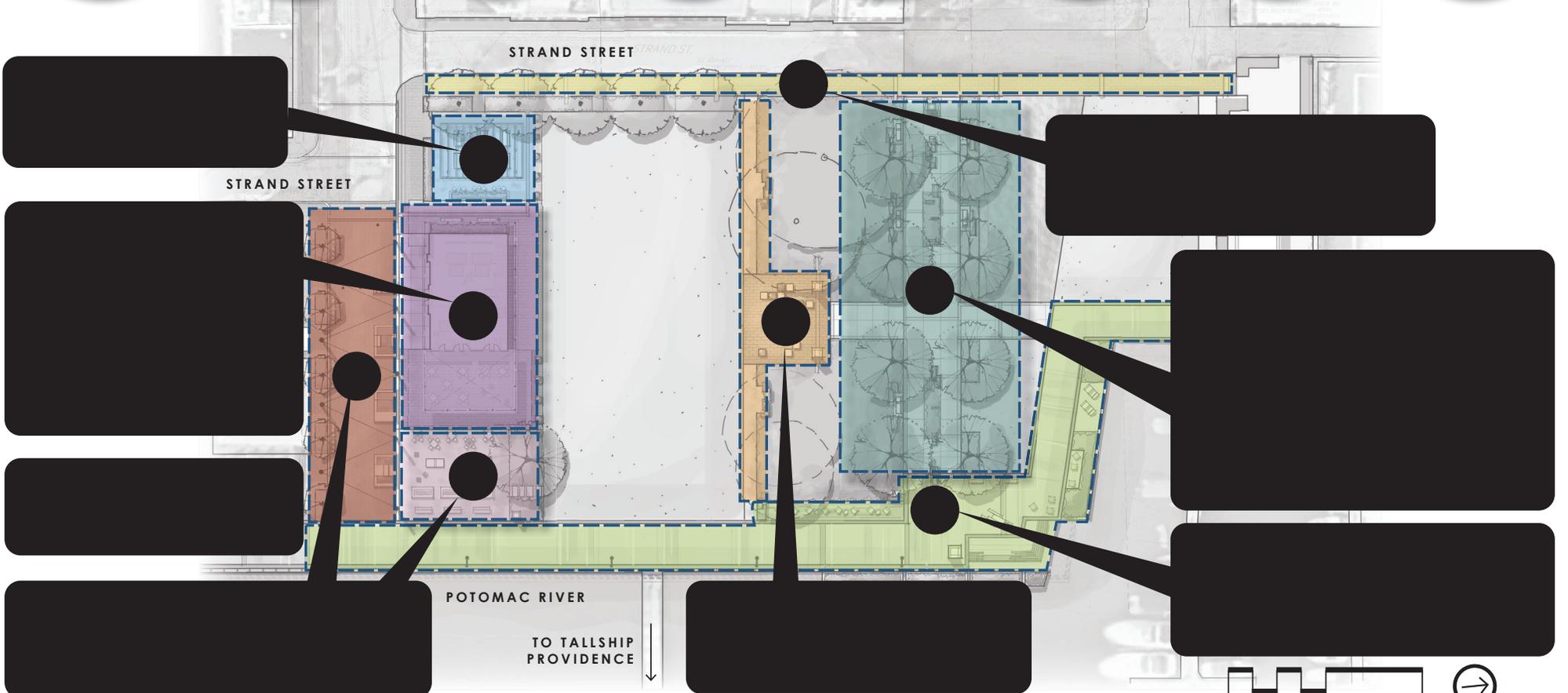
	8,065 SF TOTAL
	5,285 SF TOTAL
	4,035 SF (ground level only)
	2,250 SF (ground level only)

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SITE PLAN: DESIGN BY NUMBERS

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street



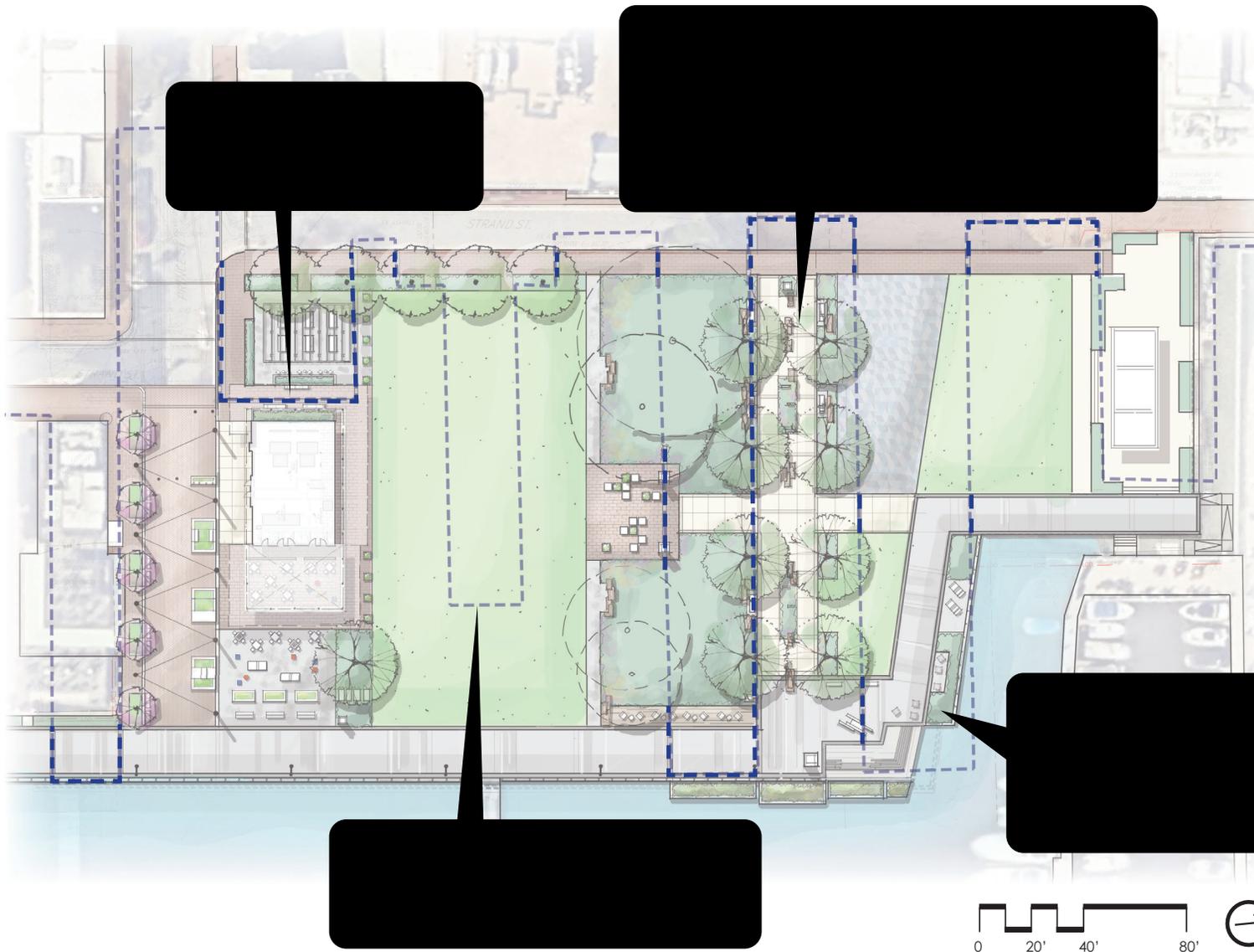


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TELLING THE STORY

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





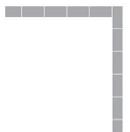
**INTENT FOR SHORELINE
EXPRESSION IN PAVING**



1749 HISTORIC SHORELINE
3 FT. - 4 FT. WIDE
WITH 4"x4" COBBLES



**DARK/BLACK GRANITE
COBBLES, TUMBLED FINISH**



1845 HISTORIC PIER LINE
6 IN. WIDE

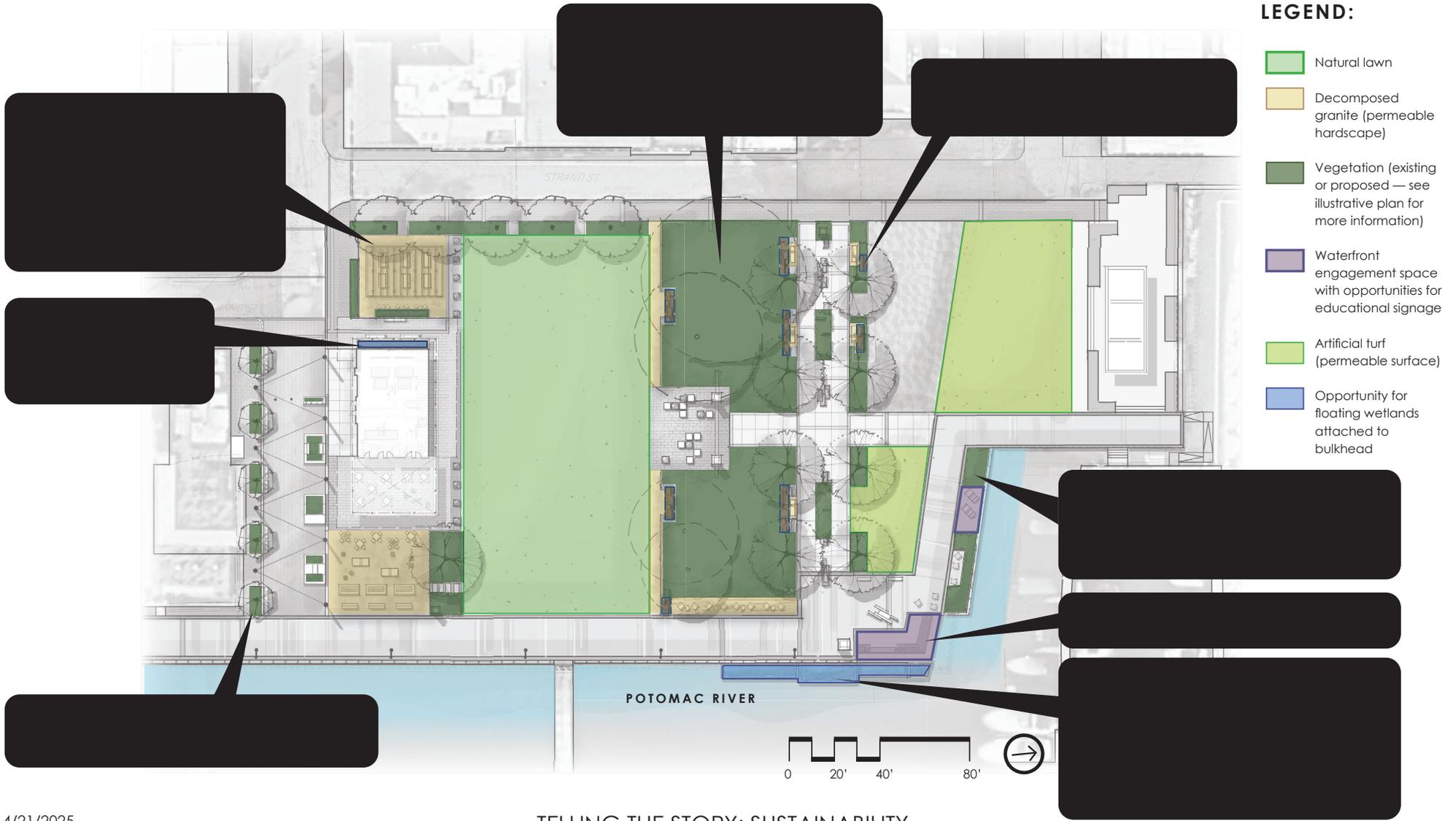


**MEDIUM GRAY GRANITE
THERMAL FINISH**

**ALEXANDRIA WATERFRONT COMMON
ELEMENTS HISTORIC SHORELINE PAVING***

*NOTE: Historic shoreline paving as per the Alexandria Waterfront Common Elements Design Guidelines, dated September 7, 2016

TELLING THE STORY: THE HISTORIC SHORELINE

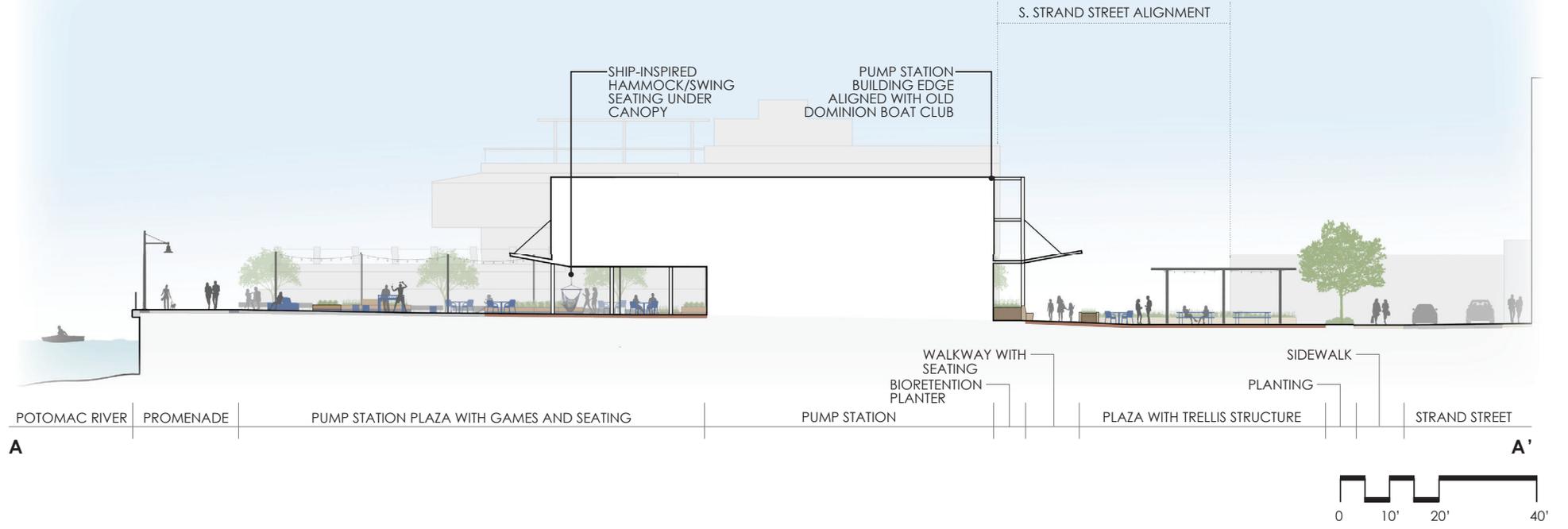
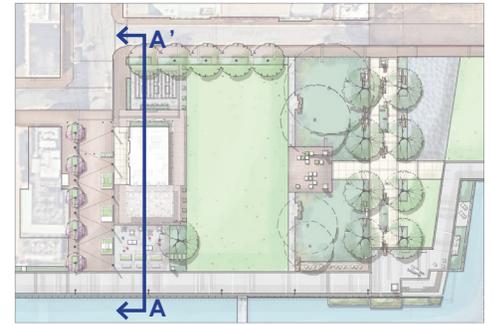


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TELLING THE STORY: SUSTAINABILITY

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street



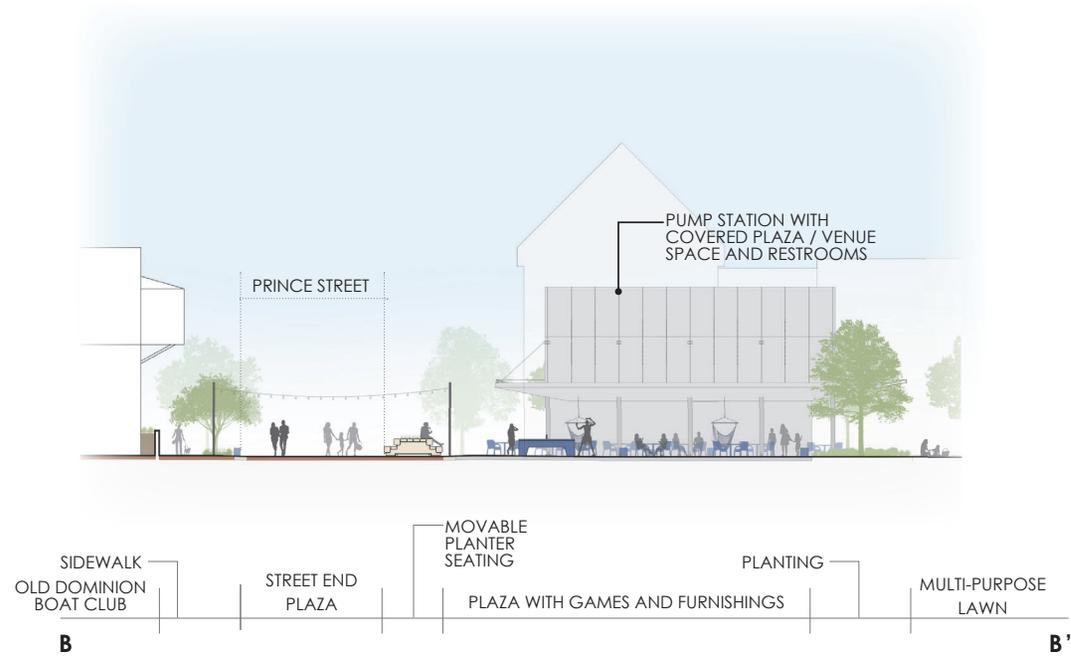
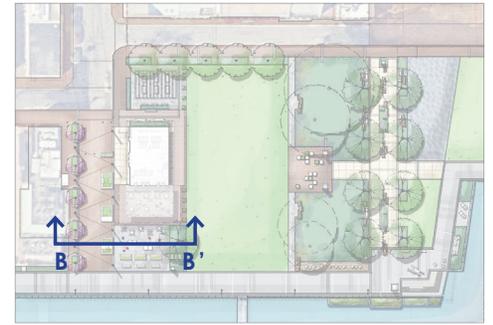


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SITE SECTION

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





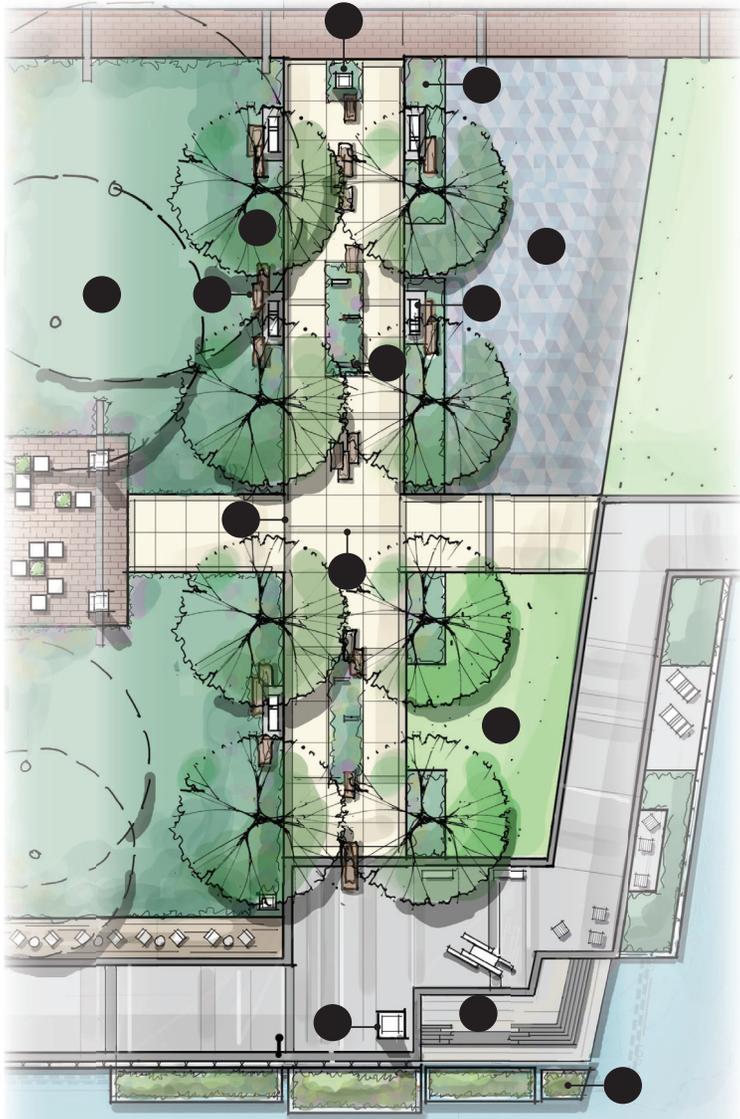
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SITE SECTION



ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





LEGEND:

- Gateway branding / signage column
- Existing trees to be preserved and planting areas to be enhanced
- New at-grade planting areas
- Tree alley
- Timber benches evoking historic cribbing
- Stacked canal stones
- Informational signage in planting areas describing shoreline evolution/banking out
- Rotating art display (to be replaced-in-kind)
- Synthetic turf (to be replaced-in-kind)
- Signature 1845 shoreline granite band
- Timeline paving concrete band
- Waterfront plaza and steps/seat wall
- Opportunity for floating wetlands at bulkhead

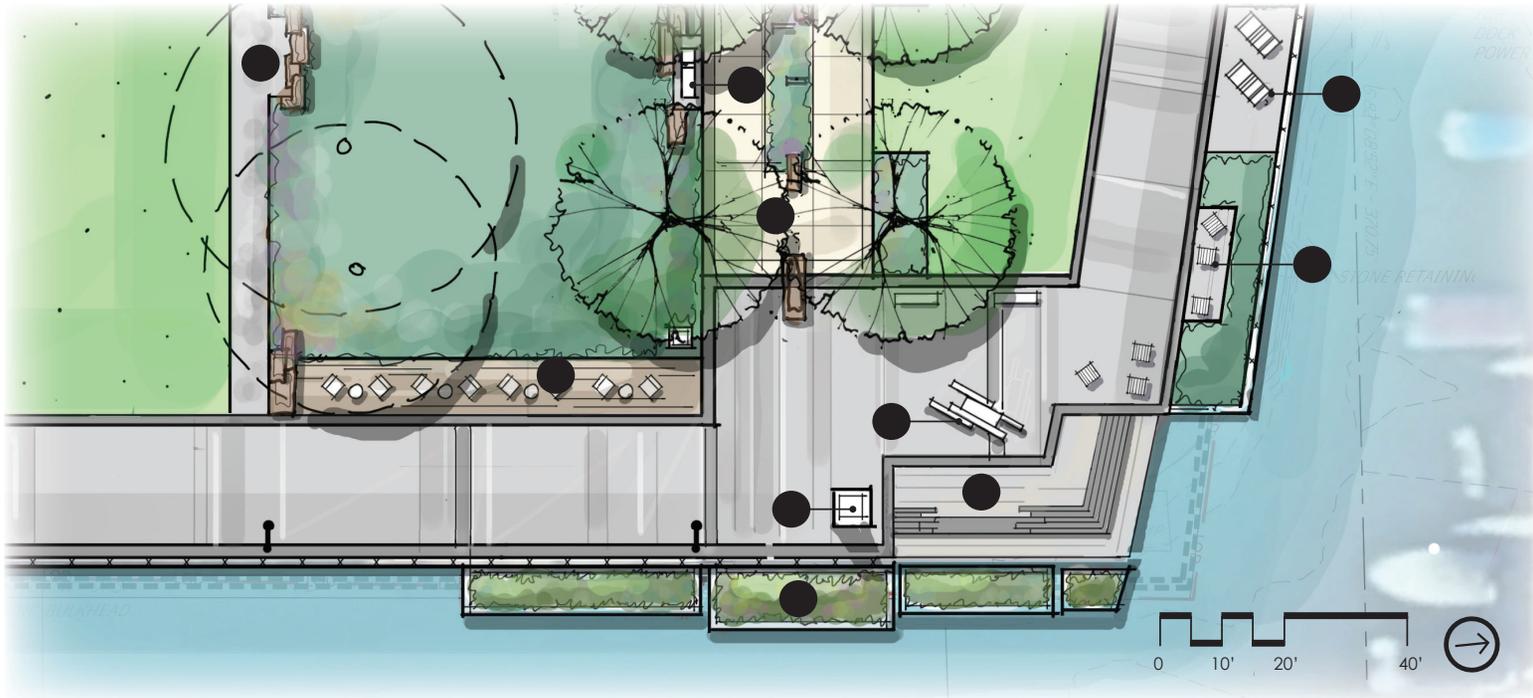


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ENLARGEMENT PLAN: WALES ALLEY RIVER GATEWAY

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street





LEGEND:

- Historic artifact or sculptural seating
- Timber bench with canal stones behind
- Canal stone seating
- Promenade lounge seating
- Overlook with signage / art / branding
- Waterfront plaza and steps / seat wall
- Wales Alley River Gateway
- Opportunity for floating wetlands at bulkhead

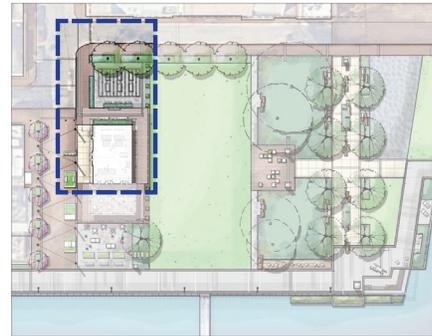
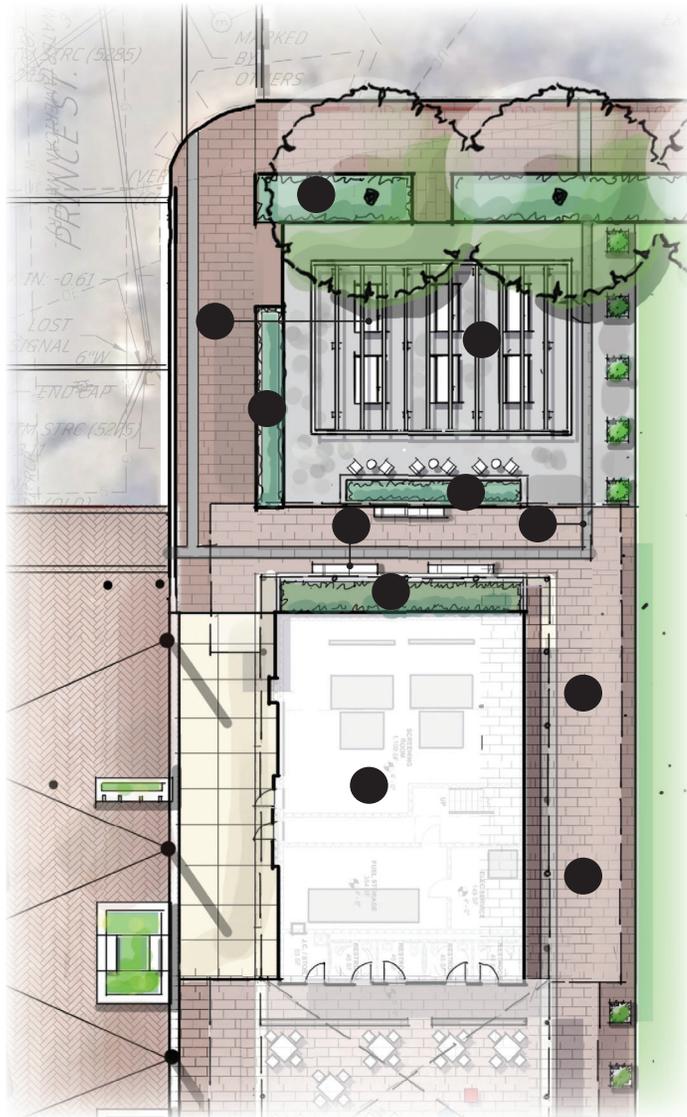


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ENLARGEMENT PLAN: WATERFRONT PROMENADE

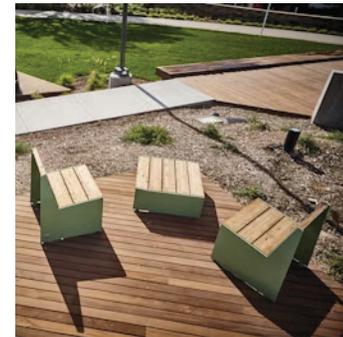
ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street

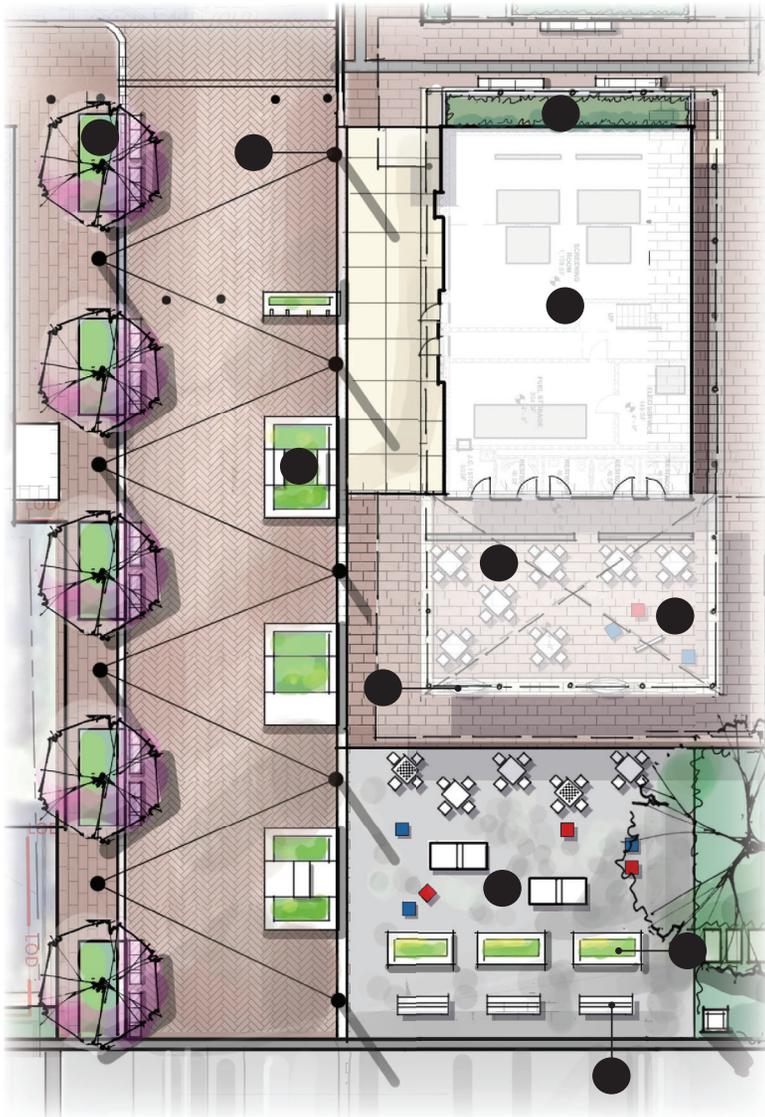




LEGEND:

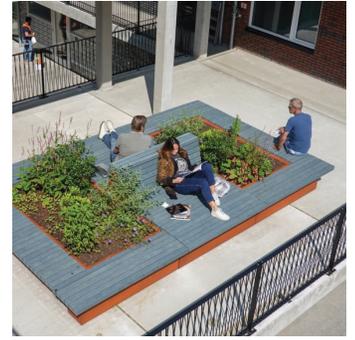
- Trellis with catenary lighting; columns to align with pump station building canopy grid
- Picnic tables
- Raised bioretention planter
- Pump station
- Pump station canopy
- Raised planting areas
- Planting areas at grade
- Seating along planter walls
- Historic 1845 shoreline banding
- Stage / performance area





LEGEND:

- Raised bioretention planter
- In-ground planters + benches
- Poles with catenary lighting
- Movable planters with seating
- Pump Station
- Covered plaza / venue space with movable tables and chairs
- Movable Connect Four game or similar with movable cube seating
- Hammocks / swing attached to canopy (removable for events)
- Ping pong tables
- Specialty double-sided promenade seating

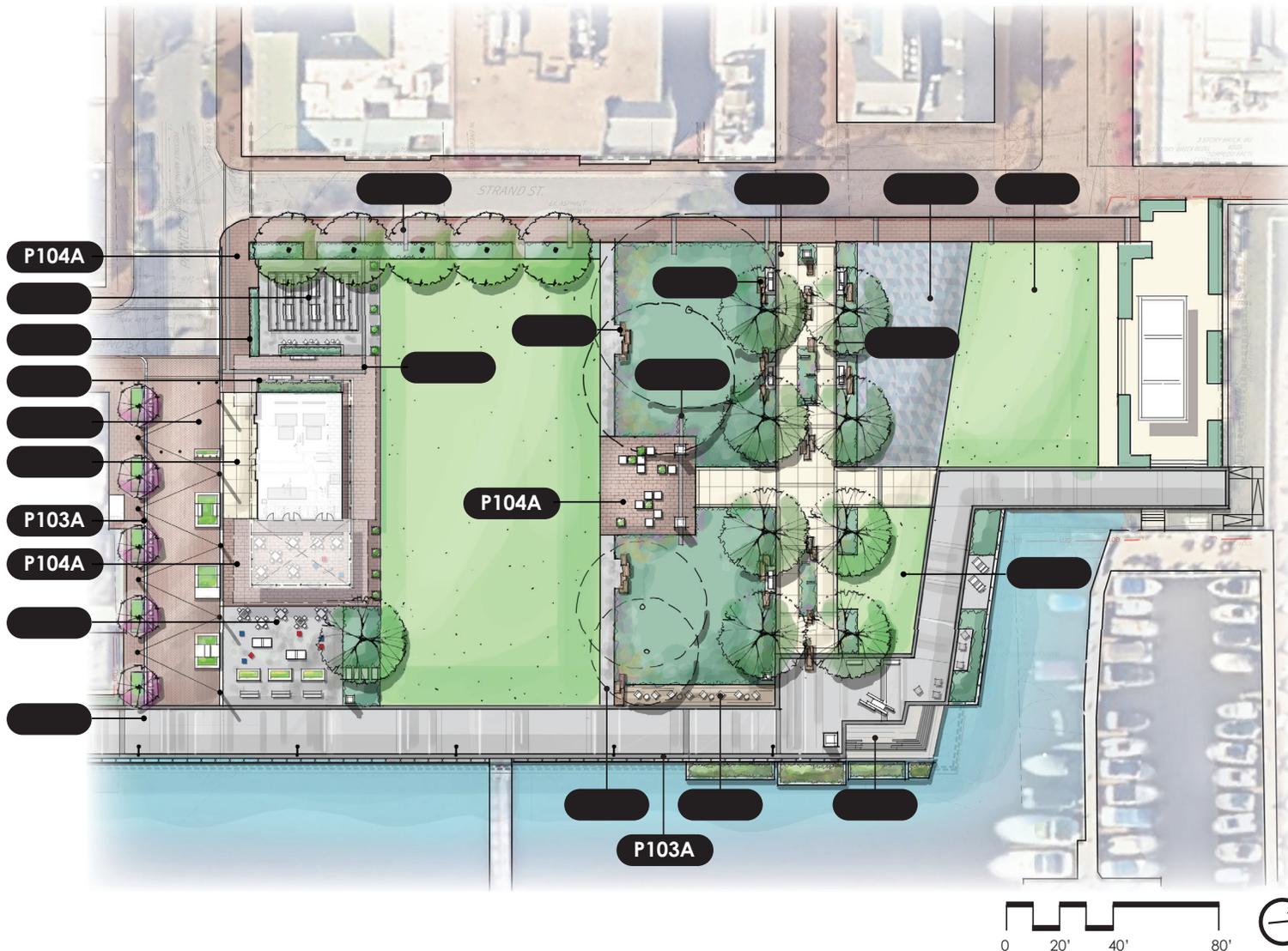


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ENLARGEMENT PLAN: PRINCE STREET AND EAST PLAZA

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street





LEGEND:

	POURED IN PLACE CONCRETE TYPE 1 PEDESTRIAN GRADE CONCRETE PAVING
	CONCRETE BAND VARIES BETWEEN PEDESTRIAN AND VEHICULAR GRADE
	POURED IN PLACE CONCRETE TYPE 2 VEHICULAR GRADE CONCRETE PAVING
	CONCRETE PAVERS PROMENADE PAVING TO MATCH ROBINSON LANDING
	GRANITE BAND TYPE 1: PROMENADE BANDING
	GRANITE BAND TYPE 2: TEXT-INScribed BAND GRANITE PAVER
	BRICK PAVERS TYPE 1 STREETSCAPE SIDEWALK PEDESTRIAN-GRADE
	BRICK PAVERS TYPE 2 STREETSCAPE SIDEWALK VEHICULAR-GRADE
	COBBLE STONES ALTERNATIVE TO VEHICULAR-GRADE CONCRETE
	STABILIZED GRANITE PATHWAY KAFKA GRANITE, ORGANIC LOC, OR SIMILAR
	WOOD DECKING SUSTAINABLY SOURCED WOOD OR SIMULATED DECK MATERIAL
	SYNTHETIC TURF REPLACE IN KIND AT NORTH WATERFRONT
	WALL TYPE 1 PLANTER WALLS
	WALL TYPE 2 STACKED CANAL STONES
	STAIR TYPE 1 STONE STEPS AND INTEGRAL SEAT WALL

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MATERIALS PLAN



ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





P101A/B/C

CONCRETE TYPE 1, 2, AND BAND
VARIES BETWEEN PEDESTRIAN AND
VEHICULAR GRADE



P102

CONCRETE PAVERS
PROMENADE PAVING
TO MATCH ROBINSON LANDING
COMMON ELEMENTS



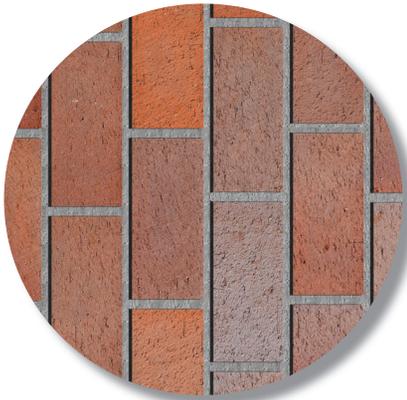
P103A

GRANITE BAND TYPE 1:
PROMENADE BANDING
GRANITE PAVER
COMMON ELEMENTS



P103B

GRANITE BAND TYPE 2:
TEXT-INScribed BAND
GRANITE PAVER
COMMON ELEMENTS



P104A

BRICK PAVING TYPE 1
ALEXANDRIA STANDARD BRICK –
RUNNING BOND PATTERN – FULL RANGE OF
COLOR – PEDESTRIAN-GRADE
COMMON ELEMENTS



P104B

BRICK PAVING TYPE 2
ALEXANDRIA STANDARD BRICK –
HERRINGBONE PATTERN – FULL RANGE OF
COLOR – VEHICULAR-GRADE
COMMON ELEMENTS



P105

COBBLE STONES
PRINCE STREETSCAPE ALTERNATIVE AT
PUMP STATION
COMMON ELEMENTS



P106

STABILIZED GRANITE PATHWAY
KAFKA GRANITE, ORGANIC LOC, OR
SIMILAR

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MATERIALS: PAVING

*NOTE: All paving in EVE to be vehicular-rated.



ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street





P107

WOOD DECKING

SUSTAINABLY SOURCED WOOD OR
SIMULATED DECK MATERIAL



P108

SYNTHETIC TURF

REPLACE-IN-KIND AT NORTH WATERFRONT



W101

WALL TYPE 1

CONCRETE PLANTER WALLS



W102

WALL TYPE 2

STACKED CANAL STONES



S101

STAIR TYPE 1

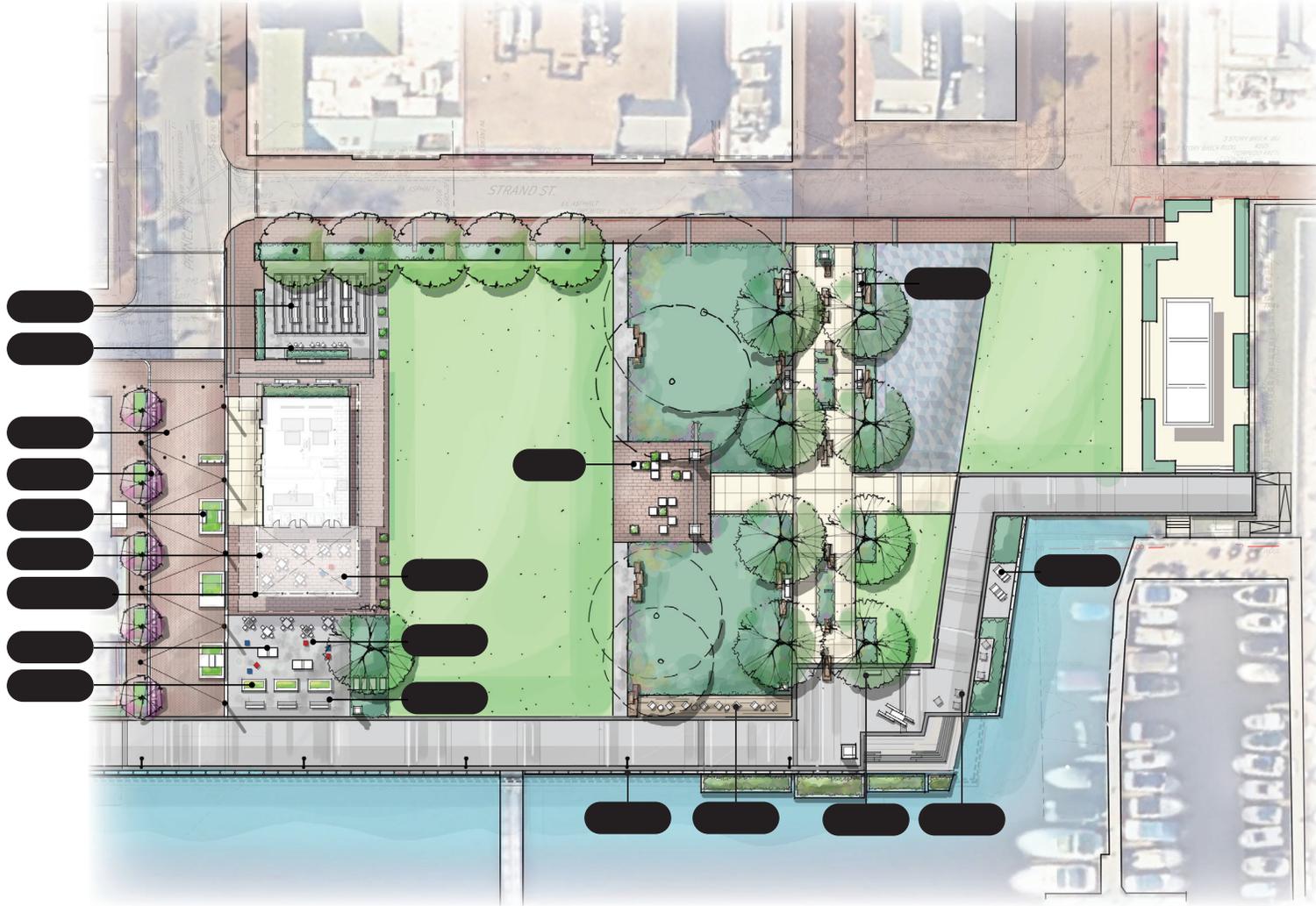
GRANITE STEPS
TO MATCH PROMENADE BANDING

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MATERIALS: DECKING, WALLS + STAIRS

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street





LEGEND:

	SQUARE MODULAR BENCH WITH INTEGRAL PLANTERS
	CHUNKY WOOD CHAISE LOUNGE AND TABLE
	PLAZA BENCHES
	LOUNGE CHAIR
	PING PONG TABLE
	PICNIC TABLES
	MOVABLE CUBE
	MOVABLE TABLES/CHAIRS (FOUR TOP AND TWO TOP)
	HAMMOCK/SWING SEATING
	MOVABLE GAMES
	HEAVY DUTY MOVABLE PLANTERS
	STREETSCAPE BENCHES
	POLE LIGHT TYPE 1: PROMENADE NAUTICAL
	POLE LIGHT TYPE 2: STREET LIGHT ALEXANDRIA STANDARD
	CATENARY LIGHTING

*NOTE: Other forms of ambient lighting such as bollards, tape lights, and tree uplights may be incorporated as well and are to be determined as the design progresses.

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FURNISHINGS + AREA LIGHTING PLAN

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street





F101

**SQUARE MODULAR BENCH
WITH INTEGRAL PLANTERS
COLOR TBD**



F102

**CHUNKY WOOD CHAISE LOUNGE AND TABLE
COLOR TBD**



F103

**PLAZA BENCHES
COLOR TBD**



F104

**LOUNGE CHAIR
COLOR TBD**



F105

**PING PONG TABLE
COLOR TBD**



F106

**PICNIC TABLES
COLOR TBD**



F107

**MOVABLE CUBE
COLOR TBD**



F108

**MOVABLE TABLE/CHAIRS (FOUR TOP
AND TWO TOP)
COLOR TBD**

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MATERIALS: FURNISHINGS



**ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street**





F109A

HAMMOCK/SWING OPTION 1
COLOR TBD



F109B

HAMMOCK/SWING OPTION 2
COLOR TBD



F110

GAMES
COLOR TBD



F111

PRINCE STREET PLANTERS
COLOR TBD



F112

PRINCE STREET BENCHES
COLOR TBD



L101

POLE LIGHT TYPE 1:
PROMENADE NAUTICAL
COMMON ELEMENTS



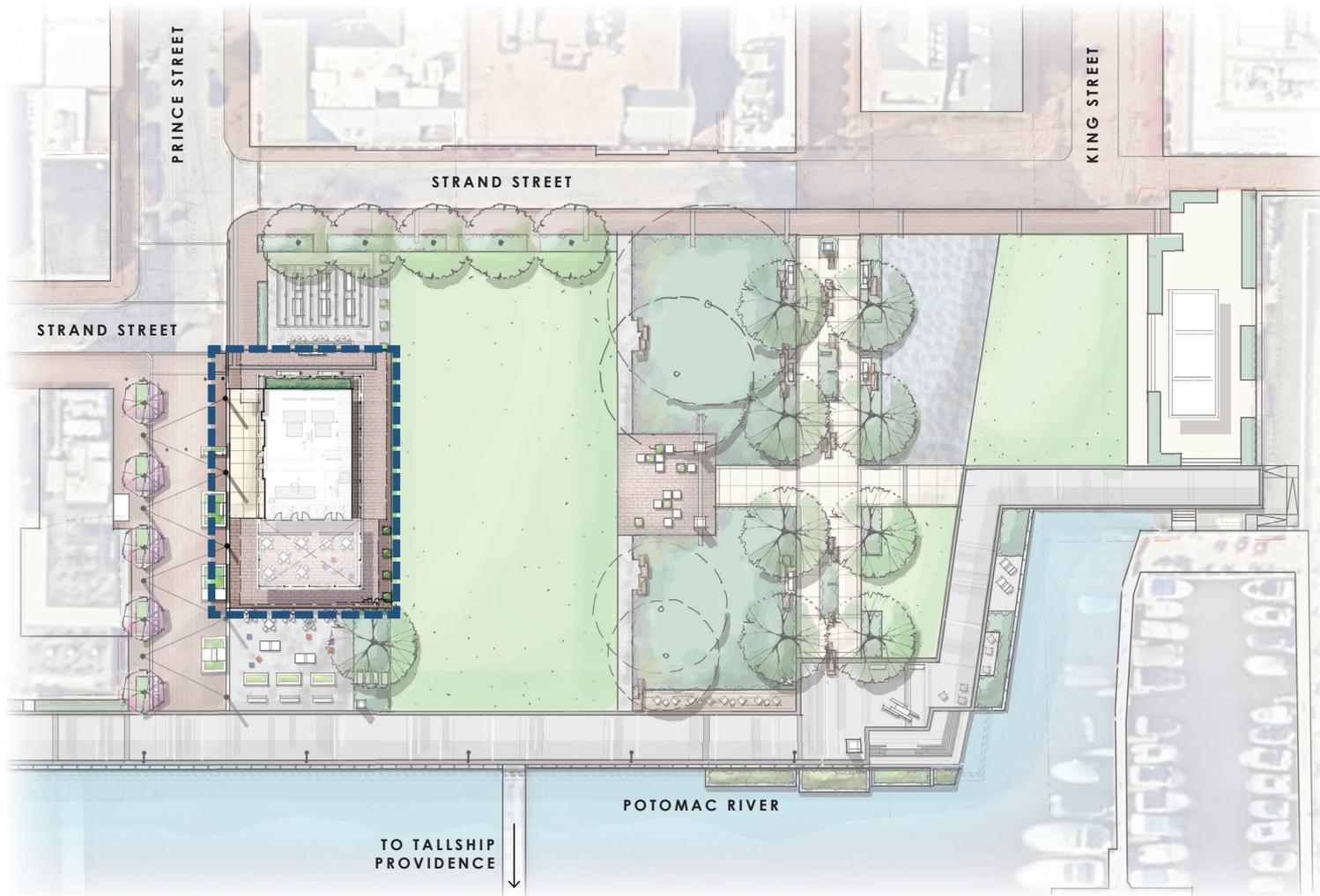
L102

POLE LIGHT TYPE 2:
STREET LIGHT
ALEXANDRIA STANDARD



L103

CATENARY LIGHTING
CUSTOM



The proposed pump station is located to highlight the landscape design, enhance view corridors of Strand Street, and maximize amenities facing the Potomac River.

The rectilinear framework used to layout the landscape design and its programmable space are directly referenced in the design of the pump station. The structural frame for the scrim and the canopies it forms are mirrored across the lawn from the arrival plaza. This relationship will provide a flexible space alongside the building that creates a backdrop to the park.

The footprint of the pump station itself is aligned with the Old Dominion Boat Club (across Prince Street) and allows for pedestrian and vehicular traffic traveling up Strand Street to have unimpeded views of the renovated Waterfront Park.

The covered patio and plaza venue space created by the overhang of the pump station has been situated to open up to and face the Potomac River. This architectural element is emphasized by the pedestrianization of Prince Street and the flexible game/seating space. The canopy itself opens outward and upward towards the Potomac as well, engaging directly with the waterfront.

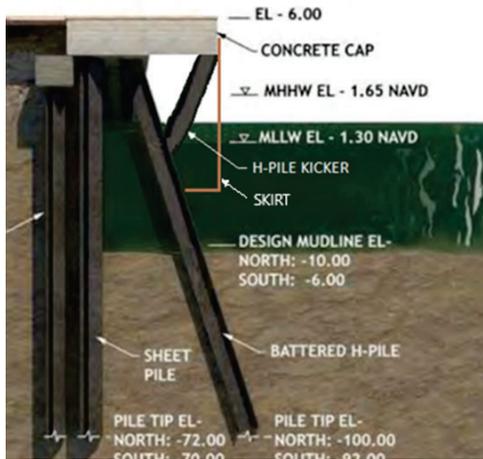


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THE PUMP STATION: LOCATION

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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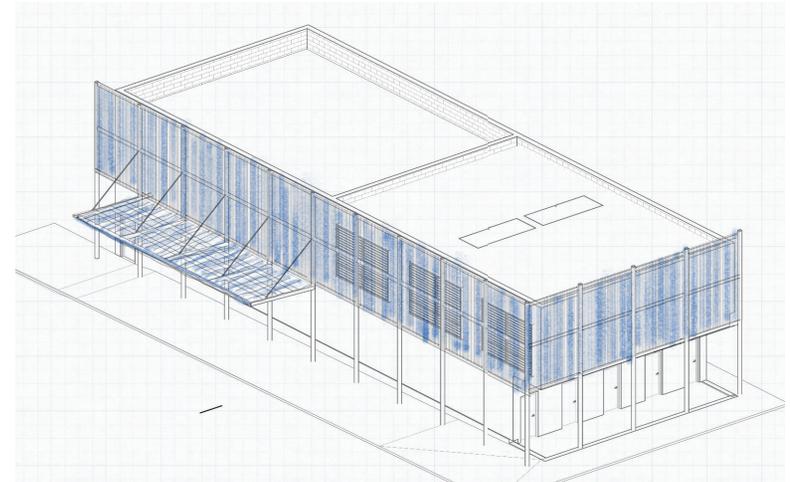




SECTION OF TYPICAL WATERFRONT RETAINING WALL



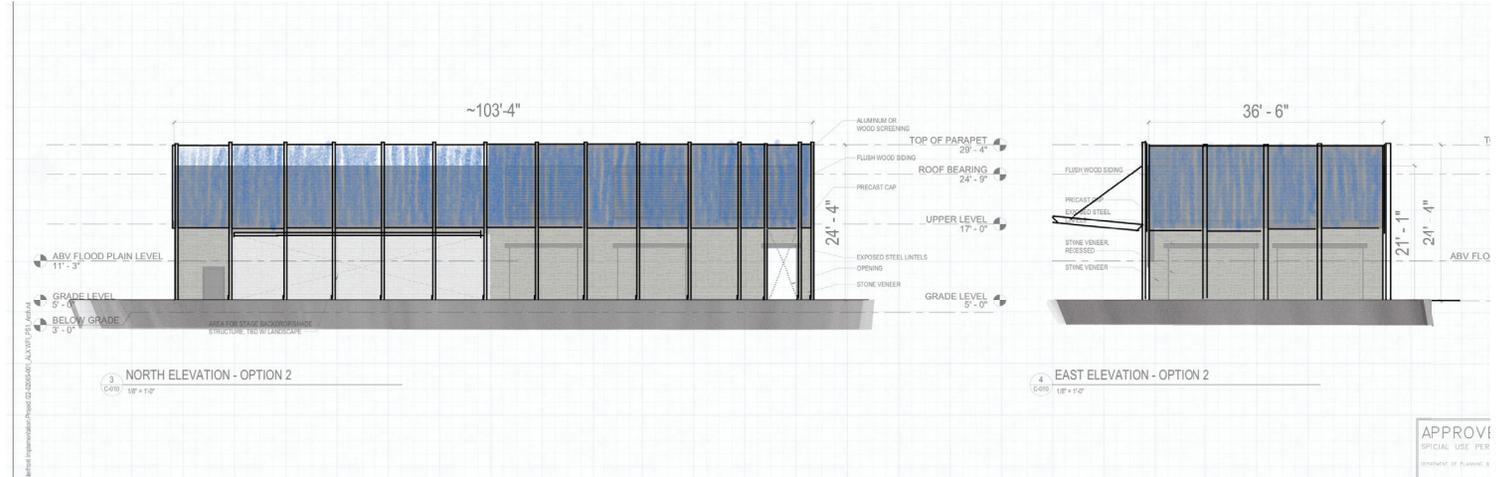
IMAGE OF TYPICAL WATERFRONT RETAINING WALL



INITIAL CONCEPT SKETCH - 3D VIEW



CORRUGATED METAL AS ARCHITECTURAL ELEMENT



INITIAL CONCEPT SKETCH - NORTH ELEVATION

INITIAL CONCEPT SKETCH - EAST ELEVATION

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ARCHITECTURAL CONCEPT
ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





EMPHASIS ON HORIZONTAL DATUM WITHIN EXISTING OLD TOWN ALEXANDRIA AND REFLECTION OF THAT IMAGE IN LOCAL ART

HORIZONTAL EMPHASIS THROUGH GLAZING AND STRUCTURE



SURROUNDING BUILDINGS WITH VARIOUS METHODS OF HORIZONTAL EMPHASIS THROUGH MATERIAL BREAKS, INTRODUCTION OF COLOR, AND PATTERNING.

HORIZONTAL EMPHASIS THROUGH MATERIAL AND MASSING

4/21/2025

ARCHITECTURAL CONCEPT

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street





ARCHITECTURE AS BACKDROP TO PARK



LOW MAINTENANCE NATURAL MATERIALS



CANOPY AND PLAZA



INTEGRATION OF ARCHITECTURE, LANDSCAPE, AND PUBLIC SPACE



METAL SCRIM AND RELATIONSHIP TO ARCHITECTURAL FACADE



NIGHT-TIME ILLUMINATION SCRIM AS VISUAL BEACON



SCRIM IN RELATIONSHIP TO STREETScape



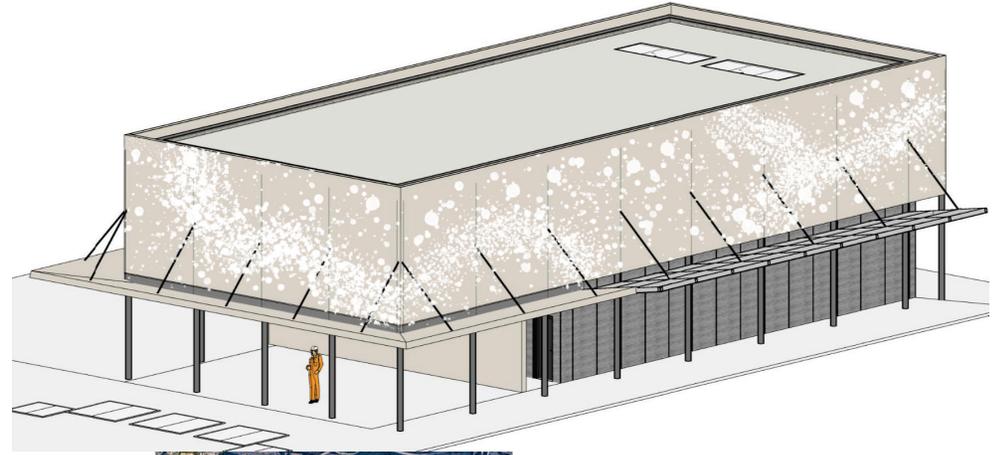
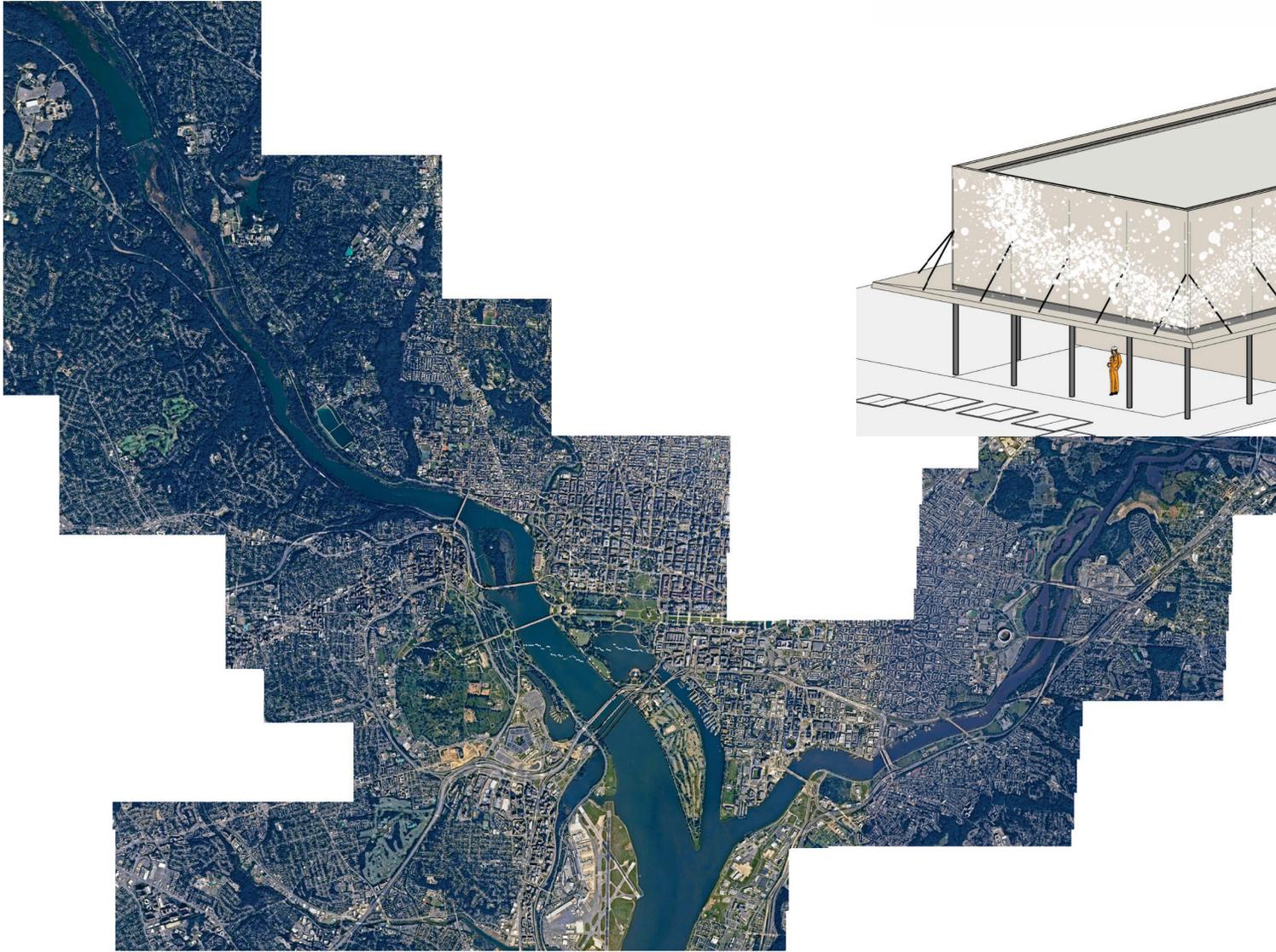
SCRIM AS VISUAL NARRATIVE

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PRECEDENTS

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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TRANPOSE WATERSHED - SCRIM TO GRAPHICALLY SHOW POTOMAC



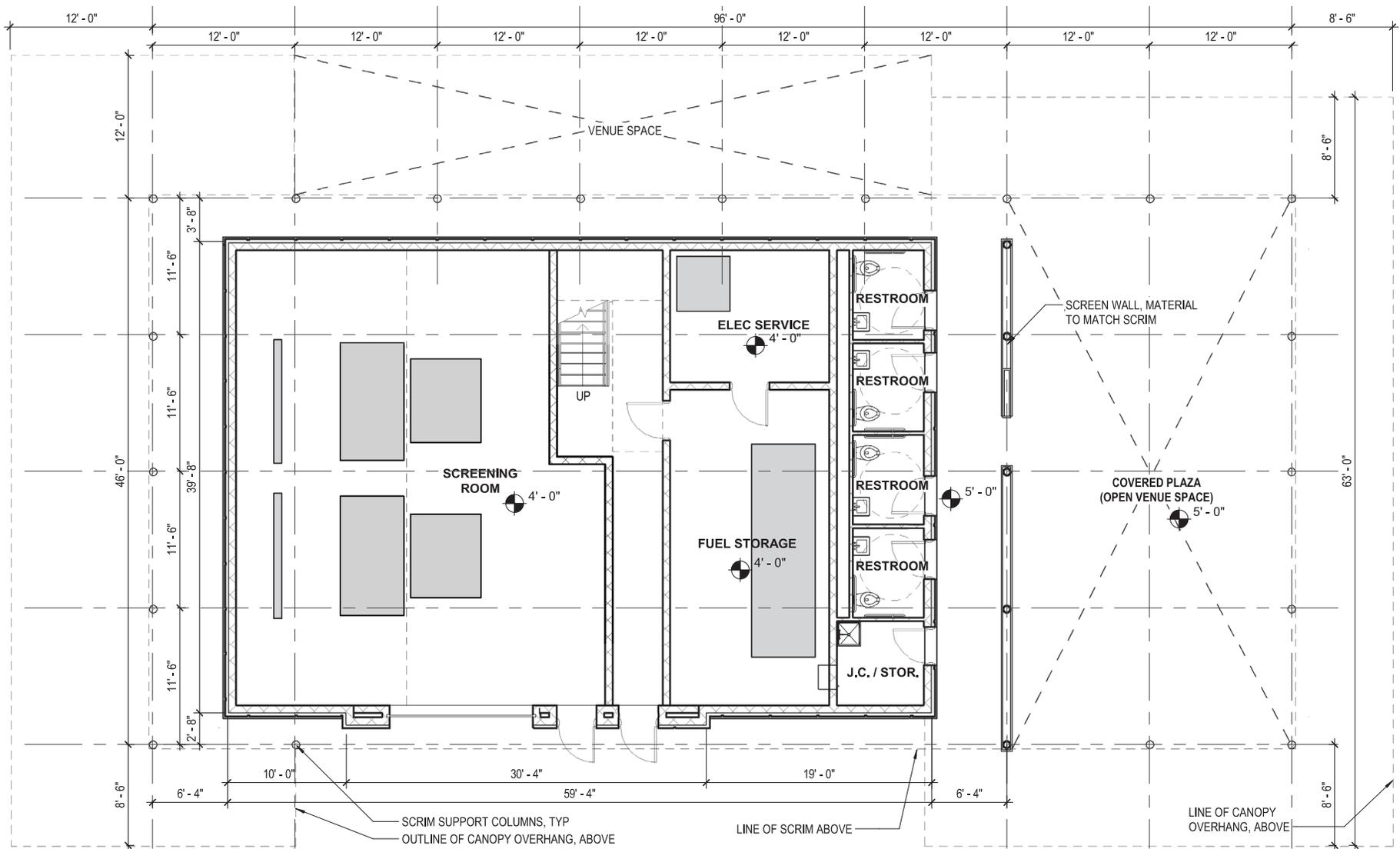
IMAGE ABSTRACTED ONTO ARCHITECTURAL FACADE

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SCRIM PERFORATION CONCEPT

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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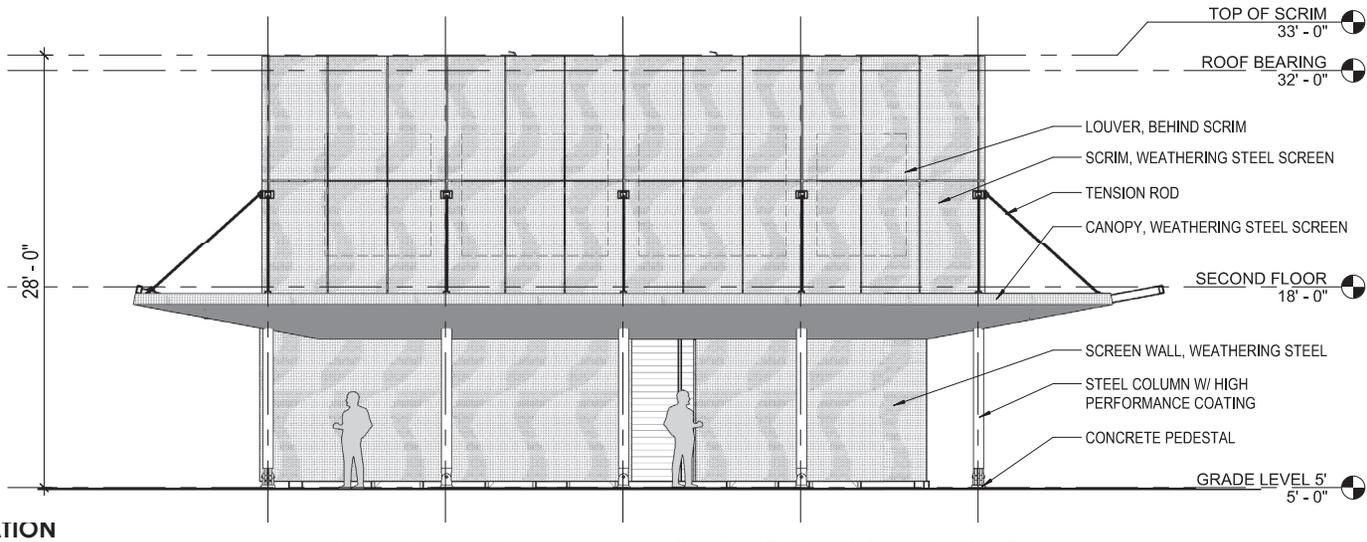
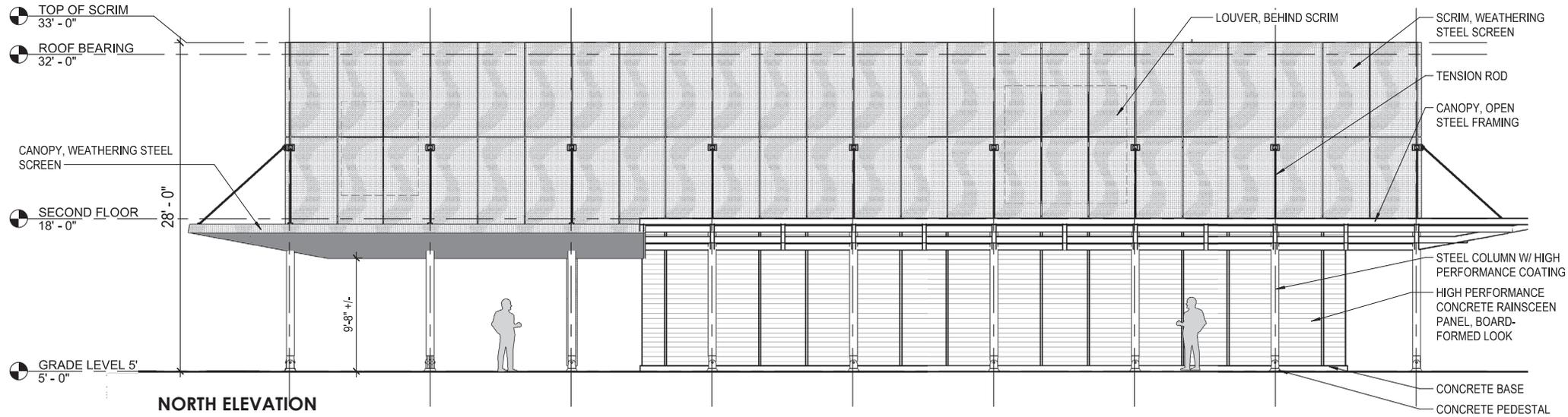


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PUMP STATION GROUND FLOOR PLAN
ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street

4' 0 4' 8'
 Draft, Deliberative, Pre-Decisional





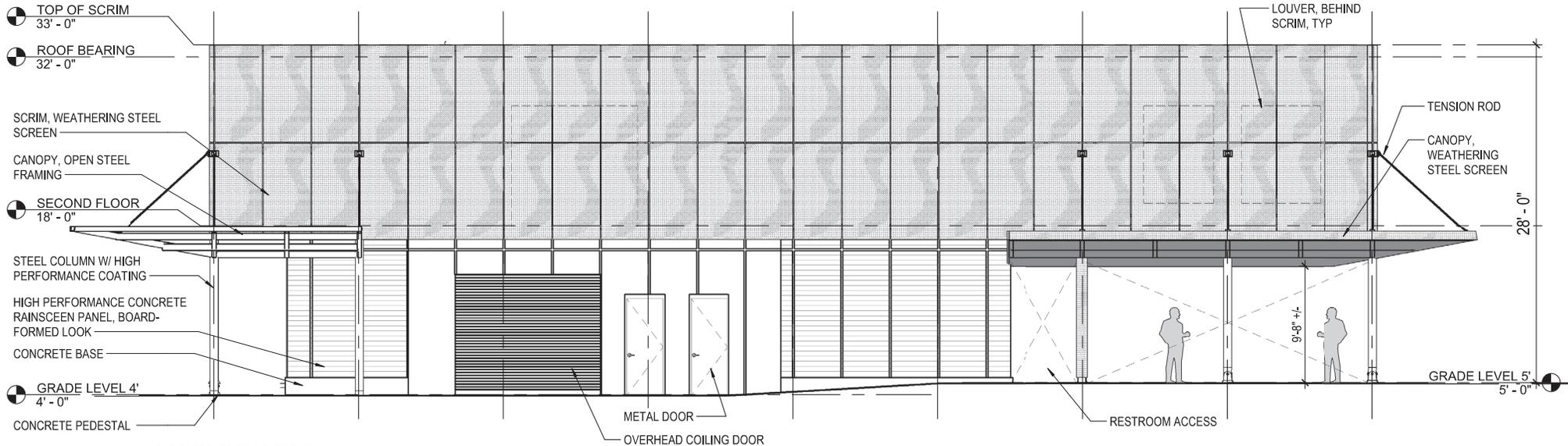
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PUMP STATION ELEVATIONS - CONCRETE OPTION

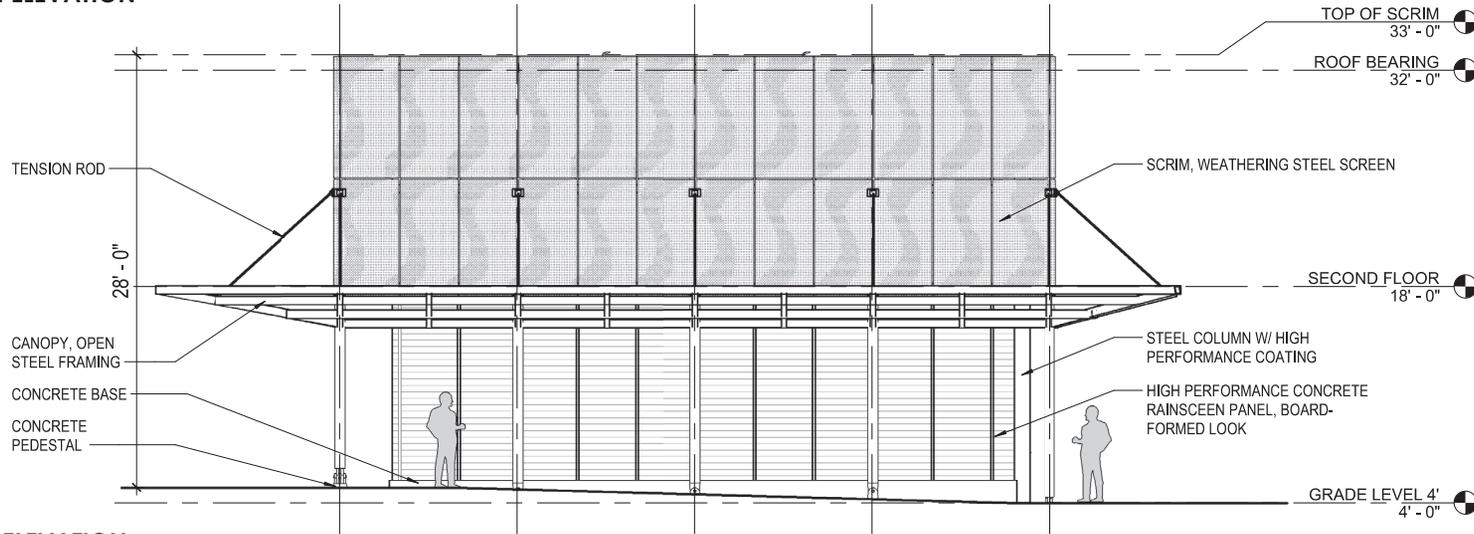
4' U 4' 8'
Draft, Deliberative, Pre-Decisional

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SOUTH ELEVATION



WEST ELEVATION

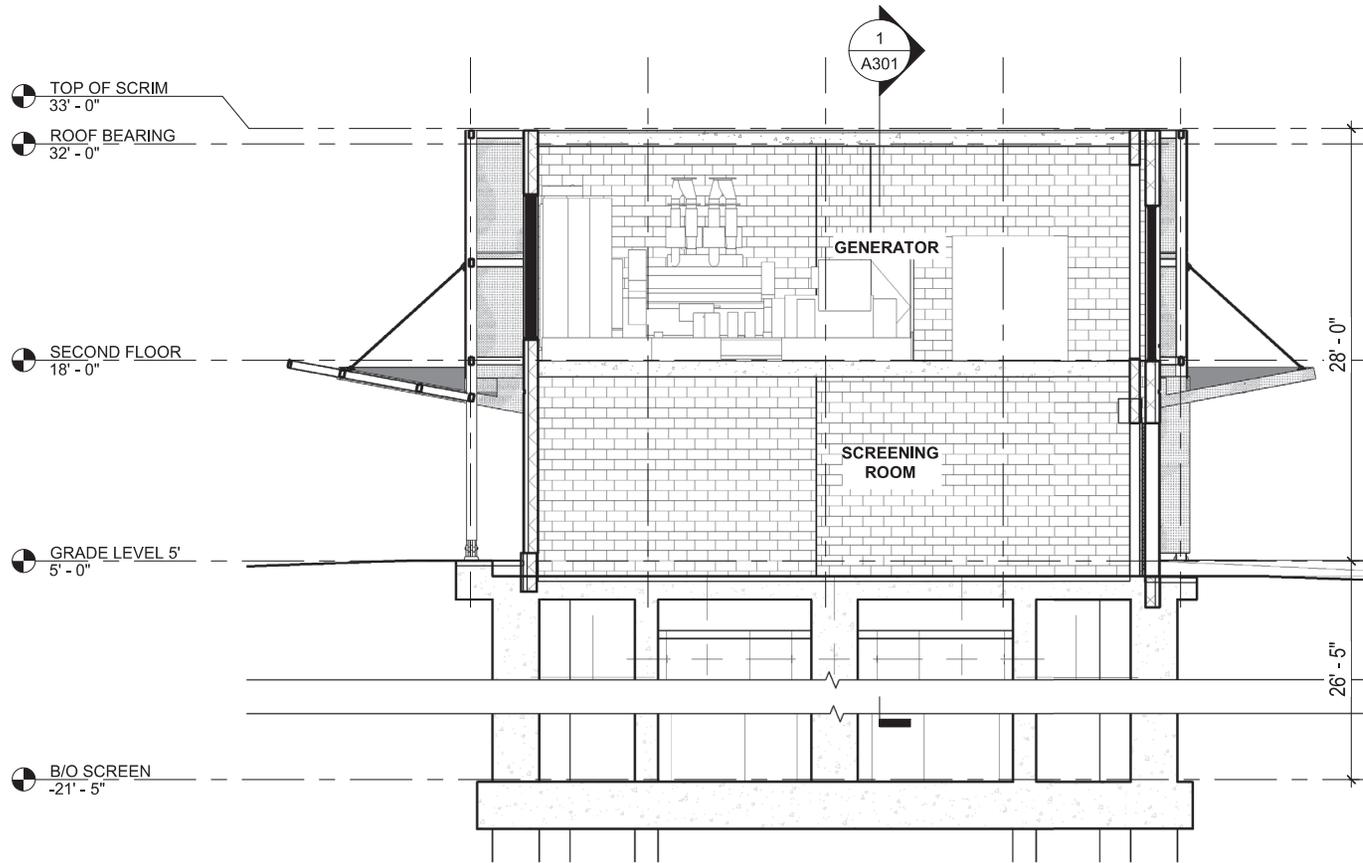
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PUMP STATION ELEVATIONS - CONCRETE OPTION

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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4' 0 4' 8'
 Draft, Deliberative, Pre-Decisional





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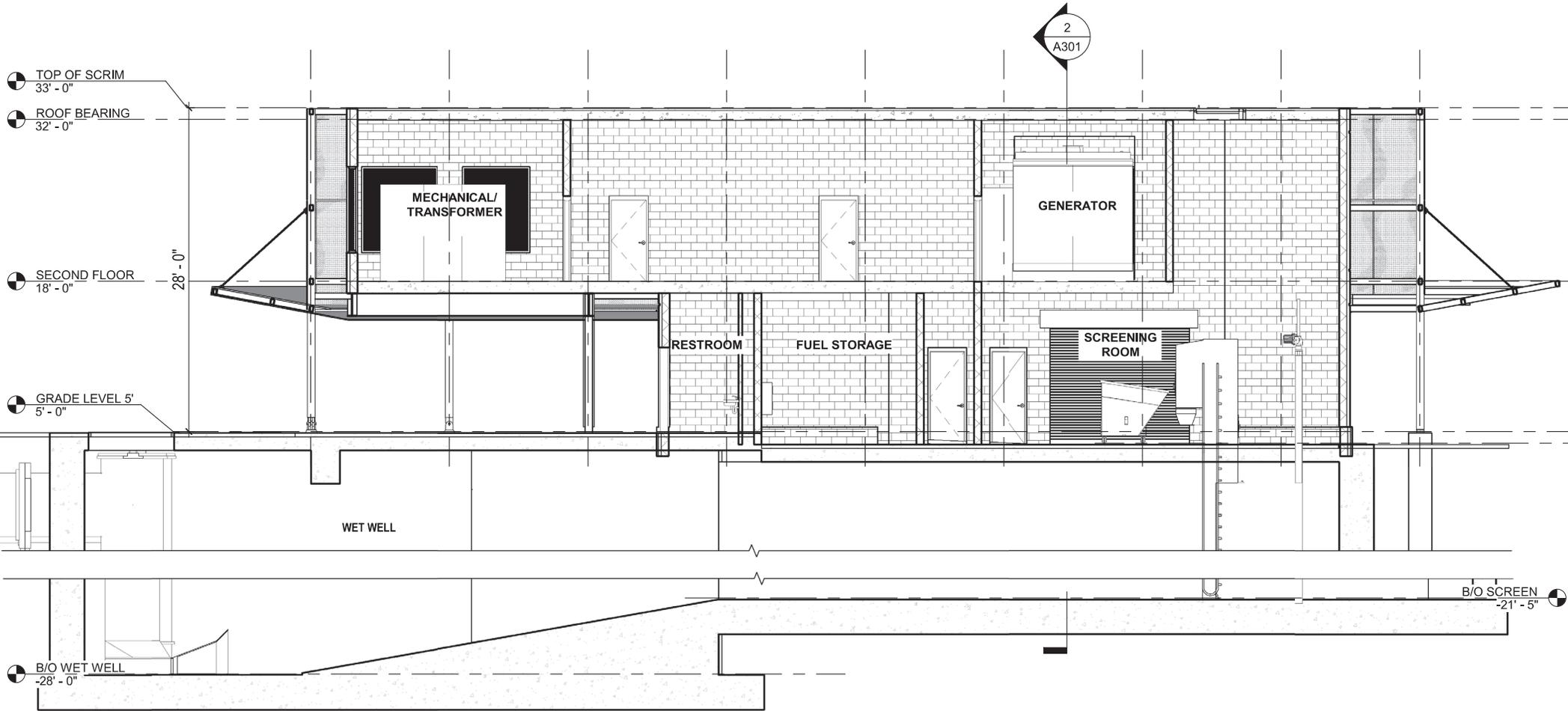
PUMP STATION TRANSVERSE SECTION

4' 0 4' 8'
Draft, Deliberative, Pre-Decisional



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PUMP STATION LONGITUDINAL SECTION
 ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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4' 0 4' 8'
 Draft, Deliberative, Pre-Decisional





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PUMP STATION RENDERINGS

VIEW FROM WEST UP PRINCE STREET



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VIEW FROM BASE OF KING STREET



SCRIM MATERIAL INSPIRATION



BOARD-FORMED CONCRETE PANEL TO REFERENCE HISTORIC CRIBBING

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PUMP STATION RENDERINGS

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NORTH SIDE FROM WATERFRONT PARK



NORTH SIDE FROM WATERFRONT PARK NIGHT VIEW



NORTH EAST FROM PROMENADE



VIEW FROM STRAND STREET SOUTH

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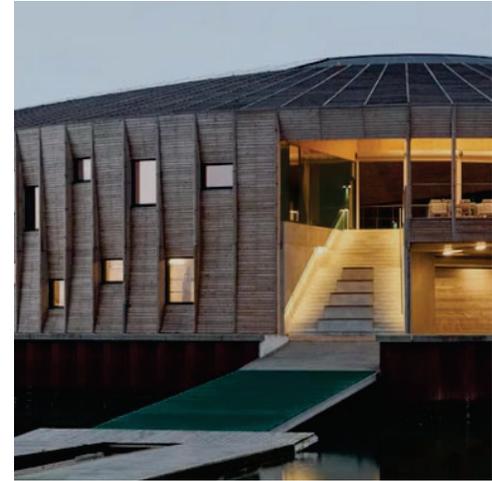
PUMP STATION RENDERINGS

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CLOSE UP OPEN CANOPY NORTH WEST SIDE



PRE-CAST CONCRETE PANEL OVERALL REFERENCE



CLOSE UP WEST SIDE



PRE-CAST CONCRETE PANEL MOLD TO PRODUCT REFERENCE

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PUMP STATION RENDERINGS/MATERIAL PALETTE

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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CLOSE UP CANOPY NORTH EAST SIDE



COLUMNS AS A DEVICE TO REPRESENT NAUTICAL SURROUNDS



CLOSE UP SOUTH MECHANICAL ENTRANCE



STRUCTURAL TECHTONICS AND RELATIONSHIP TO SAIL BOATS

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PUMP STATION RENDERINGS/MATERIAL PALETTE

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street





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PUMP STATION RENDERINGS

VIEW FROM EAST DOWN PRINCE STREET



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PUMP STATION RENDERINGS

NIGHT VIEW FROM EAST DOWN PRINCE STREET

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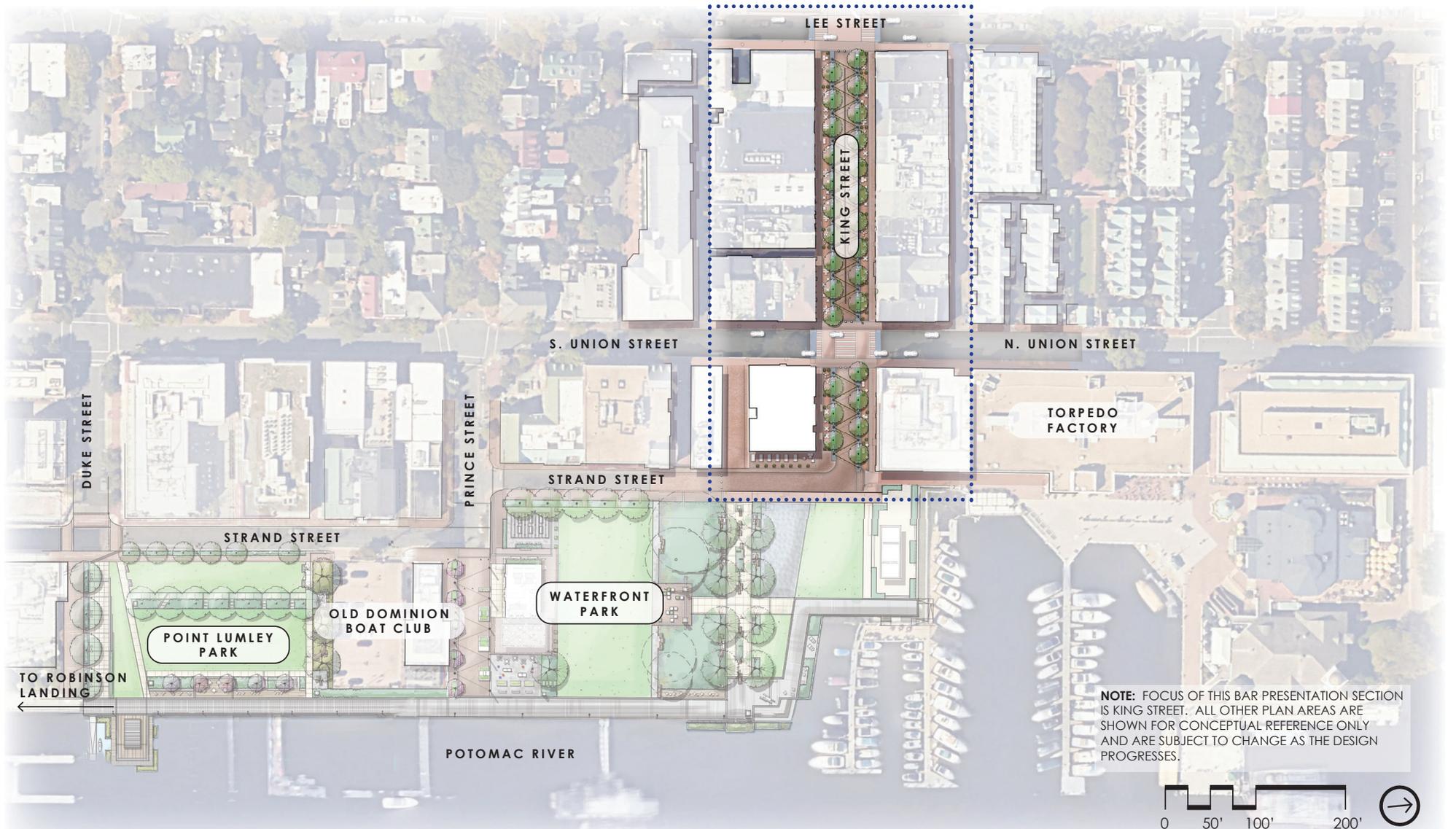
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3

KING STREET



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OVERALL PROJECT CONCEPT PLAN

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
 BAR Concept Review — Waterfront Park, Pump Station, and King Street



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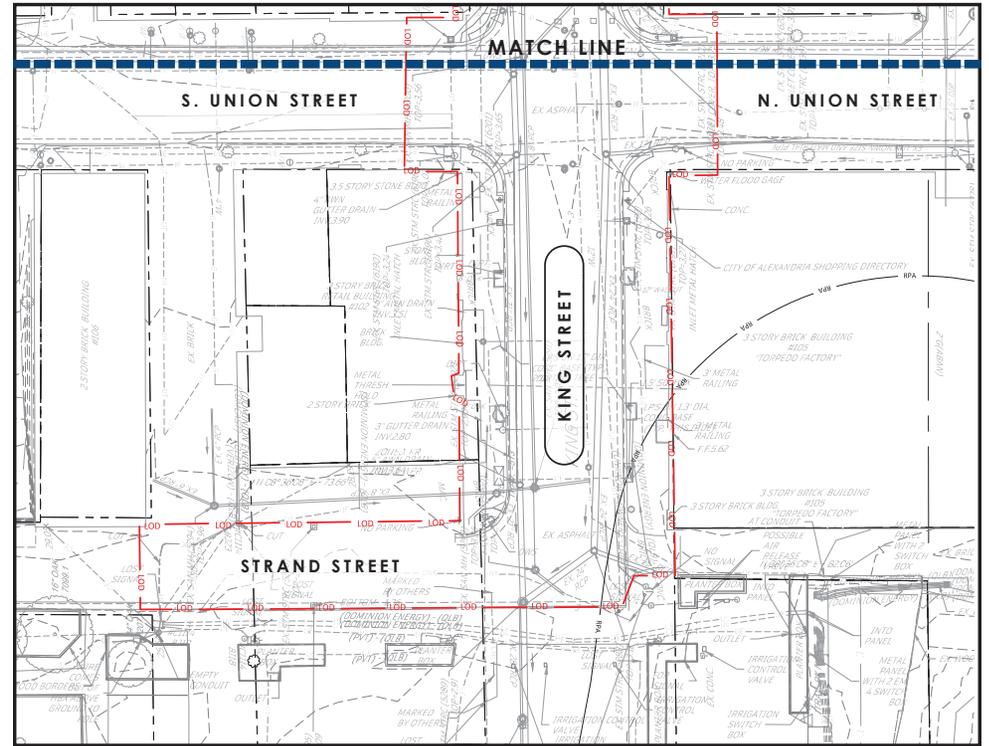
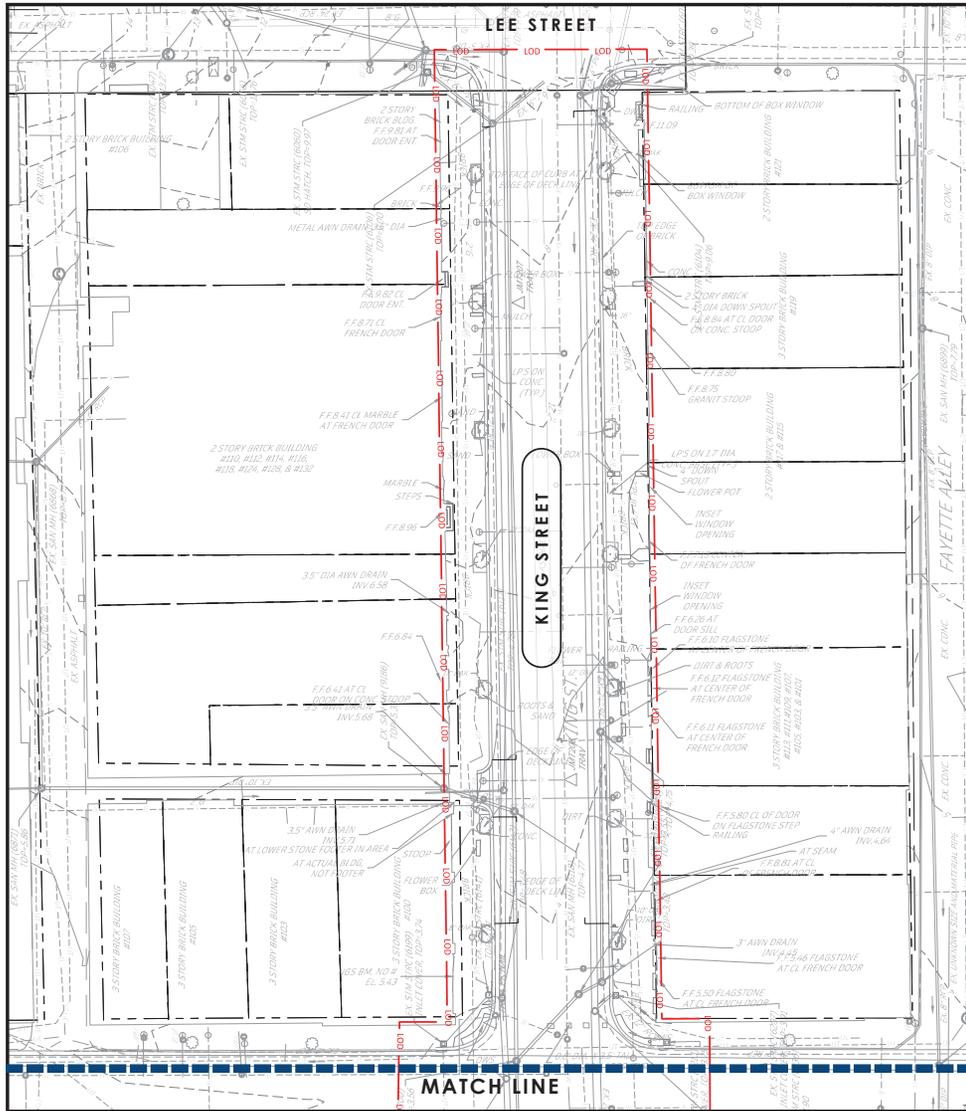


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EXISTING CONDITIONS

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
BAR Concept Review — Waterfront Park, Pump Station, and King Street



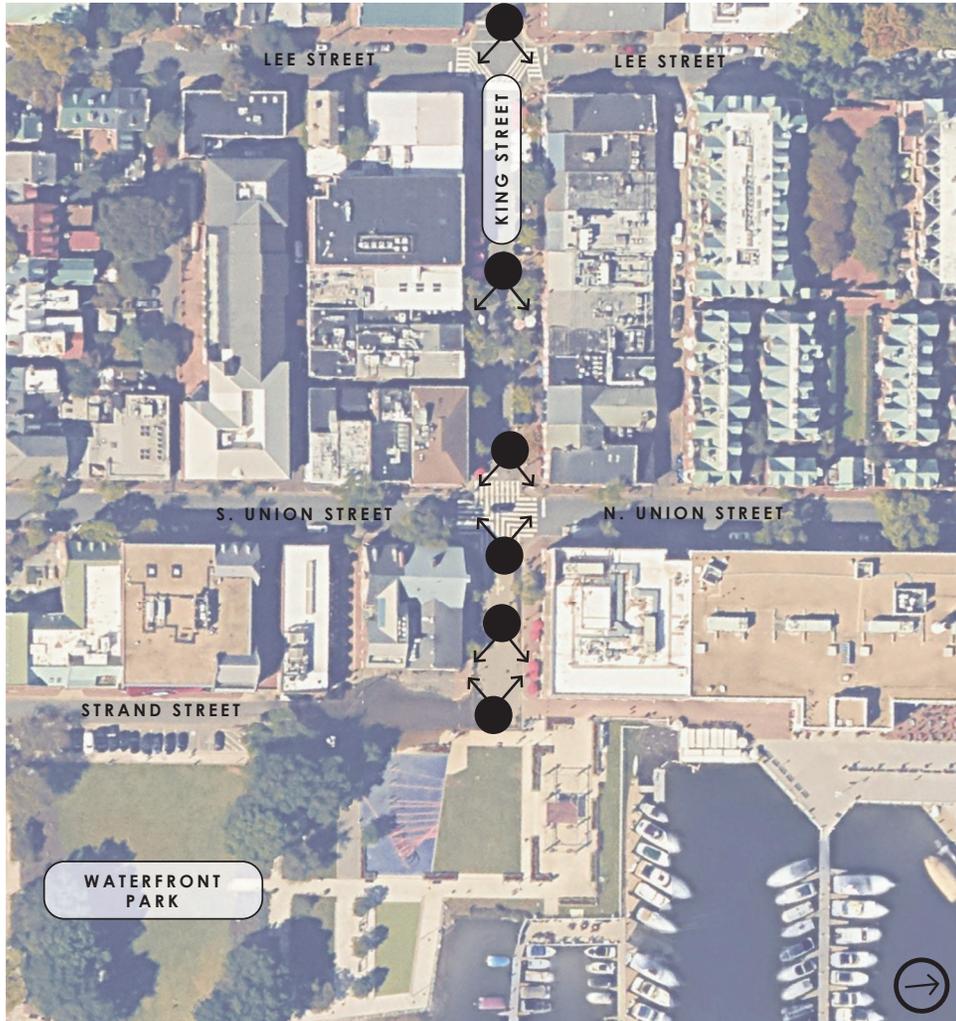


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EXISTING SITE PLAN

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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VIEWSHED KEY MAP



VIEW EAST THROUGH LEE STREET INTERSECTION



VIEW EAST FROM MID KING STREET

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EXISTING SITE IMAGES



ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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VIEW EAST FROM UNION INTERSECTION



VIEW EAST TO WATERFRONT PARK



VIEW WEST FROM WATERFRONT PARK



VIEW WEST THROUGH UNION INTERSECTION

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EXISTING SITE IMAGES



ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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LEGEND:

- Enhanced crosswalk
- Sidewalk access zone
- Commercial dining zone
- Public amenity zone
- 22' Pedestrian walkway (EVE)
- Trench drain
- Street tree
- Catenary lights
- Mounting block
- Expanded commercial dining zone

Note: All furnishings shown in the commercial dining zone will be privately maintained/operated and are shown for program/conceptual purposes only.



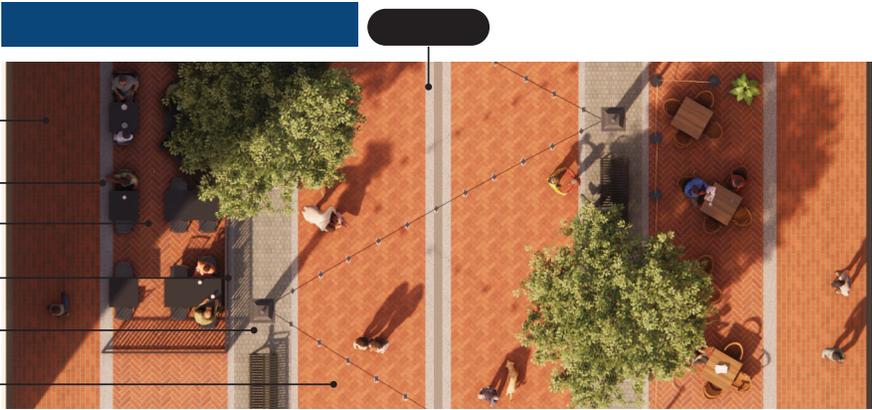
A simple paving design based on the Common Elements will create a solid foundation for King Street's variety of architectural facades, outdoor dining furnishings, railings, signage, and other streetscape elements. These elements give the street its character and should be celebrated; a simple and thoughtfully-conceived ground plane will bring them to the foreground.

The proposed design's variety of paving patterns adapt the Common Elements to the needs of a pedestrian street and reflect its historic Old Town location.





6" HT. GRANITE CURB
TO MATCH FLUSH
GRANITE PAVING
BANDS



5' MIN.	10.5'	5'	22'	5'	10.5'	5' MIN.
SIDEWALK	COMMERCIAL DINING	PUBLIC AMENITY	EVE	PUBLIC AMENITY	COMMERCIAL DINING	SIDEWALK



P101A

BRICK PAVING TYPE 1
ALEXANDRIA STANDARD BRICK -
4" X 8" RUNNING BOND PATTERN,
MORTAR SET
PEDESTRIAN-GRADE
FULL RANGE OF COLOR
COMMON ELEMENTS



P101B

BRICK PAVING TYPE 2
LARGE FORMAT BRICK -
4" X 12" HERRINGBONE
PATTERN, MORTAR SET
PEDESTRIAN-GRADE
SINGLE COLOR



P101C

BRICK PAVING TYPE 3
ALEXANDRIA STANDARD BRICK -
4" X 8" HERRINGBONE PATTERN,
MORTAR SET
VEHICULAR-GRADE
FULL RANGE OF COLOR
COMMON ELEMENTS



P102A/B

GRANITE BAND TYPE 1
12" WIDTH/6" WIDTH
COMMON ELEMENTS



P103

GRANITE COBBLE
4" X 4" MORTAR SET
COMMON ELEMENTS

BRICK PAVING TYPE 1 ALEXANDRIA STANDARD BRICK - RUNNING BOND PATTERN PEDESTRIAN-GRADE
BRICK PAVING TYPE 2 LARGE FORMAT BRICK - HERRINGBONE PATTERN PEDESTRIAN-GRADE
BRICK PAVING TYPE 3 ALEXANDRIA STANDARD BRICK - HERRINGBONE PATTERN VEHICULAR-GRADE
GRANITE BAND TYPE 1 12" WIDTH
GRANITE BAND TYPE 2 6" WIDTH
GRANITE COBBLE

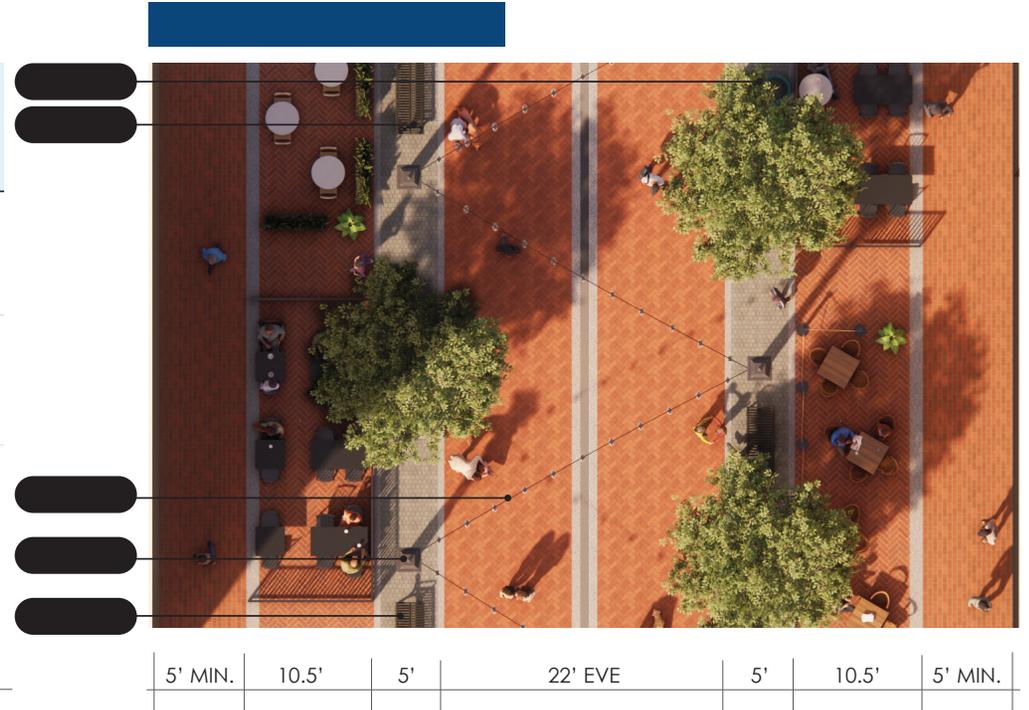
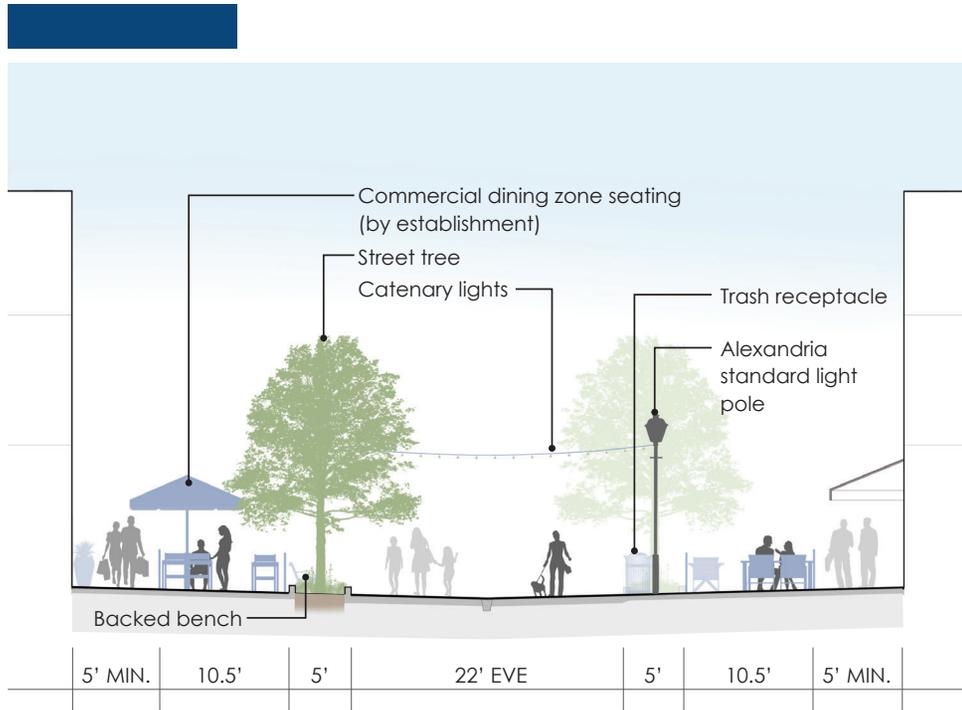
Note: Images are not exact representations of actual colors. Color of paving to be determined based on physical samples; images are for intent only. Mortar within bricks to be gray.

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PAVING

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F101A

BENCH TYPE 1
STANDARD ALEXANDRIA
BACKED BENCH



F101B

BENCH TYPE 2
MATCHING BACKLESS BENCH



F102

TRASH/RECYCLING RECEPTACLE
STANDARD ALEXANDRIA
RECEPTACLE



L101

LIGHT POLE
STANDARD ALEXANDRIA
LIGHT POLE



L102

CATENARY LIGHTING
FESTIVAL LIGHTS ATTACHED
AT ALEXANDRIA LIGHT POLE

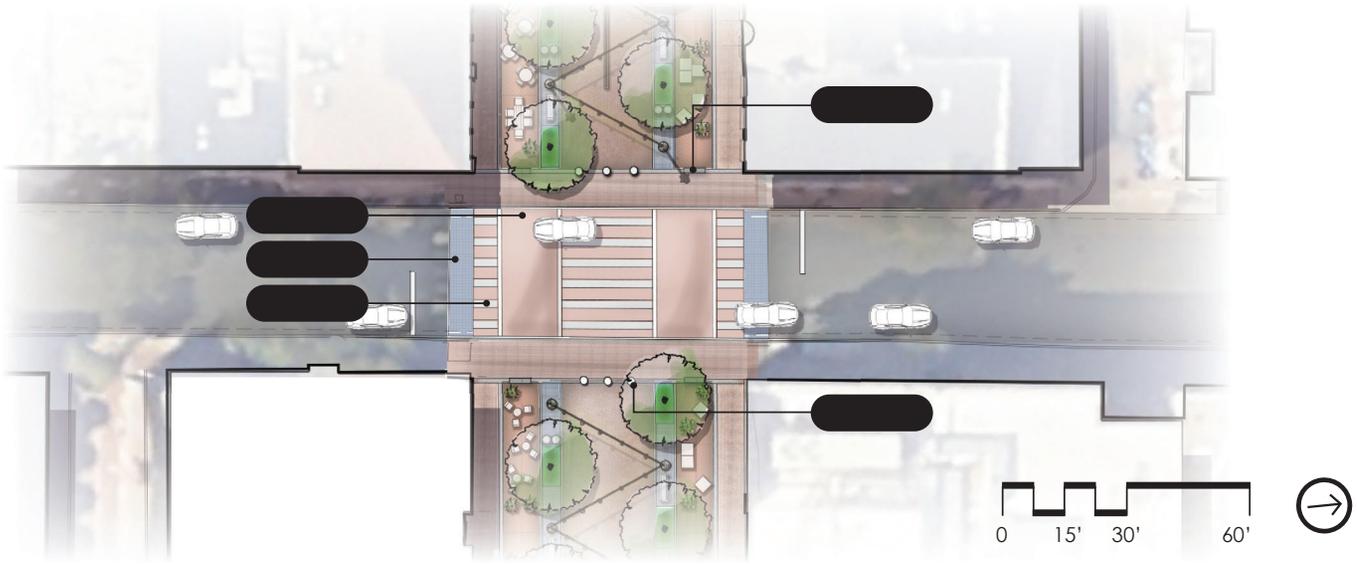
	BENCH TYPE 1 STANDARD ALEXANDRIA BACKED BENCH
	BENCH TYPE 2 MATCHING BACKLESS BENCH
	TRASH/RECYCLING RECEPTACLE ALEXANDRIA STANDARD
	LIGHT POLE ALEXANDRIA STANDARD
	CATENARY LIGHTING FESTIVAL LIGHTS ATTACHED AT ALEXANDRIA LIGHT POLE

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FURNISHINGS/LIGHTING

ALEXANDRIA WATERFRONT IMPLEMENTATION PROJECT
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	BRICK PAVING TYPE 3 ALEXANDRIA STANDARD BRICK – HERRINGBONE PATTERN VEHICULAR-GRADE
	BRICK PAVING TYPE 4 ALEXANDRIA STANDARD BRICK – HERRINGBONE PATTERN VEHICULAR-GRADE
	GRANITE COBBLE
	REMOVABLE BOLLARDS MATCH EXISTING KING STREET COLUMNS
	MOUNTING BLOCK GRANITE OR CANAL STONE

Note: Images are not exact representations of actual colors. Color of paving to be determined based on physical samples; images are for intent only. Mortar within bricks to be gray.



P101C

BRICK PAVING TYPE 3
ALEXANDRIA STANDARD BRICK –
4" X 8" HERRINGBONE PATTERN,
MORTAR SET
VEHICULAR-GRADE, RED
COMMON ELEMENTS



P101D

BRICK PAVING TYPE 4
ALEXANDRIA STANDARD
BRICK – 4" X 8" HERRINGBONE
PATTERN, MORTAR SET
VEHICULAR-GRADE, LIGHT
GRAY TONES
COMMON ELEMENTS



P103

GRANITE COBBLE
4" X 4" MORTAR SET
COMMON ELEMENTS



F105

REMOVABLE BOLLARDS
TO MATCH EXISTING
BOLLARDS AT KING AND STRAND
STREETS



F106

MOUNTING BLOCK
GRANITE OR CANAL STONES
COMMON ELEMENTS

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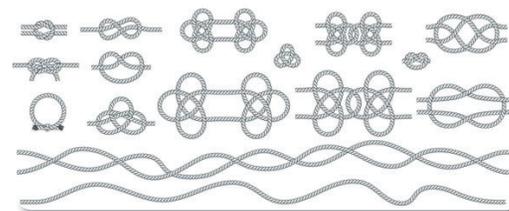
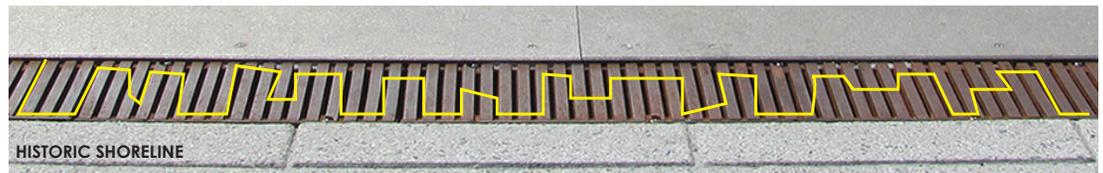
INTERSECTION IMPROVEMENTS

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A custom trench grate and manhole covers offer opportunities to incorporate art into the ground plane. Text to provide orientation, patterns inspired by the historic shoreline, or nautical/shipbuilding themes (such as knot patterns) could all be considered.



NAUTICAL KNOTS/SEAFARING



OLD TOWN NORTH PRECEDENTS



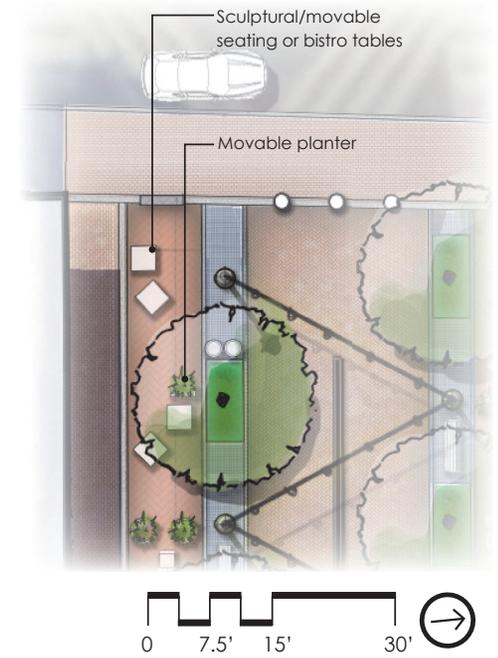
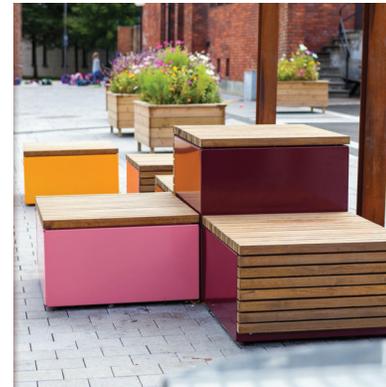
UTILITIES + DRAINS

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Commercial dining zone areas adjacent to non-restaurant businesses can provide fun, informal seating for al-fresco dining, rest, and people watching. Colorful planters can also add vibrance to the streetscape. Movable bistro tables could be provided in a few select areas; other pockets can feature one or two types of sculptural seating elements that double as art. These furnishings are all in the same family as those proposed for Point Lumley and Waterfront Parks.



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POP-UP PLACES



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